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Thursday, February 12, 2026

Magha 23, 1947 (Saka)

LOK SABHA DEBATES

(Original Version)

Seventh Session

(Eighteenth Lok Sabha)



सत्यमेव जयते

(Vol. XIV contains Nos. 11 to 20)

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NEW DELHI

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LOK SABHA DEBATES

LOK SABHA

Thursday, February 12, 2026/ Magha 23, 1947 (Saka)

The Lok Sabha met at Eleven of the Clock.

[**Shri Krishna Prasad Tenneti** *in the Chair*]

ORAL ANSWER TO QUESTION**Starred Question No. 181**

माननीय सभापति : प्रश्न संख्या 181, डॉ. प्रभा मल्लिकार्जुन जी ।

AGGREGATE TECHNICAL AND COMMERCIAL LOSSES***181. DR. PRABHA MALLIKARJUN:**

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

- (a) the current national average of Aggregate Technical and Commercial (AT&C) losses and the State-wise comparison thereof;
- (b) the measures taken by the Government under the Revamped Distribution Sector Scheme (RDSS) and the Integrated Power Development Scheme (IPDS) to modernise distribution networks;
- (c) the impact of technical losses on the financial health of State DISCOMs;
- (d) the steps taken by the Government to strengthen feeder metering and smart-grid deployment in Karnataka; and
- (e) whether any smart-metering pilot projects have been implemented in Davanagere district in Karnataka and if so, the details and outcome thereof?

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

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

विवरण

(क) से (ग) : विद्युत एक समवर्ती विषय होने के कारण सभी उपभोक्ताओं को विद्युत की आपूर्ति एवं

वितरण संबंधित राज्य सरकारों/वितरण यूटिलिटी के अधिकार क्षेत्र में आता है। भारत सरकार वितरण यूटिलिटी की वित्तीय स्थिति में सुधार, विशेष रूप से उनकी समग्र तकनीकी एवं वाणिज्यिक हानियों में कमी लाने हेतु राज्यों के प्रयासों को निरंतर सहयोग प्रदान कर रही है। इस मानदंड में तकनीकी हानियाँ शामिल हैं जो वितरण नेटवर्क में ऊर्जा क्षति के कारण बिल नहीं हो पाने वाली ऊर्जा को दर्शाता है और चोरी, बिलिंग की गलतियों और बिल की गई एनर्जी के निमित्त वसूली में कमी के कारण होने वाले वाणिज्यिक हानियों को दिखाता है।

तकनीकी हानियों में सुधार हेतु एक प्रमुख उपाय वितरण अवसंरचना को सुदृढ़ करना है जिसके लिए भारत सरकार ने समेकित विद्युत वितरण योजना (आईपीडीएस) तथा वर्तमान में संशोधित वितरण क्षेत्र योजना (आरडीएसएस) जैसी स्कीमों के अंतर्गत राज्यों को वित्तीय सहायता प्रदान की है, ताकि सभी उपभोक्ताओं को गुणवत्तापूर्ण एवं विश्वसनीय विद्युत आपूर्ति प्रदान करने के उद्देश्य की पूर्ति की जा सके।

आईपीडीएस को भारत सरकार द्वारा दिसंबर, 2014 में देश के शहरी क्षेत्रों में वितरण नेटवर्क को सुदृढ़ करने के उद्देश्य से शुरू किया गया था। इस स्कीम के अंतर्गत ₹58,686 करोड़ के कार्य निष्पादित किए गए।

आरडीएसएस को जुलाई, 2021 में प्रारंभ किया गया था जिसका उद्देश्य वित्तीय रूप से स्थिर एवं प्रचालन की दृष्टि से कुशल वितरण क्षेत्र के माध्यम से उपभोक्ताओं को विश्वसनीय एवं गुणवत्तापूर्ण विद्युत आपूर्ति सुनिश्चित करना है। इस स्कीम के अंतर्गत राज्यों द्वारा प्रस्तुत प्रस्तावों के आधार पर हानि न्यूनीकरण अवसंरचना हेतु ₹1.53 लाख करोड़ तथा स्मार्ट मीटरिंग हेतु ₹1.31 लाख करोड़ की परियोजनाओं को स्वीकृति प्रदान की गई है।

वितरण नेटवर्क को मजबूत और आधुनिक बनाने के लिए निम्नलिखित कार्यों को उपर्युक्त स्कीमों के तहत मंजूरी दी गई थी:

- गैस इंसुलेटेड स्विचगियर (जीआईएस) सबस्टेशनों सहित सबस्टेशनों के निर्माण/उन्नयन के लिए कार्य

- नए वितरण ट्रांसफार्मर (डीटी) की स्थापना और मौजूदा डीटी का संवर्धन
- पुराने कंडक्टरों का प्रतिस्थापन
- एचटी/एलटी लाइनों का भूमिगतकरण
- पर्यवेक्षी नियंत्रण और डेटा अधिग्रहण (एससीएडीए) कार्य
- आरडीएसएस के तहत, 19.79 करोड़ उपभोक्ताओं को कवर करने वाले प्रीपेड स्मार्ट मीटरिंग कार्य और 2.11 लाख फीडरों और 52.53 लाख डीटी के लिए स्मार्ट प्रणाली मीटरिंग कार्य स्वीकृत किए गए हैं। आज तक की स्थिति अनुसार, आरडीएसएस के तहत 4.19 करोड़ स्मार्ट मीटर लगाए गए हैं, और कुल मिलाकर, विभिन्न स्कीमों के तहत देश भर में 5.59 करोड़ स्मार्ट मीटर लगाए गए हैं, जिसमें आईपीडीएस के तहत 6.54 लाख स्मार्ट मीटर शामिल हैं।

आरडीएसएस के तहत स्वीकृत कार्य कार्यान्वयन के विभिन्न चरणों में हैं। मार्च, 2022 को आईपीडीएस बंद हो चुकी है।

इसके अलावा, आरडीएसएस के तहत, वितरण अवसंरचना के लिए धनराशि का वितरण एटीएंडसी नुकसान सहित विभिन्न मापदंडों के निमित्त वितरण यूटिलिटी के निष्पादन से संबद्ध है। यूटिलिटी को उनके वित्तीय स्थिति में सुधार के लिए उपाय करने के लिए प्रोत्साहित करने की परिकल्पना की गई है।

केंद्र और राज्यों/संघ राज्य क्षेत्रों के सामूहिक प्रयासों और किए गए सुधार उपायों से, वितरण यूटिलिटी की एटीएंडसी हानियाँ राष्ट्रीय स्तर पर वित्त वर्ष 2014 में 22.62% से घटकर वित्त वर्ष 2025 में 15.04% हो गई है। दिनांक 31.03.2025 तक राज्यवार एटीएंडसी हानियाँ संलग्न **अनुबंध** में दी गई हैं।

(घ) और (ङ): आईपीडीएस के तहत, कर्नाटक राज्य में 2,352 करोड़ रुपये के वितरण अवसंरचना

संबंधी कार्य कार्यान्वित किए गए। निष्पादित कार्यों में नए जीआईएस सबस्टेशन, सबस्टेशन/डीटी का निर्माण/संवर्धन, भूमिगत केबलिंग कार्य आदि शामिल थे।

कर्नाटक ने आरडीएसएस के तहत भाग नहीं लिया है। राज्य द्वारा दी गई सूचना के अनुसार, 11 केवी के 18,438 फीडर ऊर्जा मीटर संस्थापित किए गए हैं। इसके अलावा, केईआरसी विनियमों के अनुसार राज्य में स्मार्ट मीटरिंग कार्य किए जा रहे हैं।

अनुबंध

दिनांक 31.03.2025 तक एटीएंडसी हानि (%)

राज्य/संघ राज्य क्षेत्र	एटीएंडसी हानि (%)
अंडमान और निकोबार द्वीप समूह	24.14
आंध्र प्रदेश	7.87
अरुणाचल प्रदेश	46.20
असम	15.44
बिहार	15.51
छत्तीसगढ़	14.25
दिल्ली	6.56
गोवा	10.39
गुजरात	7.80
हरियाणा	11.76
हिमाचल प्रदेश	19.44
झारखंड	28.19
कर्नाटक	11.92
केरल	6.61
लद्दाख	26.82
मध्य प्रदेश	22.76
महाराष्ट्र	16.90
मणिपुर	12.90
मेघालय	17.52

मिजोरम	32.31
नागालैंड	48.86
ओडिशा	17.81
पुडुचेरी	14.72
पंजाब	19.21
राजस्थान	15.18
सिक्किम	21.84
तमिलनाडु	10.96
तेलंगाना	19.84
त्रिपुरा	29.61
उत्तर प्रदेश	19.26
उत्तराखंड	15.08
पश्चिम बंगाल	16.96
राष्ट्रीय	15.04

... (व्यवधान)

11.01 hrs

At this stage, Shri Dharmendra Yadav, Shri Rahul Kaswan, Sushri Mahua Moitra and some other hon. Members came and stood on the floor near the Table.

... (व्यवधान)

DR. PRABHA MALLIKARJUN: Sir, I would like to know whether the RDSS is structured to clearly define performance-linked incentives for States which have achieved visible reductions in AT&C losses or whether the assistance is primarily in the nature of reimbursement of capital expenditure without direct linkage to verifiable outcome.... (*Interruptions*)

The distribution of power is not uniform in the country. (*Interruptions*)
 Can the Minister explain what specific accountability framework exists to ensure quality and reliability of supply at the last mile level? (*Interruptions*) I would also like to know whether any performance benchmarks have been enforced for distribution utility. (*Interruptions*)

Thank you, Sir.

श्री श्रीपाद येसो नाईक: सर, माननीय सदस्य ने जो प्रश्न पूछा है, उसके लिए मैं उनका अभिनंदन करता हूँ और उनको धन्यवाद देता हूँ। ... (व्यवधान) माननीय प्रधानमंत्री नरेन्द्र भाई मोदी जी के नेतृत्व में वर्ष 2014 से पावर सेक्टर में व्यापक ट्रांसफॉर्मेशनल रिफॉर्म्स किए गए हैं। ... (व्यवधान) आज भारत एक पावर डेफिसिट राष्ट्र से आगे बढ़ कर पावर सफिशन्ट ही नहीं, बल्कि पावर सरप्लस राष्ट्र बना हुआ है। ... (व्यवधान) हम पड़ोसी देशों के लिए बिजली भी सप्लाई करते हैं। ... (व्यवधान) हमारे संविधान के अनुसार इलेक्ट्रिसिटी कॉन्करेंट लिस्ट में है। अतः केन्द्र और राज्य दोनों की उसमें जिम्मेदारी है। ... (व्यवधान) इसीलिए ट्रांसमिशन, डिस्ट्रिब्यूशन इस वैल्यू चेन में है और इस सेक्टर की सबसे महत्वपूर्ण कड़ी डिस्ट्रिब्यूशन है। यह लास्ट माइल तक उपभोक्ता तक बिजली पहुंचाता है। इसी से रेवेन्यू कलेक्शन होता है तथा पावर वैल्यू चेन में वह रीडिस्ट्रिब्यूट भी करता है। ... (व्यवधान) इसीलिए डिस्कॉम की सेहत, पावर सेक्टर की सेहत, अर्थात् देश की अर्थव्यवस्था की सेहत के लिए यह अत्यंत महत्वपूर्ण है। ... (व्यवधान) इसलिए सरकार हर बार तरह-तरह की योजनाएं निकाल कर एटीएंडसी लॉस और एसीआर लॉस को कम करने का प्रयास करती है। ... (व्यवधान)

माननीय सभापति : माननीय सदस्यगण, यह प्रश्न कर्नाटक की एक महिला एमपी द्वारा मंत्री जी से एक बहुत ही महत्वपूर्ण मुद्दे पर पूछा गया है। क्या आप नहीं चाहते हैं कि महिला सदस्य प्रश्न पूछें? कर्नाटक से महिला सदस्या ने इतना अच्छा प्रश्न पूछा है। वह आपकी ही पार्टी से हैं और आप उनका जवाब सुनने के लिए तैयार नहीं हैं।

... (व्यवधान)

माननीय सभापति : श्री बालाशौरी वल्लभनेनी जी ।

... (व्यवधान)

माननीय सभापति : मैं, आपसे एक बार और रिक्वेस्ट करता हूँ। आप अपनी-अपनी जगह पर चले जाइए। यह प्रश्न काल है। Very, very important questions are being raised. Kindly listen to the answers. Please go back to your respective chairs, and sit down. Please listen to the proceedings of the House.

... (*Interruptions*)

SHRI BALASHOWRY VALLABHANENI: Sir, AT&C losses in India have been reduced from 21.9 per cent in the financial year 2021-22 to approximately 15 per cent as of now. (*Interruptions*)

This is because of the RDS Scheme this NDA Government has brought. This is one of the good schemes. ... (*Interruptions*) But, still the losses are much higher compared to the developed countries where it is five per cent in the USA and eight per cent in the UK. We are still lagging behind.

I would like to know from the hon. Minister, apart from RDSS, whether the Government is contemplating any structural reforms such as separation of carriage and content. Thank you. ... (*Interruptions*)

श्री श्रीपाद येसो नाईक : माननीय सभापति जी, हमने आरडीएसएस के अंदर बहुत कुछ रिफॉर्म्स करके, जो एटी एंड सी और एजीआर लॉसेज़ थे, उन्हें बहुत तरह से कम किया है, जिसे माननीय सदस्य ने माना है। हमने जो इलेक्ट्रिसिटी अमेंडमेंट बिल लाया है, उस बारे में माननीय सदस्य जो कुछ भी बोल रहे हैं, तो मैं बताना चाहूंगा कि नैशनल इलेक्ट्रिसिटी पॉलिसी अंडर कंसिडरेशन है। इलेक्ट्रिसिटी अमेंडमेंट बिल भी आने वाला है। इसके अंदर एक कंसिडरेशन यह है कि पब्लिक

कंसल्टेशन जारी है और लोगों का जो कहना है, वह सुनकर हम ले लेंगे। जो इलेक्ट्रिसिटी अमेंडमेंट बिल और इलेक्ट्रिसिटी पॉलिसी बिल ...(व्यवधान)

माननीय सभापति : धन्यवाद।

माननीय सदस्यगण, आप बहुत वरिष्ठ नेतागण हैं। आप प्लेकार्ड्स लेकर आते हैं। आप जानते हैं कि यह मना है और यह नियम विरुद्ध है।

... (व्यवधान)

माननीय सभापति : प्लेकार्ड्स आप तुरंत पीछे रख दीजिए और अपनी-अपनी जगहों पर जाइए। आप जो प्लेकार्ड्स शो कर रहे हैं, उन्हें कृपया नीचे कर दीजिए। I am requesting you once again to put down your placards. This is against the rules of the Parliament. I am requesting you repeatedly. You cannot display it. This is against the rules.

... (*Interruptions*)

HON. CHAIRPERSON: Please put down the placards. I have requested you so many times. So many questions have come to me from your own party Members.

Okay, you do not want the proceedings of the House.

... (*Interruptions*)

WRITTEN ANSWERS TO QUESTIONS

(i) Starred Question Nos. 182 to 200

ठोस अपशिष्ट तथा बहिःस्राव प्रसंस्करण क्षमता

***182. श्री अशोक कुमार रावत:**

श्रीमती डी. के. अरुणा:

क्या आवासन और शहरी कार्य मंत्री यह बताने की कृपा करेंगे कि:

(क) विगत पांच वर्षों के दौरान देश भर के शहरों में ठोस अपशिष्ट और बहिःस्राव प्रसंस्करण क्षमता में कितनी वृद्धि हुई है;

(ख) घर-घर जाकर कूड़ा एकत्र करने और स्रोत पर ही इसके पृथक्करण में मौजूदा खामियों को दूर करने के लिए सरकार द्वारा क्या विशिष्ट कदम उठाए गए हैं/उठाए जा रहे हैं;

(ग) क्या उक्त अवधि के दौरान अपशिष्ट-से-ऊर्जा या 'बायो-मिथेनेशन' से संबंधित कोई परियोजनाएं शुरू की गई हैं और यदि हां, तो तत्संबंधी राज्य/संघ राज्यक्षेत्र-वार ब्यौरा क्या है; और

(घ) वैज्ञानिक अपशिष्ट प्रबंधन पद्धतियों के कार्यान्वयन के लिए शहरी स्थानीय निकायों को प्रदान की गई सहायता का राज्य/संघ राज्यक्षेत्र-वार ब्यौरा क्या है?

आवासन और शहरी कार्य मंत्री; तथा विद्युत मंत्री (श्री मनोहर लाल):

(क) और (ख): भारत सरकार ने 1 अक्टूबर, 2021 को पांच साल की अवधि के लिए एसबीएम-यू 2.0 शुरू किया, जिसका उद्देश्य 100 प्रतिशत स्रोत पृथक्करण, घर-घर जाकर संग्रहण और वैज्ञानिक लैंडफिल में सुरक्षित निपटान और सभी पुराने कचरा स्थलों के शोधन सहित कचरे के सभी अंशों का वैज्ञानिक प्रबंधन करके सभी शहरों को कचरा मुक्त बनाना है।

जैसा कि राज्यों/संघ राज्य क्षेत्रों द्वारा स्वच्छतम पोर्टल पर सूचित किया गया है, 97 प्रतिशत वार्डों ने घर-घर जाकर 100 प्रतिशत कचरे का संग्रह किया है, 88 प्रतिशत वार्डों ने नगरपालिका ठोस कचरे का 100 प्रतिशत पृथक्करण किया है। देश के शहरी क्षेत्रों में कुल 1,62,293 टन प्रति दिन (टीपीडी) नगरपालिका ठोस अपशिष्ट उत्पन्न होता है, जिसमें से 1,32,514 टीपीडी प्रसंस्कृत किया जाता है अर्थात् 2014 में 16 प्रतिशत अपशिष्ट प्रसंस्करण की तुलना में अपशिष्ट प्रसंस्करण

सुविधाओं जैसे, सामग्री पुनःप्राप्ति सुविधाओं (एमआरएफ), ट्रांसफर स्टेशन, खाद संयंत्र, निर्माण और विध्वंस (सी एंड डी), अपशिष्ट से बिजली, बायो-मिथेनेशन संयंत्र आदि सहित अपशिष्ट से ऊर्जा संयंत्र स्थापित करके वर्तमान प्रसंस्करण क्षमता बढ़कर 81.65 प्रतिशत हो गई है।

पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय (एमओईएफ एंड सीसी) से प्राप्त जानकारी के अनुसार, सीपीसीबी की "भारत में सीवेज शोधन संयंत्रों की राष्ट्रीय सूची - 2021" शीर्षक रिपोर्ट के अनुसार देश में एसटीपी की कुल स्थापित क्षमता 26,869 एमएलडी थी। राज्य सरकारों/संघ राज्य क्षेत्र प्रशासनों या एसपीसीबी/पीसीसी द्वारा दिसंबर, 2024 तक जल शक्ति मंत्रालय को प्रस्तुत की गई प्रगति रिपोर्ट के अनुसार, देश में एसटीपी की कुल स्थापित क्षमता 36,048 एमएलडी है। इसके अलावा, औद्योगिक बहिःस्राव के शोधन के लिए 2,245 एमएलडी की संयुक्त बहिःस्राव शोधन क्षमता वाले 225 सामान्य अपशिष्ट शोधन संयंत्र चालू हैं।

(ग): राज्यों/संघ राज्य क्षेत्रों द्वारा स्वच्छतम पोर्टल पर दी गई सूचना के अनुसार, वर्तमान में 20,050 टीपीडी के 17 अपशिष्ट से विद्युत (डब्ल्यूटीई) संयंत्र और 5,833 टीपीडी के 140 बायो-मिथेनेशन संयंत्र चालू हैं। इसके अलावा, 10,078 टीपीडी डब्ल्यूटीई संयंत्र और 18,655 टीपीडी बायो-मिथेनेशन (सीबीजी) संयंत्रों का कार्यान्वयन विभिन्न चरणों में चल रहा है। चालू डब्ल्यूटीई संयंत्रों और बायो-मिथेनेशन संयंत्रों का राज्य-वार ब्यौरा क्रमशः **विवरण-I** और **विवरण-II** में संलग्न है।

(घ): शहरी क्षेत्रों में स्वच्छता और ठोस अपशिष्ट प्रबंधन परियोजनाओं की आयोजना, डिजाइन और निष्पादन के लिए राज्यों/शहरी स्थानीय निकायों के प्रयासों में सहायता करने के लिए, आवासन और शहरी कार्य मंत्रालय (एमओएचयूए) ठोस अपशिष्ट प्रबंधन पर नियमावली/प्रक्रियाओं के मानक (एसओपी) को साझा करके नीतिगत निर्देश, वित्तीय और तकनीकी सहायता प्रदान करके राज्यों/संघ राज्य क्षेत्रों के प्रयासों में मदद करता है और ठोस अपशिष्ट के प्रबंधन के लिए उपयुक्त प्रौद्योगिकियों का चयन करने के लिए समय-समय पर विभिन्न परामर्शिकाएं और दिशानिर्देश जारी करता है। आवासन और शहरी कार्य मंत्रालय द्वारा सभी राज्यों/संघ राज्य क्षेत्रों को जारी परामर्शिकाएं/दिशानिर्देश/एसओपी <https://sbmurban.org/technical-advisories> पर उपलब्ध

हैं।

इसके अलावा, एसबीएम-यू के तहत, राज्य स्तरीय तकनीकी समिति (एसएलटीसी) द्वारा विधिवत अनुमोदित पूर्ण प्रस्तावों के रूप में राज्यों/संघ राज्य क्षेत्रों द्वारा की गई मांग के आधार पर राज्यों/संघ राज्य क्षेत्रों को निधियों का केंद्रीय हिस्सा जारी किया जाता है, जिन्हें संबंधित राज्य/संघ राज्य क्षेत्र सरकारों द्वारा उनकी कार्य योजना के अनुसार यूएलबी को हस्तांतरित किया जाता है।

विवरण-I

चालू डब्ल्यूटीई संयंत्रों का राज्य-वार ब्यौरा

क्र. सं.	राज्य	शहर का नाम	डिजाइन क्षमता (टीपीडी)
1	आंध्र प्रदेश	गुंटूर	1200
2	आंध्र प्रदेश	विशाखापत्तनम	1200
3	दिल्ली	गाजीपुर	1300
4	दिल्ली	नरेला-बवाना	2400
5	दिल्ली	ओखला	1950
6	दिल्ली	तहखंड	2000
7	गुजरात	जामनगर	650
8	गुजरात	अहमदाबाद	1000
9	हरियाणा	सोनीपत क्लस्टर	800
10	कर्नाटक	बेंगलूरु	600
11	मध्य प्रदेश	जबलपुर	600
12	मध्य प्रदेश	रीवा	350
13	महाराष्ट्र	पीसीएमसी	700
14	राजस्थान	जयपुर	700
15	तेलंगाना	हैदराबाद	2000
16	तेलंगाना	हैदराबाद	1400
17	तेलंगाना	हैदराबाद	1200
कुल			20050

विवरण-II**चालू बायो-मिथेनेशन संयंत्रों का राज्य-वार ब्यौरा**

क्र. सं.	राज्य/संघ राज्य क्षेत्र	संयंत्रों की संख्या	डिज़ाइन क्षमता (टीपीडी)
1	आंध्र प्रदेश	8	188
2	असम	1	5
3	चंडीगढ़	1	5
4	गोवा	17	1220
5	गुजरात	2	400
6	हरियाणा	2	17
7	हिमाचल प्रदेश	1	5
8	झारखंड	3	169
9	कर्नाटक	9	111
10	केरल	6	34
11	मध्य प्रदेश	5	595
12	महाराष्ट्र	46	824
13	पुडुचेरी	1	20
14	पंजाब	1	15
15	राजस्थान	3	257
16	तमिलनाडु	15	180
17	तेलंगाना	1	10
18	उत्तर प्रदेश	4	33
19	उत्तराखंड	3	116
20	पश्चिम बंगाल	2	49
	कुल	131	4253

चालू बायो-सीबीजी संयंत्र

क्र. सं.	राज्य/संघ राज्य क्षेत्र	संयंत्रों की	डिज़ाइन क्षमता (टीपीडी)
1	गुजरात	1	100
2	दिल्ली	1	100
3	महाराष्ट्र	2	1020
4	कर्नाटक	2	10
5	केरल	1	150
6	तमिलनाडु	2	200
	कुल	9	1580

AVIATION SAFETY RISKS

***183. SHRI V. K. SREEKANDAN:**

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

- (a) whether it is a fact that lack of preparedness among airline operators in complying with guidelines issued by the Directorate General of Civil Aviation (DGCA) from time to time poses potential risks to aviation safety in the country and if so, the details thereof;
- (b) whether it is also a fact that the DGCA has warned all airlines in this regard and if so, the details thereof; and
- (c) whether the DGCA periodically issues operating regulations to ensure flight safety, operational efficiency and overall aviation safety through Civil Aviation Requirements (CARs), Aeronautical Information Circulars (AICs) and other notifications and that compliance of these regulations by operators is mandatory and if so, the details thereof?

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

(a) to (c): Directorate General of Civil Aviation (DGCA) formulates and updates regulations in consultation with stakeholders on a regular basis, and their implementation is monitored through continuous oversight mechanisms. In cases of non-compliance, DGCA takes appropriate safety enforcement actions commensurate with the level of violation, including issuance of warning letters, imposition of penalties, and other regulatory measures, in accordance with the provisions of the Enforcement Policy and Procedure Manual.

DGCA has been regularly engaging with airline operators through multiple meetings and consultations with stakeholders to ensure awareness and compliance with regulatory requirements.

DGCA periodically issues operating regulations to ensure flight safety, operational efficiency and overall aviation safety through Civil Aviation Requirements (CARs), Aeronautical Information Circulars (AICS) and other notifications and that compliance with these regulations by operators is mandatory.

TESTING OF DRINKING WATER SAMPLES IN KARNATAKA

***184. SHRI G. KUMAR NAIK:**

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

- (a) whether any independent testing of drinking water samples has been conducted in Karnataka during the last three years under various programmes of the Government and if so, the details thereof indicating the number of samples tested, year and district-wise;
- (b) the number and proportion of drinking water samples in Karnataka found to be contaminated or non-compliant with prescribed quality standards during the said period, contaminant-wise including fluoride, arsenic, iron, nitrate, salinity and microbial contamination;
- (c) whether remedial measures have not been taken in any affected areas in the State and if so, the details thereof along with the reasons therefor;
- (d) the steps taken by the Government to address contamination in affected areas

in Karnataka; and

- (e) whether any additional fiscal support or special funds have been provided to districts in Karnataka where water contamination has been found and if so, the details thereof?

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

(a) to (e): Drinking Water being a State subject, the responsibility of Planning, Designing, Approval, Implementation, Operation & Maintenance of drinking water supply schemes, including those under the Jal Jeevan Mission, is vested with State/UT Governments. The Government of India supplements the efforts of the States by providing technical and financial assistance. As reported by the state of Karnataka, testing of drinking water samples has been conducted in Karnataka during the last three years under Jal Jeevan Mission. Details of district wise samples tested in the last three years is given in the enclosed

Statement-I.

As reported by the State, the detail of number and proportion of drinking water samples in Karnataka found to be contaminated or non-compliant with respect to prescribed quality standards during 2023-24, 2024-25 and 2025-26 (as on date) are as under:

Year	No. of samples tested in laboratory		No. of samples found non-compliant with prescribed quality standards	
	Tested for chemical parameters	Tested for bacteriological parameters	No. of samples with chemical contamination	No. of samples with bacteriological contamination
2023-24	251763	46309	24917	4670
2024-25	272166	118079	17261	2574
2025-26 (as on date)	196194	50134	10911	452

Further, the details of contaminant-wise (including fluoride, arsenic, iron, nitrate, salinity and microbial) contamination are given in the enclosed **Statements-II (A), II (B) and II (C).**

The state of Karnataka has reported that remedial measures have been taken on regular basis pertaining to the findings of water quality reports followed by confirmatory test and routine disinfection and cleaning of OHTs are consistently carried out. Further, formation of TASK FORCE Committee at District and Taluk level to overview water quality has been reported and SOP have been issued from the State Department of Karnataka.

As reported by States/UTs, as on 10.02.2026, there are 2,870 drinking water quality testing laboratories (including 107 in Karnataka) at different levels viz. State, regional, district, sub-division, block, mobile and/ or WTP facility laboratories out of which 1,707 are accredited/ recognised (including 80 in Karnataka).

Under the Jal Jeevan Mission, 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. Under JJM, while planning water supply schemes to provide tap water supply to households, priority is given to habitations affected by chemical contaminants. States/ UTs have been advised to plan and implement piped water supply schemes based on alternative safe water sources for the villages with water quality issues. Moreover, States/ UTs have also been advised to undertake testing of water quality on a periodic basis and take remedial action wherever necessary, to ensure that the water supplied to households is of prescribed quality.

Under the Jal Jeevan Mission (JJM), purely as an interim measure, States/ UTs have been advised to install community water purification plants (CWPPs) especially in water quality affected habitations to provide potable water to every household at the rate of 8–10 litre per capita per day (lpcd) to meet their drinking and cooking requirements.

To enable the States/ UTs for online reporting of water quality monitoring and surveillance including test reports of water samples for water quality, sample collection etc. for drinking water, an online JJM – Water Quality Management Information System (WQMIS) portal has also 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>

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, to ensure that the water supplied to households is of prescribed quality.

As per the Operational Guidelines, States/ UTs can utilize up to 2% of their annual allocation of funds under JJM 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.

As reported by the state of Karnataka, externally aided project funds under the Karnataka Sustainable Rural Water Supply Project (Programme Period 2023-2028) have been allocated for the installation of bacteriological disinfection system and the maintenance of laboratories.

STATEMENT-I**Details of Samples Tested from Independent Agency**

S. No.	District Name	2023-24	2024-25	2025-26
1	Bagalkote	1050	152	0
2	Ballari	0	4114	1434
3	Belagavi	2666	27	0
4	Bengaluru Rural	3	2600	0
5	Bengaluru Urban	1785	19	0
6	Bidar	0	0	1188
7	Chamarajanagara	762	0	0
8	Chikkaballapura	3705	484	0
9	Chikkamagaluru	929	1244	0
10	Chitradurga	1512	0	0
11	Dakshina Kannada	0	0	0
12	Davangere	2263	4	0
13	Dharwad	580	13	0
14	Gadag	0	0	0
15	Hassan	3608	13	0
16	Haveri	2464	2	0
17	Kalaburagi	934	132	1347
18	Kodagu	759	0	0
19	Kolar	242	4138	0
20	Koppal	1716	0	0
21	Mandya	1984	409	0
22	Mysuru	1415	5265	0
23	Raichur	0	2282	1591
24	Ramanagara	2746	0	0

25	Shivamogga	1111	1537	0
26	Tumakuru	1921	0	0
27	Udupi	0	0	0
28	Uttara Kannada	0	0	0
29	Vijayanagar	1215	1	0
30	Vijayapura	1341	52	0
31	Yadgir	780	47	1225
Total		37491	22535	6785

STATEMENT-II (A)

Drinking water samples found contaminated or non-compliant with prescribed quality standard (contaminant-wise) during 2023-24:

Annexure 2(a)										
2023-24										
S.No	Districts	Total Alkalinity	TDS	Total Hardness	Iron	Total Arsenic	Fluoride	Nitrate	E coli	Total Coliform
1	Bagalkote	24	109	241	2	0	181	75	161	174
2	Ballari	47	99	152	0	0	29	94	0	0
3	Belagavi	97	81	236	2	0	6	248	273	372
4	BENGALURU	0	0	3	0	0	4	1	0	0
5	Bengaluru Urban	0	5	45	0	0	0	27	338	444
6	Bidar	1	4	34	1	0	9	47	0	0
7	CHAMARAJANAGA	30	23	136	2	0	2	19	0	0
8	Chikkaballapura	7	0	13	34	0	389	563	404	838
9	CHIKKAMAGALUR	92	53	145	33	0	9	22	14	32
10	Chitradurga	166	76	220	4	0	437	504	0	106
11	Dakshina Kannada	0	2	4	121	0	1	0	0	1
12	Davangere	61	38	123	0	0	14	86	0	235
13	Dharwad	39	27	85	0	0	0	71	78	80
14	Gadag	5	53	84	6	0	27	92	0	0
15	Hassan	1	1	20	0	0	11	20	81	182
16	Haveri	12	55	219	4	0	17	90	0	220
17	Kalaburagi	102	50	144	0	0	70	128	84	85
18	Kodagu	1	0	1	0	0	0	9	0	0
19	Kolar	7	11	171	0	0	77	116	0	0
20	Koppal	31	73	278	1	0	104	296	0	1
21	Mandya	64	3	264	11	0	31	316	48	483
22	Mysuru	6	1	182	0	0	1	94	0	5
23	Raichur	69	164	252	12	0	320	262	0	10
24	RAMANAGARA	8	0	82	0	0	36	140	0	24
25	Shivamogga	1	1	1	0	0	10	0	35	57
26	TUMAKURU	108	15	349	20	0	211	300	0	140
27	Udupi	0	1	3	9	0	0	3	0	1
28	Uttara Kannada	0	4	10	55	0	2	11	0	0
29	Vijayanagar	48	27	78	3	0	75	28	0	60
30	VIJAYAPURA	129	91	302	1	0	196	340	117	126
31	Yadgir	9	3	14	1	0	0	1	56	60
Total		1165	1070	3891	322	0	2269	4003	1689	3736

STATEMENT-II (B)

Drinking water samples found contaminated or non-compliant with prescribed quality standard (contaminant-wise) during 2024-25:

Annexure 2(b)										
2024-25										
S.No	Districts	Total Alkalinity	TDS	Total Hardness	Iron	Total Arsenic	Fluoride	Nitrate	E coli	Total Coliform
1	Bagalkote	19	39	126	0	0	84	45	110	0
2	Ballari	8	58	70	0	0	8	48	42	0
3	Belagavi	112	91	259	2	0	3	302	6	0
4	BENGALURU	0	0	29	0	0	0	20	117	0
5	Bengaluru Urban	0	2	9	0	0	0	3	57	0
6	Bidar	3	5	25	0	0	20	15	0	0
7	CHAMARAJANA	7	6	74	1	0	0	0	45	0
8	Chikkaballapura	2	0	1	1	0	209	382	127	0
9	CHIKKAMAGAL	72	21	97	29	0	0	98	79	0
10	Chitradurga	87	40	138	1	0	252	231	0	0
11	Dakshina Kannada	0	1	2	87	0	0	0	0	0
12	Davangere	18	18	68	0	0	6	56	47	0
13	Dharwad	11	10	53	0	0	0	22	4	0
14	Gadag	2	51	64	0	0	28	47	0	0
15	Hassan	4	1	11	0	0	32	12	5	0
16	Haveri	0	24	119	0	0	7	36	0	0
17	Kalaburagi	84	36	122	1	0	25	83	13	0
18	Kodagu	0	0	0	1	0	0	3	0	0
19	Kolar	7	11	122	0	0	72	87	380	0
20	Koppal	5	48	294	1	0	86	349	196	0
21	Mandya	65	3	236	3	0	28	373	201	0
22	Mysuru	4	5	223	0	0	1	21	235	0
23	Raichur	26	91	148	5	0	279	198	117	0
24	RAMANAGARA	9	2	68	0	0	39	134	0	0
25	Shivamogga	1	0	1	0	0	3	0	92	0
26	TUMAKURU	65	28	294	1	0	248	198	0	0
27	Udupi	0	0	0	0	0	0	0	2	0
28	Uttara Kannada	0	3	7	20	0	0	7	4	0
29	Vijayanagar	5	9	5	0	0	8	0	0	0
30	VIJAYAPURA	44	87	346	0	0	209	359	9	0
31	Yadgir	23	29	29	2	0	0	0	6	0
Total		683	719	3040	155	0	1647	3129	1894	0

STATEMENT-II (C)

Drinking water samples found contaminated or non-compliant with prescribed quality standard (contaminant-wise) during 2025-26:

Annexure 2(c)**2025-26**

S.No	Districts	Total Alkalinity	TDS	Total Hardness	Iron	Total Arsenic	Fluoride	Nitrate	E coli	Total Coliform
1	Bagalkote	2	10	64	0	0	13	8	6	6
2	Ballari	0	37	38	0	0	6	12	42	42
3	Belagavi	82	65	184	3	0	4	230	6	6
4	BENGALURU	0	0	10	0	0	0	4	0	0
5	Bengaluru Urban	0	0	5	0	0	0	1	0	0
6	Bidar	1	5	35	0	0	28	34	48	48
7	CHAMARAJANAGA	3	5	49	0	0	0	0	0	0
8	Chikkaballapura	2	0	0	0	0	73	212	0	0
9	CHIKKAMAGALUR	26	3	63	8	0	5	71	36	36
10	Chitradurga	40	17	76	2	0	241	214	7	8
11	Dakshina Kannada	0	0	1	73	0	0	0	0	0
12	Davangere	14	15	57	0	0	5	26	1	1
13	Dharwad	0	10	42	0	0	0	22	0	0
14	Gadag	0	8	38	0	0	36	34	0	0
15	Hassan	0	0	1	0	0	5	4	0	0
16	Haveri	1	23	164	5	0	9	41	0	0
17	Kalaburagi	60	30	76	0	0	32	37	64	64
18	Kodagu	1	0	2	0	0	0	4	0	0
19	Kolar	0	3	57	0	0	107	70	1	1
20	Koppal	0	32	212	2	0	89	285	0	4
21	Mandya	36	17	142	7	0	25	336	0	0
22	Mysuru	5	2	131	0	0	0	9	0	0
23	Raichur	15	45	67	1	0	125	119	45	45
24	RAMANAGARA	6	0	40	0	0	85	117	0	0
25	Shivamogga	0	0	0	0	0	1	0	1	1
26	TUMAKURU	41	50	269	2	0	100	67	0	0
27	Udupi	0	0	1	2	0	0	0	2	3
28	Uttara Kannada	0	1	2	9	0	0	3	3	13
29	Vijayanagar	3	3	6	0	0	9	0	0	0
30	VIJAYAPURA	28	75	277	0	0	171	264	0	0
31	Yadgir	21	17	36	0	0	0	0	53	55
Total		387	473	2145	114	0	1169	2224	315	333

FARMER-OWNED FOOD PROCESSING STARTUPS

***185. SHRI DHARAMBIR SINGH:**

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

- (a) whether the Government is promoting/proposes to promote farmer-owned food processing startups and if so, the details thereof;
- (b) whether rural entrepreneurs face access gaps in branding and marketing of their products and if so, the details thereof;
- (c) whether incubation support is available at the district level and if so, the details thereof;
- (d) whether cluster-based food processing models are being encouraged and if so, the details thereof;
- (e) whether packaging and quality certification support exists and if so, the details thereof; and
- (f) whether Bhiwani–Mahendergarh Lok Sabha Constituency would be selected for a farmer- led food-processing entrepreneurship cluster and if so, the details thereof?

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

(a): Ministry of Food Processing Industries (MoFPI) is implementing various schemes aimed at enhancing food processing capacities, promoting value-added products, fostering innovation, and improving returns to farmers and entrepreneurs. These include 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). Under these schemes, subsidies, incentives and

credit support are available to eligible entities including startups, micro enterprises, Farmer Producer Organizations (FPOs), Self Help Groups (SHGs) and individual entrepreneurs in food processing. Under the PMFME scheme, support for setting up of Incubation Centre is provided to Government Institutes/Organizations and Private Agencies. These Incubation Centres provide support for product development, Lab testing, and training support to micro food processing entrepreneurs, Self Help Groups (SHGs), Farmer Producer Organizations (FPOs) and Start-ups.

NIFTEM Technology Innovation and Business Incubation Foundation (NTIBIF) of National Institute of Food Technology Entrepreneurship & Management, Kundli, Haryana (NIFTEM-K) and NIFTEM, Thanjavur, Tamil Nadu (NIFTEM-T) offers incubation facilities and supports startups in the food and agri sectors, as well as Micro, Small and Medium Enterprises, student entrepreneurs, research-based ventures, and FPOs.

Till date, NTIBIF has incubated 55 startups across the country, disbursing seed grants worth nearly ₹1.19 crore. These ventures span areas such as Ready to Eat/ Ready to Cook products, functional foods, alternative proteins, and supply chain innovation. Besides, NIFTEM-T has also supported / handholded 40 MSMEs startups.

MoFPI has also organised a Startup Conclave titled SUFALAM (Startup Forum for Aspiring Leaders and Mentors) through its autonomous institution, National Institute of Food Technology Entrepreneurship & Management, Kundli, Haryana (NIFTEM-K) to promote startups in the food processing sector. Further,

MoFPI during its flagship event World Food India has organised Startup Grand Challenge during 2023, 2024 and 2025 editions in association with NIFTEMs. The winners of Start-up Grand Challenge are provided with cash awards and incubation support through NIFTEM.

(b) : To support rural entrepreneurs in branding, packaging, and market access, the PMFME Scheme provides support for branding and marketing to the groups of FPOs/ SHGs/ Cooperatives or Special Purpose Vehicle (SPV) of micro food processing enterprises with a grant of upto 50% of the eligible project cost following the cluster approach for developing a common brand with provision for quality control, standardisation, packaging and adhering to food safety parameters for consumer retail sale.

In addition to this, Ministry of Rural Development (MoRD) has registered three trademarks as "Saras", "Saras Aajeevika" and "Aajeevika" for branding and marketing of products of SHGs. Further, marketing platforms such as periodic SARAS Fairs at the National and State levels, the SARAS Gallery and the e-commerce portal (www.esaras.in) have been established to enhance market access and visibility of SHG products.

(c) : The PMFME Scheme supports establishment and strengthening of Common Incubation Centre, which function as local hubs for processing, training, testing, and entrepreneurship development. Each incubation centre has atleast one processing line in One District One Product (ODOP) and 3-5 processing lines for allied products and operates on a custom-hiring basis. As on date, 80 Incubation centres have been approved across 27 States/ UTs.

Also, the Ministry through NIFTEMs provide incubation support to food processing start-ups, FPOs, MSMEs, and rural entrepreneurs, with a strong focus on value addition, entrepreneurship development, and commercialization.

The Ministry of Rural Development through Small Village Entrepreneurship Programme (SVEP) which is an umbrella scheme of Deendayal Antyodaya Yojana – National Rural Livelihoods Mission is providing demand-based incubator program for supporting SHG enterprises.

(d): The Ministry of Food Processing Industries (MoFPI) has been implementing a Scheme for Creation of Infrastructure for Agro Processing Clusters (APC), a component scheme of the Pradhan Mantri Kisan Sampada Yojana (PMKSY) for development of modern infrastructure to encourage entrepreneurs to set up food processing units based on cluster approach in the country. The Scheme envisages grants-in-aid @35% of eligible project cost for projects in general areas and @50% of eligible project cost of projects in Difficult Areas (North East States including Sikkim, State of Uttarakhand, State of Himachal Pradesh, Union Territories of J&K and Ladakh, State notified ITDP (Integrated Tribal Development Projects) areas and Islands (Union Territories of Andaman & Nicobar and Lakshadweep) as well as for projects of SC/ST, FPOs and SHGs entrepreneurs subject to maximum of Rs. 10.00 crore.

In addition to this, Horticulture Cluster Development Programme (CDP) is implemented by the National Horticulture Board (NHB), Ministry of Agriculture & Farmers Welfare (MoA&FW). The programme has been structured to promote integrated, end-to-end value-chain development with a strong focus on post-

harvest management, food processing, and market integration.

(e): Under the branding and marketing component of the PMFME Scheme, support is offered for development of common brand. The on-boarded micro-enterprises receive comprehensive training in product development, quality assurance, ingredient standards, packaging, and labelling in compliance with Food Safety & Standards Authority of India (FSSAI) regulations. In addition to this, formalization of micro food processing enterprises is facilitated by District Resource Persons (DRPs) through Udyam Aadhaar registration, FSSAI registration, GST registration as per the applicability.

(f): The PMFME Scheme is demand driven and is implemented through State/ UT Governments. Any interested individual/entity may avail the benefit for upgradation of existing or setting up of new micro-food processing facility, in accordance with the scheme guidelines. Till 31st December 2025, loans for 97 micro food processing enterprises have been sanctioned in Bhiwani and Mahendergarh districts of Haryana.

The component schemes under PMKSY including APC are demand driven and proposals are invited by floating Expression of Interest (EoI) from time to time.

STATUS OF PM-JANMAN IN KERALA

***186. SHRIMATI PRIYANKA GANDHI VADRA:**

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

(a) whether the Government has evaluated the progress of Pradhan Mantri Janjatiya Adivasi Nyaya Maha Abhiyan (PM-JANMAN) in Kerala and if so,

the details thereof including district-wise details of projects sanctioned and completed;

(b) whether the Government proposes to take action to address gaps in the implementation of PM-JANMAN, particularly delays in completion of houses under Pradhan Mantri Awas Yojana in PM-JANMAN villages in Kerala and if so, the details thereof;

(c) the details of the funds sanctioned and released under PM-JANMAN in Kerala;

(d) the details of PM-JANMAN projects sanctioned and completed in Wayanad Lok Sabha Constituency; and

(e) whether the Government has received complaints from Particularly Vulnerable Tribal Group (PVTG) beneficiaries regarding delays in completion of projects due to non-release of sanctioned funds in Wayanad Lok Sabha Constituency and if so, the details thereof and the action taken thereon?

THE MINISTER OF TRIBAL AFFAIRS (SHRI JUAL ORAM):

(a), (b) and (d): The details of progress of interventions under PM JANMAN in Kerala, district-wise including Wayanad, Kozhikode and Malappuram districts of Wayanad Lok Sabha Constituency, are given in the enclosed **Statement-I**.

To ensure the effective implementation and monitoring of the PM JANMAN, Ministry has been regularly reviewing the implementation with State Governments and District administrations. Besides, for monitoring the progress of the works under PM JANMAN, digital dashboard on PM GatiShakti portal has been developed. A Project Monitoring Unit in the Ministry has also been

established for monitoring and coordination with Ministries and States / UT. Further, as informed by State Government of Kerala, it is being encouraged to support the construction of PMAY-G houses through convergence of state-level funding (LIFE Mission) to meet the high construction costs in hilly terrains.

(c): The details of financial progress for interventions of Ministry of Tribal Affairs under the abhiyan are given in the enclosed **Statement-II**.

(e): No, Sir.

STATEMENT-I

The details of progress of interventions under PM JANMAN in Kerala, district-wise (as on 31.12.2025)* :

Name of District	Kasaragod	Kozhikode	Malappuram	Palakkad	Thrissur	Wayanad
Houses Sanctioned	19	2	22	158	120	763
Houses Completed	-	-	-	-	-	11
No of Villages Sanctioned for drinking water supply	21	3	18	16	2	36
No of Villages Saturated	-	-	1	-	-	-
MMU Sanctioned	1	1	6	5	1	10
Hostels sanctioned (No.)	-	-	1	1	1	1
Completed (No.)	-	-	-	-	-	-
No of AWCs sanctioned	-	-	-	4	-	3
No of AWCs Operational	-	-	-	4	-	3
No of PVTG Habitations Sanctioned for mobile connectivity coverage	-	-	2	16	1	30
No of PVTG Habitations covered	-	-	2	10	1	18
HHs sanctioned (on grid)	35	11	38	221	40	-

HHs Electrified	22	11	24	216	40	-
HHs sanctioned (solar power)	-	-	8	90	-	-
HH Electrified	-	-	-	-	-	-
No of VDVks sanctioned	-	-	-	5	-	2
No of VDVks business started	-	-	-	3	-	2
No of MPCs sanctioned	1	1	1	2	2	8
No of MPCs work completed	1	-	-	-	-	3

*As per information from concerned line Ministries.

STATEMENT- II

Details financial progress under PM-JANMAN for Ministry of Tribal Affairs' interventions in Kerala*:

(i) MPCs (in Rs. Cr)

Total Funds approved	Funds released during 2023-24	Funds released during 2024-25	Funds released during 2025-26	Bills closed on SNA SPARSH
9.00	2.29	-	-	0.87

(ii) VDVks (in Rs. Lakhs)

FY 2023-24		FY 2024-25		FY 2025-26	
Sanctioned	Released	Sanctioned	Released	Sanctioned	Released
21.65	8.225	5.2	0	0	2.6

*The records of the financial progress for interventions to be carried out by other Ministries/Departments is maintained by concerned Ministries / Departments

EMERGENCE OF INDIA AS GLOBAL AVIATION HUB

***187. SHRI DUSHYANT SINGH:**

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

- (a) whether the Government has assessed current capacity and preparedness of the country to emerge as a global aviation hub in view of the significant fleet expansion undertaken by Indian carriers and the growing volume of international air traffic transiting over Indian airspace and if so, the details thereof;
- (b) the details of the steps taken to strengthen airport infrastructure, including development of hub airports, regional connectivity under the UDAN scheme and enhancement of multimodal connectivity at major airports during the last three years;
- (c) whether the Government has taken any measures to promote domestic Maintenance, Repair and Overhaul (MRO) capabilities and reduce dependence on overseas facilities and if so, the details thereof; and
- (d) the initiatives undertaken by the Government to address skill development, workforce training and capacity building in the civil aviation sector to support long-term growth?

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

(a): As per the National Civil Aviation Policy, 2016, India has the potential to be among the global top three nations in terms of domestic and international passenger traffic. For the development of aviation hubs, this Ministry has formulated an International Aviation Hub Strategy in consultation with stakeholders.

(b): The modernisation and expansion of airport infrastructure is being carried out through upgradation of existing airports and development of greenfield airports. To improve the airport infrastructure in the country, Airports Authority of India and PPP Partners have incurred CAPEX of more than Rs. 96000 crore during FY 2019-20 to FY 2024-25. Further, RCS-UDAN is a market driven scheme in which the unserved and underserved airstrips/airports are listed for bidding by airlines to provide connectivity. As on 20.01.2026, a total of 657 routes have been operationalised, connecting 93 unserved and underserved airports, including 15 heliports and 2 water aerodromes. The Government provides for integrated planning for multimodal connectivity at major airports as a transformative approach for last mile connectivity under the PM GatiShakti National Master Plan (PMGS NMP).

(c): The Government has introduced measures to boost India's aircraft MRO sector, including new guidelines abolishing royalties, transparent land allotments, reduced IGST and GST rates with full input tax credits, extended timelines for export and re-import of goods for repairs, etc. The Visa Manual has also been amended to incorporate suitable provisions for granting Business Visa and Temporary Landing Permit (TLP) to foreign pilots and crew of scheduled or non-scheduled flights coming for the purpose of MRO services in India.

(d): The Government of India has taken various initiatives towards building aviation skill development ecosystem in the country such as issuance of liberalised Flying Training Organisation (FTO) Policy, revision of Civil Aviation

Requirements (CAR) to expedite FTO approvals, enhancing training quality, standardising benchmarks and optimising capacity. DGCA has issued CAR-147(Basic) to streamline the syllabus and skilled training requirements for the development of competent/ skilled manpower for the maintenance of aircraft.

FUNDS RELEASED UNDER FMBAP

***188. SHRIMATI BAG MITALI:**

SUSHRI MAHUA MOITRA:

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

- (a) whether the Union Government has any data regarding damage caused by floods to crops, land and life in West Bengal during the last eleven years and if so, the details thereof, year-wise; and
- (b) the details of the total funds sanctioned and released under various components including the Flood Management, River Management and Border Areas of the Flood Management and Border Areas Programme (FMBAP) since its inception, year and State-wise?

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

- (a): Data on the damage caused by floods to crops, area of land and life loss due to river in the country is not maintained centrally.
- (b): The State-wise details of funds released under Flood Management Programme (FMP) and River Management Activities & Works related to Border Areas (RMBA) component of Flood Management and Border Areas Programme (FMBAP) since XI Plan is given in the enclosed **Statement**.

STATEMENT**(I) State/UT-wise Central Assistance released under Flood Management****Programme (FMP) component of FMBAP since XI Plan in Rs. Crore:**

S. No.	State	Funds Released during XI & XII Plan	Total Funds released since inception upto March, 2025
1	Arunachal Pradesh	169.6	213.28
2	Assam	813.75	1582.54
3	Bihar	907.82	924.40
4	Chhattisgarh	19.32	19.32
5	Goa	11.98	11.98
6	Gujarat	2	2.00
7	Haryana	46.91	46.91
8	Himachal Pradesh	387.85	862.74
9	Jammu & Kashmir	422.52	805.27
10	Jharkhand	22.71	22.71
11	Karnataka	23.8	23.80
12	Kerala	118.9	137.95
13	Manipur	90.7	380.71
14	Meghalaya	3.81	3.81
15	Mizoram	16.41	16.88
16	Nagaland	83.13	94.84
17	Odisha	101.12	119.42
18	Puducherry	7.5	7.50
19	Punjab	40.43	40.43
20	Sikkim	91.84	91.84
21	Tamil Nadu	59.82	59.82
22	Tripura	23.62	23.62
23	Uttar Pradesh	401.91	470.19
24	Uttarakhand	203.61	246.59
25	West Bengal	802.01	1051.96
	Total	4873.07	7260.51

(II) State/UT-wise Central Assistance released under River Management Activities & Works related to Border Areas (RMBA) component of FMBAP since Plan XI in Rs. Crore:

S. No.	State	Total fund released during XI & XII Plan	Total fund released upto March, 2025
1	Bihar	260.04	732.15
2	UP	59.84	387.26
3	Tripura	41.054	41.05
4	West Bengal	164.49	237.93
5	J&K	9.98	25.91
6	Punjab	14.95	27.08
7	Puducherry	13.26	13.26
8	Uttarakhand	-	12.50
	Total	563.614	1477.15

UTILIZATION OF FUNDS UNDER THE SMART CITIES MISSION

***189. SHRI E. T. MOHAMMED BASHEER:**

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

- (a) whether the Government has assessed the total quantum of unutilised Central and State funds under the Smart Cities Mission and if so, the details thereof; and
- (b) the steps taken or proposed to be taken by the Government to ensure long-term maintenance, sustainable operational funding and integration of Integrated Command and Control Centres into the municipal governance framework of all the hundred Smart Cities?

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

(a): Under Smart Cities Mission (SCM), out of Central Government's allocation of ₹48,000 Cr, the cities have been able to claim central financial assistance of

₹47,458 Cr (i.e. 99% of the total Central share allocation for cities) of which of ₹46,231 Cr has been utilized (i.e. 97% of the total Central share allocation for cities).

Post closure of SCM on 31.03.2025, Ministry of Housing and Urban Affairs (MoHUA) has issued Advisory No. 27 dated 10th June 2025. As per the advisory, the SPV are to ensure submission of their Utilization Certificates (UCs) for the GOI funds released to them not later than March 2026.

City wise details of the Central Financial Assistance claimed and utilized, State fund claimed and utilized are given in the enclosed **Statement**.

(b): The Ministry of Housing and Urban Affairs (MoHUA) has issued advisories and conducted periodic review meetings to ensure the long-term maintenance and sustainable operational funding of Integrated Command and Control Centres (ICCCs). As per Advisory No. 27 dated 10th June 2025, all SPVs are 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.

Additionally, Advisory No. 29 on Outcomes of the National Conference on 'Making Cities Cybersecure' encourages ICCCs towards cyber resilience and financial sustainability. This includes developing models to ensure the financial sustainability of ICCCs, monetizing existing assets, exploring the possibility of sharing revenue and innovative financing models.

MoHUA has encouraged ICCCs towards integration of line departments within the municipal governance and has also recommended ICCCs to render services to the line departments of Urban Local Bodies (ULBs). The ICCCs support municipal governance through integration with ULB systems for solid waste management, water supply and sanitation, disaster management, health, energy, environmental, e-governance and grievance redressal to ensure efficient monitoring and delivery of municipal services to citizens.

STATEMENT

City-wise details of the Central Financial Assistance claimed and utilized,

State fund released and utilized under Smart Cities Mission:

(Amount in ₹ Cr)

Sl. No.	State/ City Name	Status of Gol Funds		Status of State Share	
		Gol funds claimed	Gol funds utilized	State funds released	State funds utilized
1	Andaman Nicobar Islands	306	245	319	214
	Port Blair	306	245	319	214
2	Andhra Pradesh	1,860	1,840	1,612	1,135
	Amaravati	488	488	488	291
	Kakinada	490	485	488	299
	Tirupati	392	388	186	186
	Visakhapatnam	490	479	450	359

Sl. No.	State/ City Name	Status of Gol Funds		Status of State Share	
		Gol funds claimed	Gol funds utilized	State funds released	State funds utilized
3	Arunachal Pradesh	978	879	117	117
	Itanagar	488	405	62	62
	Pasighat	490	475	56	56
4	Assam	490	490	356	313
	Guwahati	490	490	356	313
5	Bihar	1,901	1,797	1,904	1,653
	Bhagalpur	490	483	490	442
	Biharsharif	433	410	433	338
	Muzaffarpur	490	419	490	423
	Patna	488	484	491	450
6	Chandigarh	490	490	492	476
	Chandigarh	490	490	492	476
7	Chhattisgarh	1,370	1,309	1,370	1,293
	Atal Nagar	488	472	488	472
	Bilaspur	429	403	429	403
	Raipur	453	435	453	419
8	Dadra and Nagar Haveli	392	389	372	352
	Silvassa	392	389	372	352
9	Daman and Diu	386	386	308	302
	Diu	386	386	308	302
10	Delhi	343	317	349	343
	NDMC	343	317	349	343
11	Goa	490	469	490	455
	Panaji	490	469	490	455
12	Gujarat	2,867	2,834	2,847	2,694
	Ahmedabad	490	490	467	459
	Dahod	417	414	417	396
	Gandhinagar	490	463	490	393
	Rajkot	490	488	490	481
	Surat	490	490	495	495
	Vadodara	490	489	488	471
13	Haryana	980	922	980	845
	Faridabad	490	490	490	435
	Karnal	490	432	490	410
14	Himachal Pradesh	978	955	247	223
	Dharamshala	490	477	53	53
	Shimla	488	478	194	170

Sl. No.	State/ City Name	Status of Gol Funds		Status of State Share	
		Gol funds claimed	Gol funds utilized	State funds released	State funds utilized
15	Jammu and Kashmir	941	885	941	859
	Jammu	489	444	489	444
	Srinagar	452	441	452	416
16	Jharkhand	490	490	490	467
	Ranchi	490	490	490	467
17	Karnataka	3,428	3,316	3,500	3,174
	Belagavi	490	490	500	446
	Bengaluru	488	456	500	437
	Davanagere	490	490	500	465
	Hubballi-Dharwad	490	444	500	404
	Mangaluru	490	457	500	449
	Shivamogga	490	490	500	490
	Tumakuru	490	490	500	482
18	Kerala	978	964	982	953
	Kochi	490	490	494	490
	Thiruvananthapuram	488	474	488	463
19	Lakshadweep	183	45	22	-
	Kavaratti	183	45	22	-
20	Madhya Pradesh	3,430	3,422	3,500	3,491
	Bhopal	490	490	500	500
	Gwalior	490	490	500	481
	Indore	490	490	500	671
	Jabalpur	490	490	500	500
	Sagar	490	489	500	446
	Satna	490	483	500	475
	Ujjain	490	490	500	418
21	Maharashtra	3,874	3,873	3,841	3,798
	Aurangabad	490	490	495	482
	Kalyan-Dombivali	490	490	495	495
	Nagpur	490	489	437	420
	Nashik	444	444	444	439
	Pimpri-Chinchwad	490	490	490	490
	Pune	490	490	490	490
	Solapur	490	490	495	488
	Thane	490	490	495	495
22	Manipur	398	348	39	39
	Imphal	398	348	39	39

Sl. No.	State/ City Name	Status of Gol Funds		Status of State Share	
		Gol funds claimed	Gol funds utilized	State funds released	State funds utilized
23	Meghalaya	490	444	206	151
	Shillong	490	444	206	151
24	Mizoram	490	418	54	23
	Aizawl	490	418	54	23
25	Nagaland	490	474	53	52
	Kohima	490	474	53	52
26	Odisha	980	980	1,000	927
	Bhubaneswar	490	490	500	500
	Rourkela	490	490	500	427
27	Puducherry	343	338	343	280
	Puducherry	343	338	343	280
28	Punjab	1,470	1,419	1,463	1,363
	Amritsar	490	484	500	461
	Jalandhar	490	445	468	439
	Ludhiana	490	490	495	462
29	Rajasthan	1,960	1,948	1,960	1,866
	Ajmer	490	490	500	489
	Jaipur	490	484	480	438
	Kota	490	484	480	453
	Udaipur	490	490	500	486
30	Sikkim	978	905	94	90
	Gangtok	488	447	50	50
	Namchi	490	458	44	40
31	Tamil Nadu	5,390	5,363	5,489	5,277
	Chennai	490	490	500	488
	Coimbatore	490	490	500	498
	Erode	490	486	500	481
	Madurai	490	490	500	485
	Salem	490	490	500	496
	Thanjavur	490	488	500	492
	Thoothukudi	490	482	500	485
	Tiruchirappalli	490	489	500	459
	Tirunelveli	490	480	500	466
	Tiruppur	490	489	499	484
	Vellore	490	489	490	443
32	Telangana	806	806	832	777
	Greater Warangal	377	377	404	352

Sl. No.	State/ City Name	Status of Gol Funds		Status of State Share	
		Gol funds claimed	Gol funds utilized	State funds released	State funds utilized
	Karimnagar	429	429	429	425
33	Tripura	490	490	51	49
	Agartala	490	490	51	49
34	Uttar Pradesh	4,900	4,889	4,897	4,591
	Agra	490	490	490	490
	Aligarh	490	488	490	472
	Bareilly	490	485	490	425
	Jhansi	490	490	489	486
	Kanpur	490	489	490	450
	Lucknow	490	490	489	473
	Moradabad	490	490	490	455
	Prayagraj	490	489	490	484
	Saharanpur	490	487	490	376
	Varanasi	490	490	490	479
35	Uttarakhand	490	484	490	281
	Dehradun	490	484	490	281
36	West Bengal	490	486	490	470
	New Town Kolkata	490	486	490	470
	Total	47,320	46,108	42,500	39,391
	Non-Selected Smart Cities	18	18		
	Sultanpur Lodhi	120	105		
	Grand Total	47,458	46,231		

As reported by States / UTs as on 15.01.2026.

SAFETY LAPSES DURING CONSTRUCTION OF NH-66 IN KERALA

*190. SHRI KODIKUNNIL SURESH:

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

- (a) the details of all accidents, mishaps and fatal incidents reported during the ongoing construction and widening works of National Highway-66 up to 15.01.2026 in Kerala, district-wise;
- (b) the number of deaths and serious injuries reported in the said accidents,

- separately indicating passengers/road users and construction workers;
- (c) the names of construction companies, concessionaires and subcontractors involved in the respective stretches where such accidents occurred;
- (d) the findings of safety audits or inquiries conducted into these incidents and the lapses identified therein;
- (e) the action taken against the agencies concerned including penalties imposed, termination of contracts or blacklisting; and
- (f) the steps taken to strengthen safety measures, traffic management and worker protection during construction of NH-66 to prevent recurrence of such incidents?

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

(a) to (f): The summary of accidents, mishaps and fatal incidents reported at construction sites of ongoing projects on NH-66 is given in the enclosed **Statement**. Lapses mainly related to non-adherence to overall Traffic Management, Work Zone Safety, and Construction Safety Measures, non-compliances in the areas of traffic management, barricading, signage, diversion implementation, road surface condition, protection for vulnerable road users, worker safety practices, and night-time visibility, has been found in Road Safety Audit.

STATEMENT

The details of all accidents, mishaps and fatal incidents reported during the ongoing construction and widening works of NH-66:

S. No.	Project Name	Concessionaire/ Sub contractor	District	Details of Accidents/ Mishaps during the NH 66 widening Works	Date of incident	Constr- uction Worker Fatality Details	Passe- ngers/ road users fatalities due to constru- ction	Status of action taken against concessionaire/ contractor along with penalty if any
1	6L of Thalappady- Chengala	M/s ULCCS	Kasaragod	During a temporary work stoppage due to heavy rain at Flyover P23-P24, the Employee went to the staging area without instruction or supervision and slipped while alighting from the stage. He sustained serious injuries and later succumbed during treatment at MIMS Hospital, Kannur	23.07.2023	1	0	The immediate expenses and compensation amounting to Rs. 20 Lakhs has been paid through Concessionaire's Insurance plan in accordance with Workmens Compensation Policy.
				Two workers were deployed for ATMS installation works. At the time of accident, these two employees were standing	15.07.2025	2	0	The immediate expenses and compensation amounting to Rs. 20 Lakhs has been paid

				on the roadside near to the pickup van. A truck moving towards Mangalapuram direction suddenly collided with the parked pickup van due to the overspeed and loss of control and hit these 2 workers who died on the spot.				through Concessionaire's Insurance plan in accordance with Workmens Compensation Policy.
2	6L of Chengala-Neeleshwaram	M/s Megha Engineering		Fatal accident occurred at the ramp when a worker fell from a height of about 6 metres during shuttering work due to failure to anchor the safety harness.	20.09.2025	1	0	The compensation amounting to Rs.16,01,000/- has been paid through Concessionaire's Insurance plan in accordance with Workmens Compensation Policy.
3	6L of Neeleshwaram-Thalipparamba	M/s Megha Engineering		A Construction worker died due to a fatal accident while unloading steel at the site.	29.06.2022	1	0	The compensation amounting to Rs.16,38,525/- has been paid through Concessionaire's Insurance plan in accordance with Workmens

								Compensation Policy.
				A fatal accident occurred at Km 98+750 (LHS) due to soil collapse near the work area, resulting in the death of one labourer.	12.05.2025	1	0	The compensation amounting to Rs.13,93,600/- has been paid through Concessionaire's Insurance plan in accordance with Workmens Compensation Policy.
	6L of Thalipparamba-Muzhapilangadu	M/s Vishwa Samudra	Kannur	A fatal accident occurred when a workman came into close contact with earth moving equipment at site.	21.08.2023	1	0	The compensation amounting to Rs.20,97,850/- has been paid through Concessionaire's Insurance plan in accordance with Workmens Compensation Policy.
4				An accident occurred at Ch. 164+540 (MCW RHS) during streetlight erection	25.03.2025	1	0	The compensation amounting to Rs. 34,42,036

				work when an uncontrolled Eicher truck entered the barricaded work area and fatally struck a worker.				(16,42,260+17,99,776) has been paid through Concessionaire's Insurance plan in accordance with Workmens Compensation Policy.
				An accident occurred at Ch. 157+110 (LHS) during raft finishing work when a portion of the cut soil wall collapsed, resulting in the death of one worker.	24.05.2025	1	0	
5	6L of Azhiyur-Vengalam	M/s Adani	Kozhikode	The Roller operator who went for restoring/maintenance of the road to borrow area (during transportation of soil from the borrow area soil spillage happened) while he was moving on down gradient lost his control and stuck between the rollers and that lead to death of operator.	08.03.2024	1	0	Compensation through the Insurance Company is in process.
6	6L of Kappirikkad-Thalikkulam	M/s Shivalaya Constructions	Thrissur	A fatal accident occurred when a worker fell from VUP pillar from a height of approx. 5 metres while coming down after	19.12.2013	1	0	Compensation through the Insurance Company is in process.

				shuttering work.				
7	6L of Thalikkulam-Kodungallur	M/s Shivalaya Constructions		A worker died in an fatal accident during the cleaning of WMM plant conveyor belt.	23.12.2023	1	0	Compensation through the Insurance Company is in process.
				A worker died due to a fatal accident at Camp Site Yard 377+240 while unloading steel at the site.	06.04.2024	1	0	Compensation through the Insurance Company is in process.
8	6-lane Elevated Highway Aroor-Thuravoor	M/s Ashoka Buildcon	Alappuzha	Hydra crane hit on labour while clearing way for ambulance.	28.12.2023	1	0	The compensation amounting to ₹16,38,525/- has been paid through Concessionaire's Insurance plan in accordance with Workmens Compensation Policy.
				Shuttering sheet fall on worker while deshuttering.	23.03.2024	1	0	The compensation amounting to

				Construction worker fell down from deck slab during form work.	16.04.2024	1	0	₹15,84,400/- and ₹14,92,950/- has been paid through Concessionaire's Insurance plan in accordance with Workmens Compensation Policy.
				Electrical accident during water tank filling at Base camp.	20.10.2025	1	0	2 nos. of Compensation Policy, fatality
				PSC Girder fell down on the traveller.	13.11.2025	0	1	insurance compensation currently in progress.
9	6L of Kottukulangara-Start of Kollam Bypass	M/s Viswa Samudra	Kollam	The incident occurred during line work at Sakthikulagara. According to the Electrical sub-contractor, the worker climbed the electric pole after receiving shutdown confirmation from the KSEB supervisor. Unfortunately, the worker suffered an electric shock while working on the line and died on the spot.	22.07.2024	1	0	Workmens Compensation Policy Order issued for an amount of Rs16,49,625 and payment is in progress

				This accident occurred during the usual patrolling by the security staff. Accidentally, a mild steel channel slipped from the top of the girder and fell onto the head of Shri Vinod Singh, causing him to lose consciousness. The co-staff immediately took him to the hospital; however, he died on the way.	21.07.2025	1	0	Workmens Compensation Policy (WCP) Order issued for an amount of Rs 12,23,025/- and payment in progress in 1 case. In other case, WCP Order awaited
				The incident occurred during working hours when the worker was moving along the diversion road. A truck accidentally struck him, resulting in his death on the spot.	25.10.2025	1	0	
10	6L of Start of Kollam Bypass-Kadambattukonam	M/s Shivalaya Constructions	Kollam	During night-time soil dumping and grading operations. Mr. Md. Jobrayl, working as a Helper for the past five months, had been deployed to guide soil	11.11.2025	1	0	The compensation amounting to Rs.10,00,000/- has been paid through Concessionaire's Insurance plan in accordance with

				unloading. It appears that while awaiting the next vehicle, during the dumping by the dumper he was trapped under the dumped soil load, which resulted in his unfortunate death.				Workmens Compensation Policy.
				Two numbers of workers from Shivalaya Construction Co. Pvt. Ltd. were engaged on the reinforce earth wall repair work on the service road. The Hyundai I 10 car, moving at high speed from the opposite direction while overtaking, struck one of the workers. As the result, the worker sustained severe head and leg injury and was immediately transported to a medical facility for treatment. Lateron, he passed away.	03.02.2025	1	0	Compensation through the Insurance Company is in process.
					Total	22	1	

बाराबंकी-बहराइच-रूपईडीहा राष्ट्रीय राजमार्ग-927 को चौड़ा करना

*191. डॉ. आनन्द कुमार गोंड:

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

- (क) क्या राष्ट्रीय राजमार्ग संख्या 927 के दो लेन वाले बाराबंकी-बहराइच-रूपईडीहा खंड को चौड़ा करके चार लेन वाला राजमार्ग बनाए जाने के संबंध में विस्तृत परियोजना रिपोर्ट (डीपीआर) तैयार की गई है;
- (ख) यदि हां, तो प्रस्तावित चार लेन वाले राष्ट्रीय राजमार्ग की कुल लंबाई सहित तत्संबंधी ब्यौरा क्या है;
- (ग) क्या उक्त राष्ट्रीय राजमार्ग को उत्तर प्रदेश के पहले डिजिटल राजमार्ग के रूप में विकसित किए जाने का प्रस्ताव है;
- (घ) यदि हां, तो तत्संबंधी ब्यौरा क्या है और प्रस्तावित डिजिटल राजमार्ग की प्रमुख विशेषताएं क्या हैं; और
- (ङ) उक्त राष्ट्रीय राजमार्ग को चौड़ा किए जाने और घाघरा नदी पर पुल का निर्माण किए जाने का कार्य कब तक शुरू होने की संभावना है और उक्त कार्यों को पूरा करने के लिए क्या समय-सीमा निर्धारित की गई है?

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

- (क) और (ख): जी, हां। बाराबंकी-बहराइच खंड को चार लेन का बनाने हेतु विस्तृत परियोजना रिपोर्ट (डीपीआर) को दो पैकेजों में अंतिम रूप दे दिया गया है। दोनों पैकेजों का विवरण निम्नानुसार है:

क्र.सं.	परियोजना का नाम	लंबाई (किमी.)
1	बाराबंकी से मुस्तफाबाद किमी 0.000 से किमी 43.030 तक	43.030 किमी.
2	मुस्तफाबाद से बिस्वरिया तक किमी 43.030 से किमी 101.515 तक	58.485 किमी.

इसके अलावा, बहराइच से रूपाईडीहा तक चार लेन बनाने के लिए व्यवहार्यता अध्ययन का कार्य सौंप दिया गया है।

(ग) और (घ): उन्नत यातायात प्रबंधन प्रणाली (एटीएम) संस्थापित की जाएगी। एटीएम में परिवर्तनीय संदेश संकेत बोर्ड (वीएमएसबी), कैमरों के साथ दुर्घटना पहचान प्रणाली, मौसम निगरानी प्रणाली, ऑप्टिकल फाइबर नेटवर्क आदि जैसी सुविधाएं होंगी, जिन्हें परियोजना के हिस्से के रूप में परियोजना राजमार्ग पर संस्थापित किया जाएगा।

(ड.): परियोजना की स्वीकृति के बाद, परियोजना पूरा होने की निर्धारित अवधि, कार्य सौंपने और नियत तिथि की घोषणा से 24 माह होगी।

POST HARVEST LOSSES IN CEREALS

***192. SHRI JAGADISH CHANDRA BARMA BASUNIA:**

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

- (a) the details of post-harvest loss incurred in cereals (in value and volume) since 2014, year and crop-wise;
- (b) the details of value addition (in value and volume) done in cereals since 2014, year and crop-wise;
- (c) the details of storage, processing and transportation infrastructure created for cereals through various schemes of the Ministry including the number of projects sanctioned and completed, capacity added (category-wise in MT) since 2014, year and State-wise; and
- (d) the details of the funds released and utilised for such projects since 2014, year and State-wise?

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

(a) : The Ministry of Food Processing Industries (MoFPI) estimates post-harvest losses from time to time for various agri-produces in the country through commissioning of studies based on primary surveys. Two studies were commissioned by the Ministry through (i) Indian Council of Agriculture Research (ICAR) -Central Institute of Post-Harvest Engineering & Technology (CIPHET), 2015 with reference year 2012-14 and (ii) NABARD Consultancy Service Pvt. Ltd (NABCONS), 2022 with reference year 2020-22. The available studies on post-harvest losses are periodic in nature and do not provide year-wise estimates since 2014.

As per these two studies, five crops were covered in the category Cereals. The estimate of post-harvest losses in cereals in terms of quantity and monetary loss as reported in the report are as below:

Crop	Quantity Loss (in Lakh MT)		Losses in %		Monetary Loss (in Rs. In Crore)	
	As per ICAR-CIPHET study (2015)	As per NABCONS study (2022)	As per ICAR-CIPHET study (2015) (% losses)	As per NABCONS study (2022) (% losses)	As per ICAR-CIPHET study (2015)	As per NABCONS study (2022)
Paddy	68.77	59.32	5.53	4.77	14255.89	12296.67
Wheat	54.02	45.69	4.93	4.17	11684.74	9883.45
Maize	14.71	12.28	4.65	3.88	2703.91	2256.16
Bajra	5.67	4.74	5.23	4.37	1034.48	864.37
Sorghum	2.88	2.84	5.99	5.92	708.41	700.14
Total	146.05	124.87	----	----	30,387.43	26,000.79

(b): 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 to Determine the Level of Food Processing in India*” in 2021 through deloitte. The available studies on level of processing are periodic in nature and do not provide year-wise estimates. The details of the extent of processing of cereals covered in the study are as below:

Category/ Commodity	Estimated level of processing (in %)		
	Deloitte Study 2020-21		
	2010-11	2015-16	2018-19 (Forecast)
Paddy (Rice)	69.7	82.5	92.3
Wheat	55.3	70.1	78.0
Coarse Cereals	20.0	28.3	29.4

(c) and (d): MoFPI has been implementing Central Sector Umbrella Scheme Pradhan Mantri Kisan Sampada Yojna (PMKSY) to create, interalia, post-harvest infrastructure and processing facilities to boost the overall development of the food processing sector. Financial assistance to create infrastructure for various commodities including cereals is provided under the Creation / Expansion of Food Processing & Preservation Capacities (CEFPPC) component scheme of PMKSY. The component schemes under PMKSY are demand driven and proposals are invited by floating Expression of Interest (EoI) from time to time based on availability of funds. Under the schemes, funds are not allocated State-wise/ sector –wise.

Under CEFPPC Scheme, 69 projects related to cereal processing have been approved throughout the country with total project cost of ₹1075.1 crore,

total approved grant-in-aid of ₹278.49 crore, total released grant-in-aid of ₹229.98 crore and total capacity created of 29.60 LMT/Annum. Out of these 69 projects, 54 projects have been completed as on 31st December, 2025. The details of the 69 projects approved under CEFPPC Scheme for cereal processing is given in the enclosed **Statement**.

STATEMENT

The details of the 69 projects approved under CEFPPC Scheme for cereal processing:

Sr. No.	Name of the applicant	District	State	Products	Date of Approval	Project Cost (Rs. in Cr.)	Revised GIA (in Rs. Cr.)	Released Amount (Rs. in Cr.)	Processing Capacity (LMT) PA	Status
1	M/s Shivtara Grains Pvt. Ltd	Krishna	Andhra Pradesh	Maida, Suji, Atta	16-03-2020	16.48	5.00	4.94	0.72	Completed
2	M/s Dhansiri Nutrient Foods LLP	Nalbari	Assam	Rice milling Products	13-03-2020	17.89	5.00	4.80	0.126	Completed
3	M/s Tirupati Foods	Guwahati	Assam	Manufacturing of Maida, sooji and bran	09-06-2020	13.62	5.00	5.00	0.45	Completed
4	M/s Swastik Roller Flour Mill	Kamrup	Assam	Maida, Sooji, Bran	09-06-2020	18.22	5.00	4.84	0.527	Completed
5	M/s Subh Karan Food Park	Kamrup	Assam	Parboiled Rice, Raw Rice and Bran	21-07-2020	14.26	5.00	4.75	0.144	Completed
6	M/s Jai Shree Krishna Rice Mill	Tinsukia	Assam	raw rice, rice bran	23-12-2021	10.68	4.88	4.37	0.03	Completed

7	M/s A A Energy Foods	Kamrup	Assam	modern parboiled rice	05-12-2022	17.45	4.95	4.95	0.36	Completed
8	M/s KRK Agro Products	Kamrup	Assam	Rice, Broken Rice, Rice bran	24-01-2023	27.2	5.00	4.95	0.501	Completed
9	M/s Barpeta Howly Agro Industries	barpeta	Assam	Fine Rice, Broken Rice, Bran & Husk	24-01-2023	12.9028	4.75	4.75	0.21168	Completed
10	M/s SG Food Products	Bongaigaon	Assam	Dalia, Atta, Bran	24-01-2023	2.75	0.45	0.45	0.06	Completed
11	M/s S G Rice Mills LLP	Bongaigaon	Assam	Rice and Rice Bran	22-11-2023	1.95	0.58	0.58	0.18	Completed
12	M/s Nandeswar Agro Industries	Goalpara	Assam	Rice, Husk, Bran, Broken Rice & Rejected Rice	22-11-2023	22.0158	5.00	2.50	0.74688	Under Implementation
13	M/s Sun Valley Agro Industries	Golaghat	Assam	Multi Variety Rice & Parboiled Rice	22-11-2023	14.25	5.00	5.00	0.288	Completed
14	M/s Maa Kamakhya Agro Industry LLP	Sonitpur	Assam	Parboiled Rice	29-02-2024	12.4604	3.98	0.00	0.288	Under Implementation

15	M/s Cachar Roller Flour Mills Limited	Silchar	Assam	Suji, maida, aata	29-02-2024	10.39	2.60	1.30	0.72	Under Implementation
16	M/s Antarmana Foods Private Limited	Sonitpur	Assam	Rice, Bran Byproduct and Husk Byproduct	29-02-2024	11.55	4.20	4.20	0.36	Completed
17	M/s Sanghvi Food Products	Dhamtari	Chhattisgarh	Wheat Flour, Madda	13-04-2018	26.00	5.00	5.00	0.9	Completed
18	M/s Poshtik Food Products LLP	Surat	Gujarat	Rice Flakes/ Poha Manufacturing Unit	14-09-2018	14.54	4.96	4.76	0.1034	Completed
19	M/s Patel Retail Pvt Ltd (Unit-3)	Kutch	Gujarat	Atta, Maida, Suji	09-07-2019	5.27	1.33	1.26	0.414	Completed
20	M/s Shree Vanraj Besan Mill Pvt Ltd	Junagadh	Gujarat	Atta, Maida, Rava, Sooji, Besan, Split Chana Dal, Cracked Wheat (Dalia)	24-01-2023	20.5993	2.88	0.00	0.12	Under Implementation
21	M/s Wholesome Flour Company	Surat	Gujarat	Multi grain chakki atta and roti	24-01-2023	7.7241	2.65	1.27	0.0558	Under Implementation

22	M/s Bagrrys India Limited	Solan	Himachal Pradesh	Museli, Cereal Bar, Coated Cereal Flakes	07-12-2018	7.29	2.89	2.74	0.04	Completed
23	M/s Ramkrishna Industries	Bagalkot	Karnataka	Corn Flour	14-09-2018	6.76	1.95	1.85	0.06	Completed
24	M/s Sri Lakshmibalaji Agro Park Pvt. Ltd Unit- 1	Koppal	Karnataka	Rice Milling Unit (Raw rice and parboiled rice)	29-02-2024	21.0386	5.00	0.00	0.99	Under Implementation
25	M/s Prashast Food Products Private Limited	Khargone	Madhya Pradesh	Atta, suji, maida, bran, animal feed	14-09-2018	24.00	5.00	4.96	1.05	Completed
26	M/s Primo Flour Mills	Betul	Madhya Pradesh	Atta, Maida, Breakfast Cereals, Bran and Wheatmeal Atta	23-05-2022	13.0249	5.00	2.41	0.66	Under Implementation

27	M/s Oyster Exim Private Limited	Dewas	Madhya Pradesh	Whole Grain Rice, Short Grain Rice, Rice Bran, Husk, Second Rice, Saila Rice & Brown Rice	08-07-2023	20.50	4.53	4.46	0.48	Completed
28	M/s Sangale Agro Food Processing Pvt. Ltd	Aurangabad	Maharashtra	Wheat flour	09-01-2019	5.75	2.40	2.28	0.084	Completed
29	M/s ARK Food Industries	Dhule	Maharashtra	Maida, Suji, Atta, bran	23-12-2020	13.13	4.76	4.60	0.6	Completed
30	M/s Sahyadri Farmers Producer Company Limited (Unit-V)	Nashik	Maharashtra	Rice milling Products	14-01-2021	4.87	2.07	2.08	0.15	Completed
31	M/s Bharti Industries	Nagpur	Maharashtra	Rice mil	05-12-2022	12.4208	3.75	1.84	0.6	Under Implementation

32	M/s Krishnarpan Agro	Nagpur	Maharashtra	Parboiled Rice, Rice, Broken Rice	08-07-2023	22.8942	4.94	2.40	0.936	Under Implementation
33	M/s Himalayan Spices	Ri-Bhoi	Meghalaya	cereal based products	21-07-2020	9.92	4.61	4.61	0.09	Completed
34	M/s T.R. Agro Producer LLP	Firozpur	Punjab	modern Rice mill	05-12-2022	6.32	1.64	1.64	0.144	Completed
35	M/s Bhagwatam Food Grains Private Limited	Bundi	Rajasthan	Processing of Rice (Parboiled Rice, Rice bran etc.)	24-01-2023	29.51	5.00	5.00	0.042	Completed
36	M/s Sahuwala Flour Mills	Erode	Tamil Nadu	Wheat Flour, Samolina, bran, flakes	19-02-2018	27.58	5.00	5.00	1.2	Completed
37	M/s Niswin Foods Private Limited	Coimbatore	Tamil Nadu	Flour, semolina, resultant flour, whole wheat flour, bran	19-02-2018	20.12	5.00	5.00	0.54	Completed
38	M/s Sri Foods	Madurai	Tamil Nadu	Cereal bar, chocolate enrobed, rice cake, extruded	19-02-2018	10.46	2.05	2.02	0.02	Completed

				snacks, cereal bars, flakes						
39	M/s Century Flour Mills Limited	Chennai	Tamil Nadu	All purpose maida, special parotta maida, bakery maida, biscuit maida, sooji, atta, bran	19-02-2018	10.00	2.51	2.51	0.09	Completed
40	M/s Pressana Flour Mills Private Ltd. (Unit – II)	Coimbatore	Tamil Nadu	Wheat Milling products	19-02-2018	20.24	4.88	4.88	0.45	Completed
41	M/s Hangrow Foods India Pvt. Ltd.	Erode	Tamil Nadu	Rice and corn thin	19-02-2018	10.00	1.00	0.95	0.01	Completed
42	M/s P Duraisamy Maharaja Rice Mills Pvt. Ltd. (Unit-I)	Tirupur	Tamil Nadu	Rice milling Products	14-01-2021	14.92	3.87	3.87	0.32	Completed
43	M/s NutriflyHealth	Medak	Telangana	Fortified rice, rice noodles	05-01-2023	6.27	2.39	2.39	0.012	Completed

	Food Products Private Limited			and extruded Snack						
44	M/s Aparna Agro Industries	Nalgonda	Telangana	Raw Rice. Rice Bran, Broken Rice & Husk	22-11-2023	16.30	5.00	5.00	1.2	Completed
45	M/s Sumukh Agro Industries	Mancheria I	Telangana	Parboiled rice, Raw rice, Rice Bran, Broken rice, Husk	22-11-2023	13.20	5.00	5.00	0.36	Completed
46	M/s Rajendar Feeds LLP (Unit – II) (329)	Siddipet	Telangana	Steam Rice, Rice Bran	29-02-2024	19.69	5.00	0.00	1	Under Implementation
47	M/s Mahadevi Agro Mills Private Limited Unit-2	Siddipet	Telangana	Parboiled Rice	29-02-2024	38.00	5.00	2.50	1.2	Under Implementation
48	M/s Mahadevi Agro Mills Private Limited- Unit 3	Siddipet	Telangana	Steam Rice, Rice Bran	29-02-2024	37.00	5.00	0.00	1.2	Under Implementation
49	M/s Mahadevi Agro Mills	Siddipet	Telangana	Raw Rice, Rice Rawa,	29-02-2024	27.50	5.00	5.00	1.2	Completed

	Private Limited (Unit-1)			Rice Bran and Broken Rice						
50	M/s Gayatri Agro Industrial Power Private Limited (111)	Nalgonda	Telangana	Parboiled Rice, Broken Rice and Rice Bran	29-02- 2024	23.50	5.00	2.50	0.8	Under Implementa tion
51	M/s Gayatri Agro Industrial Power Private Limited (113)	Nalgonda	Telangana	Fortified Rice	29-02- 2024	17.56	5.00	5.00	0.045	Completed
52	M/s Sri BMV Agro Industries	Nalgonda	Telangana	Paraboiled Rice, Raw Rice, Rice Bran, Broken Rice and Husk	22-11- 2023	10.75	4.50	4.50	0.3	Completed
53	M/s Agrotech Modern Rice Mill LLP	North Tripura	Tripura	Rice milling Products	27-12- 2019	12.50	5.00	4.92	0.5	Completed
54	M/s Mehrotra Consumer Products	Gautam Budh Nagar	Uttar Pradesh	Processed wheat, rice, spices, samosa , parantha	13-04- 2018	23.77	4.08	3.96	0.14	Completed

55	M/s Kedarnath Industries	Hardoi	Uttar Pradesh	Aata, Maida, Suji & Bran	13-04-2018	4.97	1.11	1.08	0.27	Completed
56	M/s ILEX Infrastructure LLP	Gautam Budh Nagar	Uttar Pradesh	Flour, Suji, Whole Wheat Atta	14-09-2018	20.07	3.76	3.71	0.68	Completed
57	M/s Veeta Day Industries Pvt. Ltd.	Barabanki	Uttar Pradesh	Atta Rusk, Sooji Rusk, Jaggery Rusk, Cookies, High Fibre, Sugar Free Cakes	13-03-2020	19.37	4.66	2.33	0.72	Completed
58	M/s Govindgreen Foods Infratech	Kanpur Dehat	Uttar Pradesh	Atta, Maida, Sooji, Daliya, Bran	19-05-2022	8.1553	2.13	2.00	0.18	Completed
59	M/s Hanuman Rice & General Mill	Pilibhit	Uttar Pradesh	Rice Flakes, Rice and Rice Bran	24-01-2023	19.3429	4.96	4.96	0.228	Completed
60	M/s Maa Vaishno Rice Mill	Mirzapur	Uttar Pradesh	Parboiled Rice and Steamed Rice	22-11-2023	18.8545	5.00	5.00	0.384	Completed
61	M/s Sumarsh Nutri Products Pvt. Ltd	Udham Singh Nagar	Uttarakhand	Flour , maida , suji bran	19-02-2018	14.75	5.00	4.75	0.02	Completed

62	M/s Hari Roller Flour Mills	Udham Singh Nagar	Uttarakhand	Wheat Flour, Whole wheat four, maida, suji & bran	19-02-2018	14.39	4.07	3.89	0.5	Completed
63	M/s Numix Industries Pvt Ltd	Udham Singh Nagar	Uttarakhand	Cereal Bars & Protein Bars	25-07-2019	10.48	3.93	3.90	0.02	Completed
64	M/s Chandra Flour Mill	Udam Singh Nagar	Uttarakhand	Atta, Maida and Sooji	29-02-2024	14.1754	5.00	2.50	0.432	Under Implementation
65	M/s Shiv Industries (Food) Pvt. Ltd	Murshidabad	West Bengal	Rice	09-07-2019	18.43	5.00	5.00	0.58	Completed
66	M/s K P Saha Private Ltd	East Birdwan	West Bengal	parboiled rice & puffed rice	02-03-2020	14.20	5.00	4.93	0.55	Completed
67	M/s KPS Agro products	Hooghly	West Bengal	Flour, Chakki atta, suji, bran	11-03-2021	20.45	5.00	4.83	0.6	Completed
68	M/s Mahima Rice Industry	Purbah Burdhan	West Bengal	Rice and Rice Bran	22-11-2023	9.37	2.42	1.15	0.24	Under Implementation
69	M/s Maa Kamteshwari Rice Mill	Cooch Behar	West Bengal	Parboiled Rice	22-11-2023	13.10	4.43	4.43	0.384	Completed

हिंगोली में विमान सेवाएं

*193. श्री नागेश बापुराव अष्टिकर पाटिल:

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

- (क) क्या हिंगोली लोक सभा निर्वाचन क्षेत्र और उसके आस-पास मराठवाड़ा क्षेत्र के निकट कोई कार्यशील विमानपत्तन न होने के कारण स्थानीय लोगों, व्यापारियों, छात्रों और रोगियों को अन्य जिलों में स्थित विमानपत्तनों तक पहुंचने के लिए लंबी दूरी तय करनी पड़ती है और यदि हां, तो तत्संबंधी व्यौरा क्या है;
- (ख) क्या अपर्याप्त विमान सेवा सुविधा के कारण हिंगोली लोक सभा निर्वाचन क्षेत्र और उसके आस-पास मराठवाड़ा क्षेत्र में औद्योगिक निवेश, प्रशासनिक आवागमन, पर्यटन विकास और आपातकालीन चिकित्सा सेवाओं पर प्रतिकूल प्रभाव पड़ रहा है;
- (ग) यदि हां, तो तत्संबंधी व्यौरा क्या है और सरकार द्वारा हिंगोली लोक सभा निर्वाचन क्षेत्र अथवा आस-पास के जिलों में हेलीपैडों के निर्माण और एयर एंबुलेंस की तैनाती सहित विमान सेवाओं की सुविधा प्रदान करने के लिए अब तक क्या ठोस कदम उठाए गए हैं;
- (घ) क्या सरकार ने उक्त क्षेत्र में लघु हवाई पट्टी/हवाई पट्टी या विमानन केन्द्र के विकास के लिए अब तक कोई सर्वेक्षण या तकनीकी अध्ययन कराया है और यदि हां, तो तत्संबंधी व्यौरा क्या है; और
- (ङ) क्या सरकार का विचार आगामी केन्द्रीय बजट में हिंगोली सहित देश के पिछड़े और दूर-दराज के क्षेत्रों में रनवे, पथ-प्रदर्शन (नेविगेशन) सुविधाओं और विमान सेवा से संबंधित सुरक्षा अवसंरचना के विकास के लिए कोई विशेष प्रावधान करने का है और यदि हां, तो तत्संबंधी व्यौरा क्या है?

नागर विमानन मंत्री (श्री किंजरापु राममोहन नायडू):

- (क) से (ङ): भारत सरकार (जीओआई) ने ग्रीनफील्ड हवाईअड्डा (जीएफए) नीति, 2008 तैयार की है। इस नीति के अनुसार, यदि राज्य सरकार सहित कोई भी हवाईअड्डा विकासकर्ता

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।

जीएफए नीति के तहत हिंगोली लोकसभा निर्वाचन क्षेत्र में ग्रीनफील्ड हवाईअड्डे के विकास के लिए 'साइट क्लीयरेंस' के अनुरोध वाला कोई प्रस्ताव प्राप्त नहीं हुआ है।

हिंगोली के आसपास नांदेड़ और अमरावती में अनुसूचित उड़ान परिचालन हैं।

ग्रीनफील्ड हवाईअड्डों का विकास और मौजूदा हवाईअड्डा अवसंरचना का विस्तार/आधुनिकीकरण एक सतत प्रक्रिया है, जो हवाईअड्डा प्रचालकों/विकासकर्ताओं द्वारा यातायात पूर्वानुमान, वाणिज्यिक व्यवहार्यता, प्रचालन आवश्यकताओं, एयरलाइनों की मांग आदि के अनुसार शुरू की जाती है।

क्षेत्रीय हवाई संपर्क को और सुदृढ़ करने और बढ़ाने के लिए सरकार ने देशभर में 120 नए गंतव्यों के लिए क्षेत्रीय संपर्क बढ़ाने और अगले 10 वर्षों में 4 करोड़ यात्रियों को सेवा प्रदान करने के लिए संशोधित 'उड़ान' योजना आरंभ करने की घोषणा की है। यह योजना पर्वतीय, आकांक्षी और पूर्वोत्तर क्षेत्र के जिलों में हेलीपैडों और छोटे हवाईअड्डों को भी सहायता प्रदान करेगी।

INCLUSION OF BADAGA COMMUNITY IN SCHEDULED TRIBES LIST

***194. SHRI D. M. KATHIR ANAND:**

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

- (a) whether the Government has taken note of the continuous demand to include the Badaga community of Tamil Nadu, which was recognised as an important primitive tribe till the 1931 Census, in the Scheduled Tribes list and if so, the details thereof;
- (b) whether the Government has received any proposal from the State

Government of Tamil Nadu for inclusion of the Badaga community in the Scheduled Tribes list and if so, the details and present status thereof; and (c) the timeline proposed for taking a final decision in this regard and if not, the reasons therefor?

THE MINISTER OF TRIBAL AFFAIRS (SHRI JUAL ORAM):

(a) to (c): 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 lists of Scheduled Tribes. 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 action on the proposals is taken as per these approved modalities.

The State Government of Tamil Nadu vide its letter No. 20607/CV-1/2014-17 dated 28.01.2021 sent a proposal for inclusion of 'Badaga' community in the Scheduled Tribes list of the State along with an ethnographic report of the community. The said proposal was forwarded to the ORGI for further examination and furnishing comments of the matter. The ORGI vide its letter dated 08.06.2022 did not support the proposal of State Govt. of Tamil Nadu for inclusion of "Badaga" community in ST list of the State. The comments of the ORGI were referred to State Government for furnishing justifications/additional information on the matter vide this Ministry's letter dated 13.06.2023.

A Writ Petition No.16450/2024 was filed in the High Court of Judicature at Madras seeking to issue direction to the State Government of Tamil Nadu to send proposal/justification to the Ministry of Tribal Affairs for inclusion of "Badaga" community in ST list of Tamil Nadu. The Hon'ble High Court, vide Order dated 11.03.2025 has observed that the State Government has accepted the decision of the RGI and cannot compel the State Government to submit a revised proposal or otherwise and has dismissed the Petition. Nothing is pending at the level of this Ministry in this regard.

भूजल के पीने योग्य होने संबंधी विश्लेषण

*195. श्री आशीष दुबे:

क्या **जल शक्ति** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या स्थानीय स्तर पर भूजल के पीने योग्य होने संबंधी विश्लेषण कराने के लिए सरकार द्वारा कोई परीक्षण किया जा रहा है, यदि हां, तो तत्संबंधी ब्यौरा क्या है और यदि नहीं, तो इसके क्या कारण हैं;

(ख) क्या भू-जल में मौजूद अशुद्धियों को रोकने के लिए कोई प्रयास किए जा रहे हैं; और

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

जल शक्ति मंत्री (श्री सी. आर. पाटिल):

(क): केंद्रीय भूमि जल बोर्ड (सीजीडब्ल्यूबी) और राज्य सरकारें अपनी स्थापित प्रयोगशालाओं के माध्यम से इलेक्ट्रिकल कंडक्टिविटी, फ्लोराइड, नाइट्रेट, भारी धातुओं आदि जैसे विभिन्न गुणवत्ता मापदंडों/संदूषकों के लिए नियमित आधार पर भूजल गुणवत्ता परीक्षण और विश्लेषण करता हैं।

इसके अतिरिक्त, जल शक्ति मंत्रालय द्वारा राज्यों के साथ भागीदारी में कार्यान्वित किए जा रहे जल जीवन मिशन (जेजेएम), जिसका उद्देश्य देश के प्रत्येक ग्रामीण परिवार को सुरक्षित पेयजल

उपलब्ध कराना है, के तहत आपूर्ति किए जा रहे जल की गुणवत्ता के लिए भारतीय मानक ब्यूरो के बीआईएस:10500 मानकों को मानक के रूप में अपनाया गया है। इसके अलावा, राज्यों/संघ राज्य क्षेत्रों द्वारा दी गई रिपोर्ट के अनुसार, फरवरी 2026 तक, जेजेएम के तहत देश भर में 2,870 जल गुणवत्ता परीक्षण प्रयोगशालाएं (जो भूजल स्रोतों को भी कवर करती हैं) चल रही हैं।

इसके अतिरिक्त, पेयजल के नमूने एकत्र करने, परीक्षण करने और निगरानी करने की कुशल निगरानी और रिपोर्टिंग के लिए एक ऑनलाइन जेजेएम - जल गुणवत्ता प्रबंधन सूचना प्रणाली (जेजेएम-डब्ल्यूक्यूएमआईएस) पोर्टल विकसित किया गया है।

इसके अतिरिक्त, समुदायों को जल की गुणवत्ता की निगरानी करने के लिए सशक्त बनाने के लिए, राज्यों/संघ राज्य क्षेत्रों को यह भी सलाह दी गई है कि वे प्रत्येक गांव में 5 व्यक्तियों, खासकर महिलाओं की पहचान करें और उन्हें प्रशिक्षण दें कि वे ग्राम स्तर पर फील्ड परीक्षण किटों (एफटीके) का उपयोग करके जल गुणवत्ता परीक्षण करें। अब तक देश भर में लगभग 24.80 लाख महिलाओं को प्रशिक्षित किया जा चुका है, जिनमें से लगभग 8 लाख महिलाएं डब्ल्यूक्यूएमआईएस पोर्टल पर सक्रिय रूप से अपनी रिपोर्ट अपडेट कर रही हैं।

(ख) और (ग): जल राज्य का विषय है और भूजल संदूषण को कम करने के लिए पहल करने और नागरिकों को सुरक्षित पेयजल प्रदान करने का उत्तरदायित्व मुख्य रूप से राज्य सरकारों का है। हालांकि, राज्य सरकारों के प्रयासों में सहायता करने के लिए, केंद्र सरकार द्वारा इन मुद्दों के समाधान करने के लिए कई कदम उठाए गए हैं। इनमें से कुछ प्रमुख कदम निम्नलिखित हैं:-

- i. सीजीडब्ल्यूबी द्वारा सृजित भूजल गुणवत्ता डेटा को हितधारकों द्वारा त्वरित कार्रवाई के लिए वार्षिक रिपोर्ट, अर्धवार्षिक बुलेटिन और पाक्षिक अलर्ट के माध्यम से नियमित रूप से प्रसारित किया जाता है।
- ii. राष्ट्रीय जलभृत मानचित्रण एवं प्रबंधन कार्यक्रम (एनएक्यूयूआईएम) के तहत जलभृत मानचित्रण अध्ययन करते समय, सीजीडब्ल्यूबी भूजल गुणवत्ता से प्रभावित क्षेत्रों पर विशेष

ध्यान दे रहा है और संदूषण की रोकथाम और जलभृत के उपचार के लिए उपयुक्त प्रबंधन योजनाएं प्रस्तावित कर रहा है।

- iii. सीजीडब्ल्यूबी ने आर्सेनिक और फ्लोराइड सुरक्षित कुओं के निर्माण की तकनीक भी विकसित की है और प्रभावित क्षेत्रों में ऐसे कुओं का प्रदर्शनात्मक निर्माण के अलावा, राज्य के विभागों को इसी तरह के निर्माण कार्य शुरू करने के लिए तकनीकी सहायता भी प्रदान कर रहा है।
- iv. जेजेएम के तहत, योजना के कार्यान्वयन के लिए, गुणवत्ता प्रभावित बस्तियों को प्राथमिकता दी जा रही है।
- v. जलभृतों के कृत्रिम पुनर्भरण द्वारा भूजल की गुणवत्ता में कुछ हद तक सुधार भी किया जा सकता है, जो यदि मौजूद हो तो संदूषण को कम करने में सहायक होता है। तदनुसार, जल शक्ति मंत्रालय और अन्य केंद्रीय मंत्रालय इस दिशा में कई कार्यक्रम का कार्यान्वयन कर रहे हैं, जैसे वार्षिक जल शक्ति अभियान, जल संचय जन भागीदारी (जेएसजेबी) पहल, अटल भूजल योजना, पीएमकेएसवाई और मनरेगा योजनाएं आदि।
- vi. भूजल प्रदूषण का एक मुख्य कारण सतही जल स्रोतों का दूषित होना भी है, जिसके निवारण के लिए देश में विभिन्न प्रयास जैसे कि सीवेज ट्रीटमेंट प्लांट, अपशिष्ट उपचार संयंत्र, इंटरवेन्शन एंड डायवर्जन और सीवेज नेटवर्क की बेहतर प्रणाली आदि की स्थापना की गई हैं। राष्ट्रीय स्वच्छ गंगा मिशन (एनएमसीजी) और राष्ट्रीय नदी संरक्षण योजना (एनआरसीपी) के सहायता से राज्य/संघ राज्य क्षेत्र की सरकार ने देश की नदियों की जल गुणवत्ता में सुधार के लिए उपरोक्त विभिन्न कदम उठाए हैं।

POWER TRANSMISSION OR GRID-STRENGTHENING

PROJECTS FOR TAMIL NADU

***196. SHRI SASIKANTH SENTHIL:**

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

- (a) whether any Centrally approved power transmission or grid-strengthening projects for Tamil Nadu are delayed, affecting reliable electricity supply to industries and households and if so, the details thereof; and
- (b) whether the Government has fixed any timelines and monitoring mechanisms to urgently complete such central power projects in Tamil Nadu and if so, the details thereof?

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

(a) and (b): As reported by TNEB Ltd., the delay in completion of the power transmission projects approved by the Central Government for integration of Renewable Energy (RE) generation in the State of Tamil Nadu do not have any impact on the reliable electricity supply to industries and households.

Presently, five Inter State Transmission System (ISTS) projects are under implementation in Tamil Nadu for integration of Renewable Energy (RE) generation and grid-strengthening. The details of status of the ISTS projects along with the timelines are given in the enclosed **Statement-I**. The delay in the two projects is primarily due to supply constraint of Transformers and Gas Insulated Substation (GIS) equipment.

Also, nine Intra State Transmission System (In-STS) projects have been approved by Ministry of New and Renewable Energy (MNRE) under Green Energy Corridor (GEC)-II Scheme in Tamil Nadu, which are being implemented by Tamil Nadu Transmission Corporation Limited (TANTRANSCO). The details

of the status of projects under GEC-II along with timelines are given in the enclosed **Statement-II**. The delay in the two under implementation GEC-II projects is primarily due to Right-of-Way (RoW) issues faced by TANTRANSCO.

The following measures are taken by the Central Government to ease and mitigate the challenges and issues faced by Transmission Project developers:

I Monitoring mechanisms for ISTS projects:

- I. **Monitoring of Projects:** Transmission projects are monitored and reviewed by the Central Agencies including Central Electricity Authority (CEA) and Central Transmission Utility of India Ltd. (CTUIL) periodically and also reviewed in the Ministry of Power.
- II. **Stakeholder Consultations:** Regular meetings are conducted with State governments, District Authorities and concerned Transmission Project developers to resolve bottlenecks collaboratively.
- III. **Monitoring mechanisms for projects under GEC-II scheme and In-STS:** The projects are monitored by the CEA and State Transmission Utilities (STU) with regular review meetings held internally and with project developers to expedite the works. MNRE is monitoring the implementation of the GEC-II scheme through the Project Appraisal Committee (PAC). Also high level review meetings are held at State Government to monitor the progress of the projects.

STATEMENT-I

The details of under implementation ISTS projects in Tamil Nadu along with timelines are as given below:

Sl. No.	Name of the Transmission Project	SCOD	Anticipated SCOD
1	Transmission System under ISTS for evacuation of power from Kudankulam Unit - 3 & 4 (2x1000 MW)	Dec-26	Dec-26
2	Augmentation of 2x500 MVA, 400/230 kV transformation capacity (3rd & 4th ICTs) at Karur Pooling Station	Sep-25	Oct-26
3	Augmentation of Transformation capacity at 400/230KV Tuticorin-II GIS Pooling Station in Tamil Nadu by 500 MVA,400/230KV ICT (6th) to meet N-1 reliability of RE Pooling Station	Dec-25	Jun-26
4	Augmentation of 1x500 MVA, 400/230 kV ICT (7th) at Tuticorin-II GIS Sub Station	Mar-27	Mar-27
5	Augmentation of Transformation capacity by 1x500 MVA, 400/230kV ICT (4th) at Kalivanthapattu S/s in Tamil Nadu	Jun-27	Jun-27

ICT-Interconnecting Transformer; **MW**- Mega Watt; **GIS**-Gas Insulated Substation

STATEMENT-II

The details of In-STS Projects in Tamil Nadu under GEC-II scheme are given as below:

(A) Details of under Implementation Projects along with timeline

Sl. No.	Name of the Transmission project	SCOD	Anticipated SCOD
1	400 kV line associated with Samugarengapuram 400/230-110 kV SS	30.06.2026	30.06.2026
2	230/110kV line associated with Samugarengapuram 400/230-110kV SS	30.06.2026	30.06.2026
3	Establishment of 230/110 kV Digital substation at Poolavady 230 kV SS.	18.08.2026	18.08.2026
4	230/110 kV line associated with Poolavadi 230 kV SS	19.11.2025	20.11.2026
5	Establishment of 230/110 kV Substation at Muppandal	19.05.2026	19.05.2026
6	230/110 kV line associated with Muppandal 230 kV SS	27.08.2025	30.06.2026

SS-Substation

(B) Details of Under Bidding Projects

Sl. No.	Name of the Transmission project and scope
1	Establishment of 400/230-110 kV SS at Samugarengapuram
2	Establishment of 230/110 kV substation at Kongalnagaram
3	230/110 kV line associated with Kongalnagaram 230 kV SS

मछलीशहर में बाईपास का निर्माण

***197. श्री बाबू सिंह कुशवाहा:**

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

- (क) क्या राष्ट्रीय राजमार्ग-31, रायबरेली-जौनपुर खंड (पुराना राष्ट्रीय राजमार्ग-231) के 2 लेन वाली 'पेव्ड शोल्डर' परियोजना अथवा 'ग्रीनफील्ड बाईपास पैकेज' के अंतर्गत मछलीशहर क्षेत्र में मौजूदा राजमार्ग के प्रस्तावित चौड़ीकरण अथवा बाईपास के निर्माण का कार्य निर्धारित समय-सीमा के अनुसार शुरू हो गया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (ख) क्या उक्त राष्ट्रीय राजमार्ग के चौड़ीकरण के दौरान वर्ष 2025 की संशोधित सर्कल दरों के अनुसार जौनपुर जिले की मछलीशहर तहसील के प्रभावित किसानों को मुआवजे का पूर्ण संवितरण सुनिश्चित किया गया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (ग) क्या मछलीशहर क्षेत्र को राष्ट्रीय राजमार्ग से जोड़ने के लिए सर्विस रोड और अंडरपास का प्रावधान किया गया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और
- (घ) इस खंड का छह लेन वाले राजमार्ग के रूप में उन्नयन करने की भावी योजना क्या है?

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

(क): राष्ट्रीय राजमार्ग (एनएच)-31 (पुराना एनएच-231) और एनएच-731बी मछलीशहर कस्बे से गुजरता है। एनएच 731बी को मछलीशहर से भदोही तक पेव्ड शोल्डर के साथ 2 लेन में चौड़ा किया जा रहा है। इस परियोजना के तहत मछलीशहर क्षेत्र के लिए बाईपास का प्रस्ताव नहीं है।

राष्ट्रीय राजमार्ग विकास कार्यक्रम (एनएचडीपी) चरण-IV के तहत एनएच-31 (पुराना एनएच-231) के रायबरेली से जौनपुर तक के खंड को 2 लेन में चौड़ा करने के दौरान 3.8 किलोमीटर की लंबाई वाले मछलीशहर कस्बे का 4 लेन का बाईपास निर्मित किया गया और कार्य फरवरी, 2016 में पूरा किया गया था।

(ख): जौनपुर जिले के मछलीशहर तहसील में चल रहे कार्य में, लगभग 54 हेक्टेयर भूमि का अधिग्रहण प्रस्तावित है और भूमि अधिग्रहण के लिए सक्षम प्राधिकारी (सीएलए) द्वारा भूमि अधिग्रहण के लिए अब तक लगभग 105 करोड़ रुपये सौंपे गए हैं।

(ग) और (घ): सरकार का सड़क परिवहन और राजमार्ग मंत्रालय उन्नयन/अंडरपास / सर्विस रोड की आवश्यकता का आकलन करता रहता है और निवेश के बारे में निर्णय साइट की स्थिति,

यातायात सघनता और पीएम गति शक्ति राष्ट्रीय मास्टर प्लान के साथ तालमेल के आधार पर लिया जाता है। इस खंड का 6 लेन राजमार्ग में उन्नयन करने का प्रस्ताव विचाराधीन नहीं है।

REDRESSAL OF URGENT PASSENGER GRIEVANCES

***198. DR. SHASHI THAROOR:**

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

- (a) the mechanism in place for addressing urgent passenger grievances or immediate assistance needs that cannot wait for the prescribed 72-hour grievance redressal timeline;
- (b) whether any fast-track or escalation protocol exists for such cases and if so, the details thereof;
- (c) the percentage of grievances resolved out of the total complaints received by the Passenger Assistance Control Room since its operationalisation;
- (d) the details of the complaints received, category-wise including delays, cancellations, refunds, baggage handling and airport services; and
- (e) whether the Government has identified any systemic issues or recurring patterns based on the complaints received and if so, the details thereof along with the corrective measures taken/proposed to be taken to address them?

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

- (a) to (e): A 24x7 Passenger Assistance Control Room (PACR) has been established by the Ministry of Civil Aviation for real-time monitoring and resolution of grievances of air travellers, in coordination with airlines, airports

and other relevant stakeholders for prompt resolution on a priority basis.

Since its operationalisation, approx. 97% of the passenger grievances have been addressed. The details of the complaints received till 09.02.2026, category-wise, are mentioned as under:

A. Social Media & Calls;

Refunds - 1153

Cancellation - 547

Baggage - 373

Delays - 157

B. Air Sewa Portal

Ticketing & Fare - 16634

Baggage - 5102

Flight Delays - 8498

Based on analysis of complaints received, certain recurring and systemic issues primarily relating to peak-hour congestion, flight disruptions due to operational and weather-related factors, refund, baggage handling delays, parking complaint, and passenger facilitation challenges, have been identified.

The corrective measures taken include:

- (i) Improved coordination among stakeholders
- (ii) Regular sensitisation and training of frontline staff
- (iii) Enhanced monitoring through digital grievance platforms

These measures are aimed at improving overall passenger experience and timely redressal of grievances.

सीएनजी/पीएनजी सेवाओं का संवर्धन और सुदृढीकरण

*199. श्री सनातन पांडेय:

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

(क) क्या सरकार की देश के ग्रामीण और पिछड़े क्षेत्रों विशेषकर उत्तर प्रदेश में सीएनजी/पीएनजी सेवाओं को बढ़ावा देने और सुदृढ करने की कोई योजना है, यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) उत्तर प्रदेश के ग्रामीण क्षेत्रों में कितने सीएनजी/पीएनजी स्टेशन स्थापित किए जाने का प्रस्ताव है; और

(ग) देश में विशेषकर उत्तर प्रदेश में प्राकृतिक गैस के कवरेज में सुधार लाने के लिए उठाए जा रहे कदमों का ब्यौरा क्या है?

पेट्रोलियम और प्राकृतिक गैस मंत्री (श्री हरदीप सिंह पुरी):

(क) से (ग): पाइपड प्राकृतिक गैस (पीएनजी) कनेक्शन देना और संपीडित प्राकृतिक गैस (सीएनजी) स्टेशन बनाना, नगर गैस वितरण (सीजीडी) नेटवर्क के विकास का हिस्सा हैं। यह काम पेट्रोलियम और प्राकृतिक गैस विनियामक बोर्ड (पीएनजीआरबी) द्वारा प्राधिकृत कम्पनियाँ अपने न्यूनतम कार्य कार्यक्रम (एमडब्ल्यूपी) के अनुसार करती हैं। पीएनजीआरबी ने 307 भौगोलिक क्षेत्र (जीए) में सीजीडी नेटवर्क के विकास के लिए कम्पनियों को प्राधिकृत किया है, जो पूरे देश में सीजीडी नेटवर्क के विकास के लिए पूरे मुख्य क्षेत्रफल को आच्छादित करता है, जिसमें उत्तर प्रदेश के ग्रामीण और पिछड़े क्षेत्र भी शामिल हैं। सीजीडी नेटवर्क का विस्तार एक लगातार चलने वाली प्रक्रिया है।

पीएनजीआरबी ने सीजीडी नेटवर्क के विकास के लिए पूरे उत्तर प्रदेश राज्य (ग्रामीण और पिछड़े क्षेत्रों सहित) को आच्छादित करते हुए 43 जीए (जिसमें मध्य प्रदेश और उत्तर प्रदेश में फैला 1 जीए, उत्तराखंड और उत्तर प्रदेश में फैला 1 जीए, बिहार और उत्तर प्रदेश में फैला 1

जीए और राजस्थान और उत्तर प्रदेश में फैला 1 जीए शामिल है) को प्राधिकृत किया है। एमडब्ल्यूपी लक्ष्य जीए स्तर पर तय किए गए हैं। दिनांक 30.11.2025 तक, उत्तर प्रदेश राज्य में पीएनजी (डी) कनेक्शन और सीएनजी स्टेशनों के एमडब्ल्यूपी लक्ष्य के लिए जीए-वार ब्यौरा संलग्न **विवरण** में दिया गया है।

देश में (उत्तर प्रदेश सहित) प्राकृतिक गैस का फैलाव राष्ट्रीय गैस ग्रिड के विकास से भी आसान हुआ है, जो जीए को गैस पहुँच प्रदान करने में मदद करता है। पीएनजीआरबी कम्पनियों को प्राकृतिक गैस पाइपलाइन (एनजीपीएल) बिछाने, निर्माण करने, प्रचालित करने और विस्तारित करने के लिए प्राधिकार प्रदान करने वाला प्राधिकरण है। पीएनजीआरबी ने लगभग 34200 किमी एनजीपीएल नेटवर्क को प्राधिकृत किया है, जिसमें कॉमन कैरियर, स्पर लाइन, टाई-इन कनेक्टिविटी और डेडिकेटेड पाइपलाइन शामिल हैं, जो पूरे देश में अलग-अलग कम्पनियाँ को दी गई हैं। इनमें से दिनांक 30.09.2025 तक 25923 किमी चालू हो चुकी हैं। बाकी पाइपलाइन, जो प्रक्रियाधीन है, के पूरा होने पर, राष्ट्रीय गैस ग्रिड सभी बड़े माँग केन्द्रों को जोड़ेगा। इससे सभी क्षेत्रों (ग्रामीण और पिछड़े क्षेत्रों सहित) में प्राकृतिक गैस की उपलब्धता पक्की होगी और सीजीडी नेटवर्क के डाउनस्ट्रीम विकास में मदद मिलेगी, और एक ही जैसी आर्थिक और सामाजिक प्रगति पाने में भी मदद मिलेगी।

देश भर में (ग्रामीण और पिछड़े क्षेत्रों सहित) सीजीडी क्षेत्र के सीएनजी (टी) और पीएनजी (डी) खंड को बढ़ावा देने के लिए, सरकार ने अन्य बातों के साथ-साथ सीएनजी (टी)/पीएनजी (डी) को प्राथमिकता के आधार पर घरेलू गैस आवंटित करना, सीएनजी (टी)/पीएनजी (डी) क्षेत्र की आवश्यकता को पूरा करने के लिए गैर प्राथमिकता वाले क्षेत्रों से घरेलू गैस को विपथित करना, सीजीडी नेटवर्क का विस्तार, सीजीडी परियोजनाओं को सार्वजनिक उपयोगिता का दर्जा प्रदान करना, सीएनजी (टी)/पीएनजी (डी) उद्देश्य के लिए उपलब्धता मोड (कैस्केड मोड सहित) के माध्यम से घरेलू गैस की आपूर्ति के लिए अधिसूचना, दो-तिमाही अग्रिम आधार पर सीएनजी (टी) और पीएनजी (डी) खंडों के लिए घरेलू प्राकृतिक गैस

आवंटित करना, राष्ट्रीय गैस ग्रिड पाइपलाइन का विस्तार, तरलीकृत प्राकृतिक गैस (एलएनजी) टर्मिनल बनाना, जैव-सीएनजी को बढ़ावा देने के लिए वहनीय परिवहन के लिए संधारणीय विकल्प (सतत) पहल जैसे कदम उठाए हैं। सरकार ने यह भी अधिसूचित किया है कि गहरे समुद्री क्षेत्र, अति गहरे समुद्री क्षेत्र एवं उच्च ताप-उच्च दाब क्षेत्र में खोजों से उत्पादित गैस, किसी भी ऐसी स्थिति में जिसमें बोली प्रक्रिया के तहत दी जाने वाली गैस के बराबर वितरण की आवश्यकता हो, संविदाकार को सीएनजी(टी)/पीएनजी(डी) क्षेत्र से जुड़े बोलीदाताओं को प्राथमिकता के आधार पर गैस देनी होगी।

पीएनजीआरबी ने प्रशुल्क ज़ोन को तीन से घटाकर दो करके एकीकृत प्रशुल्क को तर्कसंगत बनाया है और ज़ोन-1 (300 किमी तक) के लिए 54 रुपये/एमएमबीटीयू और ज़ोन-2 (300 किमी से आगे) के लिए 102.86 रुपये/एमएमबीटीयू का परिवहन प्रशुल्क अधिसूचित किया है, जो दिनांक 01.01.2026 से लागू होगा। ज़ोन-1 प्रशुल्क को सीएनजी (टी) और पीएनजी (डी) के लिए पूरे देश में बढ़ा दिया गया है, जिससे 300 किमी से अधिक दूरी के ग्राहकों के लिए परिवहन प्रभार में लगभग 50% की कमी आई है। इस सुधार से प्राकृतिक गैस तक पहुँच में वहनीयता और समानता में और सुधार होता है।

पीएनजीआरबी ने सीजीडी कम्पनियों के सहयोग से दिनांक 1 जनवरी 2026 से 31 मार्च 2026 तक राष्ट्रीय पीएनजी ड्राइव 2.0 आरम्भ किया है। इस पहल का प्रयोजन मौजूदा अवसंरचना का सबसे अच्छा उपयोग सुनिश्चित करना, नए कनेक्शन को बढ़ावा देना और बिना बिल वाले ग्राहकों को सक्रिय करना है, जिसका कुल मिलाकर प्रयोजन अलग-अलग उपभोक्ता श्रेणी में प्राकृतिक गैस का उपयोग बढ़ाना है। पीएनजीआरबी के राष्ट्रीय पीएनजी ड्राइव 2.0 के हिस्से के तौर पर, उत्तर प्रदेश में सभी प्राधिकृत कम्पनियाँ सक्रियता से लक्षित उपभोक्ता तक पहुँचने और प्रोत्साहन पहल कर रही हैं, जिसमें दूसरी बातों के साथ-साथ हितधारक को जोड़ना, उपभोक्ता तक पहुँच, और पूरे जीए में प्रचालन पर ध्यान केन्द्रित करना शामिल है ताकि घरेलू पीएनजी कनेक्शन को अपनाने में तेज़ी लाई जा सके।

ऊपर बताए गए तरीकों से 1.58 करोड़ से ज़्यादा पीएनजी घरेलू (पीएनजी (डी)) कनेक्शन दिए गए हैं, 8400 से ज़्यादा सीएनजी स्टेशन बनाए गए हैं और 6.29 लाख से ज़्यादा इंच-किमी पाइपलाइन बिछाई गई है।

सरकार ने देश में हरित ईंधन उत्पादन के लिए खेती के बचे हुए हिस्से और कचरे का उपयोग करने के लिए कई पहलों की हैं, जिनमें उन्नत जैवईंधन उत्पादन के लिए प्रधानमंत्री जी-वन योजना और जैवमास, मवेशियों के गोबर और ऑर्गेनिक कचरे से सीबीजी उत्पादन को बढ़ावा देने के लिए वहनीय परिवहन के लिए संधारणीय विकल्प (सतत) जैसी पहलें शामिल हैं।

ग्रामीण अर्थव्यवस्था को बढ़ावा देने के उद्देश्य से, सरकार गैल्वनाइजिंग ऑर्गेनिक बायो-एगो रिसोर्स धन (गोबरधन) पहल के तहत ग्रामीण क्षेत्रों में संपीड़ित बायो गैस (सीबीजी) संयंत्र लगाने पर बल दे रही है। इसमें खेती का कचरा, जानवरों का कचरा, प्रेस मड आदि को फीडस्टॉक (जो ज़्यादातर ग्रामीण क्षेत्रों में पाया जाता है) के तौर पर उपयोग किया जाता है। इससे स्थानीय स्तर पर सीबीजी बनाने में मदद मिलती है और गाँव में रोज़गार और उद्यम को बढ़ावा मिलता है। सरकार का काम सीबीजी परियोजनाओं के लिए एक अच्छा इकोसिस्टम बनाना है। सीबीजी संयंत्र लगाने का काम उद्यमी और दूसरी इच्छुक कंपनियाँ अपने तकनीकी-व्यवसायिक आंकलन के आधार पर करती हैं। गोबरधन पोर्टल पर दी गई सूचना के अनुसार उत्तर प्रदेश में 37 सीबीजी संयंत्र चालू हो चुके हैं, जबकि 79 निर्माणाधीन हैं।

विवरण

उत्तर प्रदेश राज्य में दिनांक 30.11.2025 तक घरेलू पीएनजी कनेक्शन और सीएनजी स्टेशनों का जीए-वार ब्यौरा

क्र. स.	भौगोलिक क्षेत्र/ सीजीडी नेटवर्क	राज्य/केंद्र शासित प्रदेश	प्राधिकृत सीजीडी कम्पनी	प्राधिकार की तिथि	लक्ष्य पूरा होने की तिथि	पीएनजी (घरेलू) कनेक्शन			सीएनजी स्टेशन		
						एमडब्ल्यूपी लक्ष्य	आनुपातिक लक्ष्य	उपलब्धियां	एमडब्ल्यूपी लक्ष्य	आनुपातिक लक्ष्य	उपलब्धियां
1.	खुर्जा	उत्तर प्रदेश	अडानी टोटल गैस लिमिटेड	04-दिसंबर-12	31-दिसंबर-17	25100	25100	14679	लागू नहीं	लागू नहीं	10
2.	बागपत जिला		बागपत ग्रीन एनर्जी प्राइवेट लिमिटेड	28-मार्च-18	31-मार्च-25	10496	10496	5448	लागू नहीं	लागू नहीं	14
3.	सहारनपुर जिला		भारत पेट्रोलियम कॉर्पोरेशन लिमिटेड	11-मई-16	30-जून-23	29883	29883	29884	लागू नहीं	लागू नहीं	18
4.	अमेठी, प्रतापगढ़ एवं रायबरेली जिले			10-अगस्त-18	30-सितम्बर-28	18169	7873	6538	20	13	37
5.	लखीमपुर खीरी, सीतापुर, बहराइच, श्रावस्ती, बलरामपुर, सिद्धार्थनगर एवं महाराजगंज जिले			08-जून-22	30-जून-30	5069648	1225165	73358	421	153	117
6.	झांसी		सेंट्रल यूपी गैस लिमिटेड	26-फरवरी-14	31-मार्च-19	23706	23706	28127	लागू नहीं	लागू नहीं	10
7.	बरेली			22-अप्रैल-09	30-जून-14	27500	27500	57972	लागू नहीं	लागू नहीं	23
8.	कानपुर			22-अप्रैल-09	30-जून-14	70035	70035	131483	लागू नहीं	लागू नहीं	59

क्र. स.	भौगोलिक क्षेत्र/ सीजीडी नेटवर्क	राज्य/केंद्र शासित प्रदेश	प्राधिकृत सीजीडी कम्पनी	प्राधिकार की तिथि	लक्ष्य पूरा होने की तिथि	पीएनजी (घरेलू) कनेक्शन			सीएनजी स्टेशन		
						एमडब्ल्यूपी लक्ष्य	आनुपातिक लक्ष्य	उपलब्धियां	एमडब्ल्यूपी लक्ष्य	आनुपातिक लक्ष्य	उपलब्धियां
9.	वाराणसी जिला		गेल (इंडिया) लिमिटेड	07-मार्च-18	31-मार्च-25	40211	40211	115313	लागू नहीं	लागू नहीं	41
10.	मेरठ		गेल गैस लिमिटेड	12-जून-09	30-जून-14	125000	125000	72949	5	5	23
11.	मिर्जापुर, चंदौली और सोनभद्र जिले			29-मार्च-19	31-मार्च-29	151001	55367	11223	51	28	29
12.	फैजाबाद और सुल्तानपुर जिले		ग्रीन गैस लिमिटेड	24-सितंबर-18	30-सितंबर-28	4000	1733	2005	4	3	10
13.	उन्नाव (ईएएए) जिला			24-सितंबर-18	30-सितंबर-28	3000	1300	690	2	1	3
14.	आगरा			12-नवंबर-09	31-मार्च-14	22000	22000	117415	लागू नहीं	लागू नहीं	31
15.	लखनऊ			15-मार्च-16	31-मार्च-23	494186	494186	131923	लागू नहीं	लागू नहीं	48
16.	बरेली (ईएएए) जिला, पीलीभीत और रामपुर जिले		हिंदुस्तान पेट्रोलियम कॉर्पोरेशन लिमिटेड	29-मार्च-19	31-मार्च-29	145000	53167	15176	140	77	66
17.	फर्रुखाबाद, एटा और हरदोई जिले			29-मार्च-19	31-मार्च-29	98000	35933	17208	75	41	58
18.	मैनपुरी और कन्नौज जिले			29-मार्च-19	31-मार्च-29	60000	22000	15444	45	25	37
19.	शाहजहाँपुर और बदायूँ जिले			29-मार्च-19	31-मार्च-29	125000	45833	18230	75	41	45

क्र. स.	भौगोलिक क्षेत्र/ सीजीडी नेटवर्क	राज्य/केंद्र शासित प्रदेश	प्राधिकृत सीजीडी कम्पनी	प्राधिकार की तिथि	लक्ष्य पूरा होने की तिथि	पीएनजी (घरेलू) कनेक्शन			सीएनजी स्टेशन		
						एमडब्ल्यूपी लक्ष्य	आनुपातिक लक्ष्य	उपलब्धियां	एमडब्ल्यूपी लक्ष्य	आनुपातिक लक्ष्य	उपलब्धियां
20.	इलाहाबाद		इंडियन-ऑयल अडानी गैस प्राइवेट लिमिटेड	08-मई-13	30-जून-18	225000	225000	24532	लागू नहीं	लागू नहीं	10
21.	बुलंदशहर (भाग) जिला			06-मार्च-18	31-मार्च-25	16026	16026	16050	लागू नहीं	लागू नहीं	21
22.	बुलंदशहर जिला (ईएएए), अलीगढ़ और हाथरस जिले			24-सितंबर-18	30-सितंबर-28	143404	62142	6312	46	29	28
23.	इलाहाबाद जिला (ईएएए), भदोही और कौशाम्बी जिले			13-सितंबर-18	30-सितंबर-28	58658	25418	8100	24	15	20
24.	जौनपुर और गाज़ीपुर जिले			24-अप्रैल-19	30-जून-29	77033	26320	6677	38	19	17
25.	मेरठ जिला (ईएएए), मुजफ्फरनगर और शामली जिले		इंद्रप्रस्थ गैस लिमिटेड	13-सितंबर-18	30-सितंबर-28	105543	45735	65665	36	23	44
26.	कानपुर (ईएएए) जिला, फतेहपुर और हमीरपुर जिले			29-मार्च-19	31-मार्च-29	144000	52800	53337	45	25	30
27.	बांद, चित्रकूट और महोबा			13-अप्रैल-22	30-जून-30	150006	36251	33993	102	37	32
28.	गाजियाबाद और हापुड़ जिले			11-अक्टूबर-19	31-दिसंबर-26	324792	292337	407946	लागू नहीं	लागू नहीं	79
29.	नोएडा (ग्रेटर नोएडा सहित)			25-अप्रैल-23	30-जून-28	499144	390639	429701	लागू नहीं	लागू नहीं	75

क्र. स.	भौगोलिक क्षेत्र/ सीजीडी नेटवर्क	राज्य/केंद्र शासित प्रदेश	प्राधिकृत सीजीडी कम्पनी	प्राधिकार की तिथि	लक्ष्य पूरा होने की तिथि	पीएनजी (घरेलू) कनेक्शन			सीएनजी स्टेशन		
						एमडब्ल्यूपी लक्ष्य	आनुपातिक लक्ष्य	उपलब्धियां	एमडब्ल्यूपी लक्ष्य	आनुपातिक लक्ष्य	उपलब्धियां
30.	अमरोहा (पहले से अधिकृत क्षेत्र को छोड़कर) और संभल (पहले से अधिकृत क्षेत्र को छोड़कर) जिले		मेघा नगर गैस डिस्ट्रीब्यूशन प्राइवेट लिमिटेड	04-मई-22	30-जून-30	657000	158775	0	99	36	10
31.	कासगंज जिला			04-मई-22	30-जून-30	252000	60900	0	45	16	5
32.	मथुरा		टोरेट गैस लिमिटेड	11-जून-09	30-जून-14	65000	65000	23798	5	5	13
33.	औरैया, कानपुर देहात और इटावा जिले			13-सितम्बर-18	30-सितम्बर-28	118800	51480	14467	27	17	41
34.	मुरादाबाद (ईएएए) जिला			13-सितम्बर-18	30-सितम्बर-28	154800	67080	13261	27	17	21
35.	आजमगढ़, मऊ और बलिया जिले			29-03-2019 (शुरू होने की नई तिथि 01.10.2019)	30-सितंबर-29	100800	31920	12827	40	19	28
36.	बस्ती और अंबेडकरनगर जिले			29-03-2019 (शुरू होने की नई तिथि 01.10.2019)	30-सितंबर-29	35100	11115	8000	18	9	17

क्र. स.	भौगोलिक क्षेत्र/ सीजीडी नेटवर्क	राज्य/केंद्र शासित प्रदेश	प्राधिकृत सीजीडी कम्पनी	प्राधिकार की तिथि	लक्ष्य पूरा होने की तिथि	पीएनजी (घरेलू) कनेक्शन			सीएनजी स्टेशन		
						एमडब्ल्यूपी लक्ष्य	आनुपातिक लक्ष्य	उपलब्धियां	एमडब्ल्यूपी लक्ष्य	आनुपातिक लक्ष्य	उपलब्धियां
37.	गोंडा और बाराबंकी जिले			29-मार्च-19	31-मार्च-29	111600	40920	8426	36	20	30
38.	मुरादाबाद			30-नवंबर-12	31-दिसंबर-17	127000	127000	38505	लागू नहीं	लागू नहीं	8
39.	गोरखपुर, संत कबीर नगर और कुशीनगर जिले			13-09-2018 (शुरू होने की नई तिथि 01-10-2019)	30-सितंबर-29	178200	56430	14664	36	17	32
40.	गोपालगंज, सीवान, पश्चिमी चंपारण, पूर्वी चंपारण और देवरिया जिले	बिहार और उत्तर प्रदेश	भारत पेट्रोलियम कॉर्पोरेशन लिमिटेड	04-मई-22	30-जून-30	1010999	244325	43567	67	24	27
41.	फिरोजाबाद (ताज ट्रैपेज़ियम ज़ोन)	उत्तर प्रदेश और राजस्थान	गेल गैस लिमिटेड	26-सितम्बर-11	25-अगस्त-14	24000	24000	27719	लागू नहीं	लागू नहीं	53
42.	झांसी (ईएएए) जिला, भिंड, जालौन, ललितपुर और दतिया जिले	मध्य प्रदेश और उत्तर प्रदेश	अडानी टोटल गैस लिमिटेड	29-मार्च-19	31-मार्च-29	110099	40370	105	29	16	20
43.	बिजनौर और नैनीताल जिले	उत्तर प्रदेश और उत्तराखंड	हिन्दुस्तान पेट्रोलियम कॉर्पोरेशन लिमिटेड	29-मार्च-19	31-मार्च-31	300000	110000	17976	91	33	40

क्र. स.	भौगोलिक क्षेत्र/ सीजीडी नेटवर्क	राज्य/केंद्र शासित प्रदेश	प्राधिकृत सीजीडी कम्पनी	प्राधिकार की तिथि	लक्ष्य पूरा होने की तिथि	पीएनजी (घरेलू) कनेक्शन			सीएनजी स्टेशन		
						एमडब्ल्यूपी लक्ष्य	आनुपातिक लक्ष्य	उपलब्धियां	एमडब्ल्यूपी लक्ष्य	आनुपातिक लक्ष्य	उपलब्धियां
कुल						1,15,30,939	45,78,473	21,40,693	1,649	763	1,380

(स्रोत: पीएनजीआरबी)

GROUNDWATER EXPLOITATION IN PUNJAB

***200. SHRIMATI HARSIMRAT KAUR BADAL:**

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

- (a) whether the Government is aware that Punjab has the highest rate of groundwater extraction in the country with over 75 per cent of its blocks classified as overexploited and groundwater extraction reaching 156 per cent and if so, the details thereof;
- (b) the steps taken by the Government to address the widespread contamination of groundwater in Punjab with toxic substances such as arsenic, fluoride and uranium as reported in several districts;
- (c) whether the Government has conducted any studies or assessments on the impact of declining groundwater levels and increasing salinity on agricultural productivity and public health in Punjab and if so, the details and key findings thereof; and
- (d) the measures being implemented to promote sustainable irrigation practices in Punjab due to the heavy reliance on tubewells and the reduction in canal-irrigated area?

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

(a): Dynamic Ground Water Resources of the country are being annually assessed, jointly by Central Ground Water Board (CGWB) and State Governments. As per current assessment report, 2025, the total Annual Ground Water Recharge for the state of Punjab is 18.60 Billion Cubic Meter (BCM) and the Annual Extractable Ground Water Resources is estimated as 16.80

BCM. Further, total Annual Ground Water Extraction in Punjab in 2025 has been assessed as 26.27 BCM. Based on this, the Stage of Ground Water Extraction (SoE), which is a measure of Annual Ground Water Extraction for all uses (irrigation, industrial and domestic uses) over Annual Extractable Ground Water Resource is worked out to be 156.36% for the state of Punjab.

Further, 111 (72.55%) blocks out of 153 in Punjab have been categorized as 'Over-exploited' where total annual ground water extraction exceeds the extractable ground water resources. Additionally, 10 Blocks are in critical, 15 in Semi-critical and 17 in Safe category.

(b): CGWB conducts regular testing and analysis of ground water samples throughout the country, including in the state of Punjab, for various quality parameters/contaminants like Electrical Conductivity (EC), Fluoride, Nitrate, heavy metals etc. Perusal of such data available with CGWB indicates that ground water in Punjab largely remains potable with localized occurrence of Arsenic, Fluoride and Uranium in ground water in excess of the limits prescribed for drinking water use being reported in some isolated pockets.

Water is a State subject and the responsibility of taking initiatives to mitigate ground water contamination lies primarily with the state governments. However, to complement the efforts of the state governments, several steps have been taken by the Central Government to address these issues across the country, including Punjab. Some of the important ones are mentioned below:-

- i. The ground water quality data generated by CGWB including that for heavy metal contamination, is regularly disseminated through Annual Reports,

Half-yearly Bulletins and Fortnightly Alerts for quick action by the stakeholders.

- ii. CGWB has also developed techniques for constructing Arsenic and Fluoride safe wells and apart from taking up demonstrative construction of such wells in affected areas, is also providing technical assistance to state departments for taking up similar constructions.
 - iii. Jal Jeevan Mission (JJM) – Har Ghar Jal, being implemented by this Ministry in partnership with states, marks an important milestone for providing free potable tap water to every rural household of the country.
 - iv. Improvement in ground water quality can also be achieved to some extent by taking up artificial recharge of contaminated aquifers, which dilutes the contaminants to reduce their adverse effects. Accordingly, Ministry of Jal Shakti and other central ministries are implementing several programmes towards this end like the annual Jal Shakti Abhiyan Campaigns, Jal Sanchay Jan Bhagidari (JSJB) initiative, PMKSY and MGNREGS schemes etc.
- (c): Under the National Aquifer Mapping Programme (NAQUIM) Phase 1.0, aquifer mapping for the entire mappable area of the country, including Punjab, has been carried out and district-wise ground water management plans have been shared with state/district administrations for taking up suitable field interventions, which include measures like rainwater harvesting, micro-irrigation expansion and crop diversification. Subsequently, under NAQUIM 2.0, specific studies focusing on areas facing ground water depletion and quality issues,

including salinity, have been taken up, including in the State of Punjab, providing more precise and high granularity data for better informed ground water management.

(d): The government has taken up several important measures, as summarized below, for reducing dependence on ground water, encouraging conjunctive use with surface water and promoting sustainable irrigation practices in the country, including Punjab.

- i. Under various components of the umbrella Scheme of PMKSY like Repair, Renovation & Restoration (RRR), Surface Minor Irrigation (SMI) etc., the M/o Jal Shakti provides assistance to states, including Punjab for reviving/restoring traditional water bodies and enhancing irrigation through smaller surface water projects like tanks, check dams and lift irrigation, benefiting small & marginal farmers. Further, surface water based Major and Medium irrigation projects are taken up through PMKSY-AIBP component to reduce the dependence on ground water.
- ii. Based on the advisories of M/o Jal Shakti to States to review their free/subsidized electricity policy to farmers, bring suitable water pricing policy and to work further towards crop rotation/diversification/other initiatives to reduce over-dependence on groundwater, Department of Agriculture, Punjab is pursuing to diversify the acreage under paddy to other less water consuming crops by extending incentives to farmers.
- iii. Department of Agriculture & Farmers' Welfare (DA & FW), GoI, is implementing Per Drop More Crop (PDMC) Scheme in the country,

including Punjab, since 2015-16, which focuses on enhancing water use efficiency at farm level through Micro Irrigation and better on-farm water management practices to optimize the use of available water resources.

(ii) Unstarred Question Nos. 2071 to 2300

हरियाणा में शहरी क्षेत्रों का विकास

2071. श्री जय प्रकाश:

श्री सतपाल ब्रह्मचारी:

क्या आवासन और शहरी कार्य मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या सरकार को इस बात की जानकारी है कि हरियाणा के हिसार तथा सोनीपत लोक सभा संसदीय निर्वाचन क्षेत्रों में शहरी क्षेत्र विकास परियोजनाओं के माध्यम से बुनियादी अवसंरचना, आवास, परिवहन, जल निकासी तथा नागरिक सुविधाओं को सुदृढ़ किए जाने की आवश्यकता है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है;
- (ख) क्या यह सही है कि केंद्र प्रायोजित अथवा वित्त मंत्रालय द्वारा समर्थित योजनाओं के अंतर्गत स्वीकृत अनेक शहरी विकास परियोजनाएँ वित्तीय विलंब एवं समन्वय के अभाव के कारण समय पर पूर्ण नहीं हो सकी हैं और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है;
- (ग) वर्ष 2019 से उक्त संसदीय क्षेत्रों के लिए कितनी शहरी विकास परियोजनाएँ स्वीकृत की गई हैं तथा इस संबंध में कुल कितनी राशि स्वीकृत, आवंटित, निर्गत एवं व्यय की गई है;
- (घ) क्या सरकार द्वारा उक्त संसदीय क्षेत्रों में शहरी विकास परियोजनाओं के समयबद्ध, पारदर्शी एवं प्रभावी क्रियान्वयन हेतु कोई विशिष्ट कार्ययोजना प्रस्तावित की गई है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है;
- (ङ) भविष्य में उक्त संसदीय क्षेत्रों में समावेशी एवं स्वीकृत शहरी विकास सुनिश्चित करने हेतु सरकार द्वारा प्रस्तावित समयबद्ध कार्ययोजना क्या है; और
- (च) क्या परियोजनाओं के क्रियान्वयन में विलंब, लागत में वृद्धि अथवा समन्वय के अभाव के कारणों की समीक्षा की गई है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है?

आवासन और शहरी कार्य मंत्रालय में राज्य मंत्री (श्री तोखन साहू):

- (क) से (च): सातवीं और बारहवीं अनुसूचियों के साथ, संविधान के अनुच्छेद 243 ब के उपबंधों के

अनुसार, शहरी विकास से संबंधित मामले राज्यों/शहरी स्थानीय निकायों (यूएलबी) के अधिकार क्षेत्र में आते हैं। हालाँकि, आवासन और शहरी कार्य मंत्रालय (एमओएचयूए) अपने विभिन्न प्रमुख मिशनों/कार्यक्रमों जैसे अटल नवीकरण और शहरी परिवर्तन मिशन 2.0 (अमृत 2.0), स्वच्छ भारत मिशन - शहरी 2.0 (एसबीएम-यू 2.0), प्रधानमंत्री आवास योजना-शहरी 2.0 (पीएमएवाई-यू 2.0), शहरी परिवहन (यूटी), पीएम-ई-बस सेवा 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, केंद्र सरकार राज्य की योजनाओं को अनुमोदित करती है और राज्यों को केंद्रीय सहायता (सीए) प्रदान करती है। परियोजनाओं का चयन, डिज़ाइन, अनुमोदन और कार्यान्वयन राज्यों/ संघ राज्य क्षेत्रों और शहरों द्वारा किया जाता है। राज्य सरकारें शहरों/जिलों को निधियाँ जारी करती हैं।

अमृत: यह मिशन वर्ष 2015 में देश भर के चयनित 500 शहरों (अब 15 विलय किए गए शहरों सहित 485 शहरों) और कस्बों में शुरू किया गया था। यह मिशन शहरी क्षेत्रों में जल आपूर्ति, सीवरेज और सेप्टेज प्रबंधन, पार्क और हरित स्थान, तुफानी वर्षा जल निकासी आदि के क्षेत्रों में मूल अवसंरचना के विकास पर केंद्रित था। अमृत 2.0 को वर्ष 2021 में सभी यूएलबी/शहरों में शुरू किया गया है, जिससे शहर 'आत्मनिर्भर' और 'जल सुरक्षित' बन सकें। 500 अमृत शहरों में सीवरेज और सेप्टेज प्रबंधन का सार्वभौमिक कवरेज प्रदान करना अमृत 2.0 के प्रमुख क्षेत्रों में से एक है। जलाशयों का पुनरुद्धार, हरित स्थानों और पार्कों का विकास इस मिशन के अन्य घटक हैं। इस मिशन के तहत राज्यों/संघ राज्य क्षेत्रों को परियोजनाओं के चयन, मूल्यांकन, प्राथमिकता-निर्धारण और कार्यान्वयन का अधिकार है।

अमृत के तहत, हरियाणा राज्य ने हिसार और सोनीपत लोकसभा संसदीय क्षेत्रों में 533.49 करोड़ रुपये की 33 परियोजनाओं शुरू की है, जिनमें से 517.40 करोड़ रुपये का कार्य भौतिक रूप से पूरा हो चुका है।

जिले-वार शुरू की गई परियोजनाओं का विवरण इस प्रकार है:

जिला	जल आपूर्ति			सीवरज और सेप्टेज प्रबंधन			जल निकासी			अन्य (पार्क)		
	परियोजनाओं की संख्या	कुल लागत (करोड़ रु. में)	पूरी की गई परियोजनाओं की संख्या	परियोजनाओं की संख्या	कुल लागत (करोड़ रु. में)	पूरी की गई परियोजनाओं की संख्या	परियोजनाओं की संख्या	कुल लागत (करोड़ रु. में)	पूरी की गई परियोजनाओं की संख्या	परियोजनाओं की संख्या	कुल लागत (करोड़ रु. में)	पूरी की गई परियोजनाओं की संख्या
भिवानी	3	14.33	3	3	7.84	3	2	54.67	2	2	0.82	2
हिसार	3	32.91	2	3	71.2	3	-	-	-	2	0.82	2
जींद	-	-	-	2	11.7	2	2	24.62	2	2	0.82	2
सोनीपत	3	76.33	3	3	87.5	3	2	149.11	1	1	0.82	1
कुल	9	123.57	8	11	178.24	11	6	228.4	5	7	3.28	7

अमृत 2.0 के तहत अब तक, हिसार और सोनीपत लोक सभा संसदीय क्षेत्रों में 1,204.19 करोड़ रुपये की 17 परियोजनाओं को अनुमोदित किया जा चुका है। परियोजनाओं का जिले-वार विवरण इस प्रकार है:

जिला	सीवरज/सेप्टेज प्रबंधन			जल आपूर्ति		
	संख्या	लागत (करोड़ रु. में)	भौतिक रूप से पूरा किया गया कार्य (करोड़ रु. में)	संख्या	लागत (करोड़ रु. में)	भौतिक रूप से पूरा किया गया कार्य (करोड़ रु. में)
भिवानी				2	144.89	70.76
हिसार	1	236.36	2.8	6	187.36	93.26
जींद				4	501.13	187.14
सोनीपत				4	134.45	27.35
कुल	1	236.36	2.8	16	967.83	378.51

अमृत/अमृत 2.0 के तहत निधियां राज्यों/संघ राज्य क्षेत्रों को आवंटित/जारी/स्वीकृत की जाती हैं, न कि जिला-वार। अमृत के तहत, हरियाणा राज्य को परियोजनाओं के लिए कुल 764.51 करोड़ रुपये की केंद्रीय सहायता आवंटित की गई थी। 746.39 करोड़ रुपये की केंद्रीय सहायता जारी की गई है, जिसके लिए 736.97 करोड़ रुपये के उपयोग प्रमाण पत्र प्राप्त हुए हैं।

अमृत 2.0 के तहत, हरियाणा राज्य को परियोजनाओं के लिए आवंटित कुल केंद्रीय सहायता 1,496 करोड़ रुपये थी। अब तक उन परियोजनाओं के लिए 463.73 करोड़ रुपये की केन्द्रीय

सहायता जारी की गई है/मूल स्वीकृति जारी की गई है, जिनके लिए 133.74 करोड़ रुपये के उपयोग प्रमाण पत्र प्राप्त हुए हैं।

मिशन दिशा-निर्देशों में राज्य/संघ राज्य क्षेत्र स्तर पर योजना के कार्यान्वयन की निगरानी और पर्यवेक्षण करने के लिए राज्य के मुख्य सचिव की अध्यक्षता में राज्य उच्चाधिकार प्राप्त संचालन समिति (एसएचपीएससी) के गठन का प्रावधान है। शहरी विकास और आवास विभाग के सचिव की अध्यक्षता में राज्य स्तरीय तकनीकी समिति (एसएलटीसी) राज्य स्तर पर योजना की निगरानी और पर्यवेक्षण में एसएचपीएससी को तकनीकी सहायता प्रदान करती है। इसके अतिरिक्त, मिशन दिशा-निर्देशों के दायरे में गठित एक शीर्ष समिति आवधिक रूप से मिशन की समीक्षा और निगरानी करती है। राज्यों/संघ राज्य क्षेत्रों में अमृत 2.0 के तहत किए गए कार्यों के आकलन और निगरानी के लिए, स्वतंत्र समीक्षा और निगरानी एजेंसियों (आईआरएमए) का प्रावधान है। आईआरएमए की रिपोर्टों के संतोषजनक अनुपालन के बाद राज्यों/संघ राज्य क्षेत्रों को निधियां जारी की जाती हैं। इसके अलावा, अमृत 2.0 के कार्यान्वयन में तेजी लाने के लिए, आवासन और शहरी कार्य मंत्रालय द्वारा राज्यों/संघ राज्य क्षेत्रों और यूएलबी के साथ नियमित वीडियो कॉन्फ्रेंस/वेबिनार/कार्यशालाओं/साइट-विजिट आदि के माध्यम से प्रगति की आवधिक समीक्षा और निगरानी की जाती है। प्रगति और परियोजना-वार परिणामों पर नज़र रखने के लिए एक निर्धारित अमृत 2.0 ऑनलाइन पोर्टल है।

पीएमएवाई-यू भूमि और 'कॉलोनीकरण' राज्य के विषय हैं। इसलिए, उनके नागरिकों के लिए आवास से संबंधित योजनाएं राज्यों/संघ राज्य क्षेत्रों द्वारा कार्यान्वित की जाती हैं। हालांकि, आवासन और शहरी कार्य मंत्रालय 25.06.2015 से पीएमएवाई-यू के तहत देश भर में पात्र शहरी लाभार्थियों को पक्के आवास उपलब्ध कराने के लिए केंद्रीय सहायता प्रदान करके राज्यों/ राज्य संघ राज्य क्षेत्रों के प्रयासों में सहायता करता है।

पीएमएवाई-यू के कार्यान्वयन के अनुभवों से मिली सीख के आधार पर, आवासन और शहरी कार्य मंत्रालय ने इस योजना को नया रूप दिया है और 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, ताकि चार घटकों

अर्थात् लाभार्थी आधारित निर्माण (बीएलसी), साझेदारी में किफायती आवास (एएचपी), किफायती किराया आवास (एआरएच) और ब्याज सब्सिडी योजना (आईएसएस) के माध्यम से एक करोड़ अतिरिक्त पात्र लाभार्थियों को सस्ती लागत पर आवास बनाने, खरीदने और किराए पर लेने के लिए सहायता प्रदान की जा सके। ऑनलाइन आवेदन प्रस्तुत करने के लिए पीएमएवाई-यू 2.0 दिशानिर्देश और एकीकृत वेब-पोर्टल <https://pmay-urban.gov.in> पर उपलब्ध हैं।

पीएमएवाई-यू और पीएमएवाई-यू 2.0 के तहत सोनीपत और हिसार संसदीय क्षेत्र में भौतिक और वित्तीय प्रगति इस प्रकार है:

क्र. सं.	विवरण	सोनीपत	हिसार
1.	स्वीकृत आवास (संख्या)	10,584	11,013
2.	निर्माणाधीन आवास (संख्या)	6,932	7,058
3.	पूर्ण आवास/लाभार्थियों को सौंपे गए आवास (संख्या)	5,702	5,801
4.	वर्ष 2019 से स्वीकृत केन्द्रीय सहायता (करोड़ रु. में)	68.26	26.01
5.	वर्ष 2019 से जारी की गई केन्द्रीय सहायता (करोड़ रु. में)	73.29	60.44
6.	वर्ष 2019 से उपयोग की गई केन्द्रीय सहायता (करोड़ रु. में)	87.42	83.17

शहरी परिवहन:

वित्तीय वर्ष	मेट्रो रेल परियोजना का नाम	राज्य	लंबाई (किमी में)	लागत (करोड़ रुपये) में
2024-25	दिल्ली मेट्रो रिठाला कुंडली	दिल्ली और हरियाणा (सोनीपत जिला)	26.43	6,230.99

पीएम-ई-बस सेवा: पीएम-ई-बस सेवा योजना के तहत, प्राप्त मांग के अनुसार हरियाणा राज्य के लिए कुल 450 ई-बसों को इस मंत्रालय द्वारा स्वीकृति दी गई है। इसमें हिसार की 50 ई-बसें भी शामिल थीं। विवरण इस प्रकार है:

क्र. सं.	शहर	स्वीकृत बसों की संख्या	संबद्ध अवसंरचना के लिए स्वीकृत धन राशि (करोड़ रुपए में)
1	फरीदाबाद	100	16.41
2	गुरुग्राम	100	5.72
3	हिसार	50	-
4	रोहतक	50	
5	पानीपत	50	
6	करनाल	50	
7	यमुना नगर	50	
कुल		450	22.13

वन अधिकार अधिनियम, 2006 के अंतर्गत दावे

2072. श्री राजकुमार रोत:

क्या **जनजातीय कार्य** मंत्री यह बताने की कृपा करेंगे कि

(क) वन अधिकार अधिनियम, 2006 के अंतर्गत देश भर में अब तक प्राप्त व्यक्तिगत तथा सामुदायिक

वन अधिकार दावों का ब्यौरा क्या है और देश में राज्य-वार स्वीकृत, अस्वीकृत एवं लंबित दावों की संख्या कितनी है;

(ख) वन अधिकार अधिनियम, 2006 के अंतर्गत प्रदत्त और राजस्व अभिलेखों में दर्ज वन अधिकार पट्टों का ब्यौरा क्या है तथा ऐसे वन अधिकारधारकों को प्रदान किए जा रहे लाभों का राज्य-वार ब्यौरा क्या है;

(ग) क्या सरकार का उक्त अधिनियम के अंतर्गत अस्वीकृत किए गए सभी सामुदायिक तथा व्यक्तिगत

वन अधिकार दावों पर पुनर्विचार करने का विचार है;

(घ) यदि हाँ, तो समय-सीमा सहित तत्संबंधी ब्यौरा क्या है और यदि नहीं, तो इसके क्या कारण हैं;
और

(ङ) उक्त अधिनियम के अंतर्गत दायर आवेदनों के निपटान हेतु निर्धारित समय-सीमा का ब्यौरा क्या है?

जनजातीय कार्य मंत्रालय में राज्य मंत्री (श्री दुर्गा दास उइके):

(क): अनुसूचित जनजाति और अन्य परंपरागत वन निवासी (वन अधिकारों की मान्यता) अधिनियम, 2006 और उसके अंतर्गत बनाए गए नियमों के प्रावधानों के अनुसार, राज्य सरकारें अधिनियम के विभिन्न प्रावधानों के कार्यान्वयन के लिए जिम्मेदार हैं और इन्हें 20 राज्यों और 1 संघ राज्यक्षेत्र में कार्यान्वित किया जा रहा है। जनजातीय कार्य मंत्रालय (एमओटीए) राज्यों/संघ राज्यक्षेत्रों द्वारा प्रस्तुत मासिक प्रगति रिपोर्टें (एमपीआर) संकलित करता है।

राज्यों द्वारा दी गई नवीनतम जानकारी और 31.12.2025 तक एमपीआर के तहत संकलित जानकारी के अनुसार, कुल 51,92,219 दावे प्राप्त हुए हैं, जिनमें 49,77,166 व्यक्तिगत वन अधिकार (आईएफआर) और 2,15,053 सामुदायिक वन अधिकार (सीएफआर) दावे शामिल हैं, जिनमें से कुल 25,43,580 दावों (24,20,251 आईएफआर और 1,23,329 सीएफआर) को मंजूरी दी गई है। साथ ही, कुल 18,90,360 दावे खारिज किए गए हैं और कुल 7,58,279 दावे निर्णय के लिए लंबित हैं। 31.12.2025 तक राज्य-वार निपटाए गए दावों का विवरण, दाखिल किए गए दावों, वितरित किए गए अधिकार पत्रों और खारिज किए गए दावों के ब्यौरे संलग्न **विवरण-I** में दिये गये हैं।

(ख): राज्य/संघ राज्यक्षेत्र सरकारें एफआरए और उसके अंतर्गत बनाए गए नियमों के विभिन्न प्रावधानों के कार्यान्वयन के लिए जिम्मेदार हैं। एफआरए नियम 2012 के नियम 8 के अंतर्गत निहित प्रावधान, एफआरए, 2006 और उसमें निहित नियमों के प्रावधानों के अनुसार गठित जिला स्तरीय समिति (डीएलसी) को अधिकार अभिलेख के उचित रखरखाव के लिए बाध्य करते हैं। मंत्रालय

राज्यों/संघ राज्यक्षेत्रों को वन अधिकार अधिनियम (एफआरए) के कार्यान्वयन के लिए निर्देश जारी करता रहा है। राजस्व अभिलेखों में दर्ज वन अधिकार पत्रों के ब्यौरे एमओटीए द्वारा केंद्रीय रूप से नहीं रखे जाते हैं।

इसके अलावा, वन में रहने वाले जनजातीय समुदायों को स्थायी आजीविका प्रदान करने और उनके कल्याण को बढ़ाने के लिए, भारत सरकार ने 'धरती आबा जनजातीय ग्राम उत्कर्ष अभियान' (डीए जेजीयूए) योजना शुरू की है, जो अन्य बातों के साथ-साथ एफआरए के प्रभावी कार्यान्वयन और सामाजिक-आर्थिक विकास सुनिश्चित करने के लिए विभिन्न सरकारी योजनाओं (पशुपालन विभाग की योजना, राष्ट्रीय कृषि विकास योजना, कृषि विभाग के अंतर्गत पीएम किसान सम्मान निधि, मत्स्य विभाग के अंतर्गत पीएम मत्स्य संपदा योजना) के लाभों को एफआरए पट्टा धारकों के लिए अभिसरण पर केंद्रित है। ब्यौरे संलग्न **विवरण-II** में दिए गए हैं।

(ग): राज्य/संघ राज्यक्षेत्र सरकारें एफआरए और उसके अंतर्गत बनाए गए नियमों के विभिन्न प्रावधानों के कार्यान्वयन के लिए जिम्मेदार हैं।

(घ): उपरोक्त के आलोक में यह प्रश्न ही नहीं उठता।

(ङ): वन अधिकार अधिनियम और उसके नियमों में दायर आवेदनों के निपटान के लिए कोई समय सीमा निर्धारित नहीं है।

विवरण-I

राज्यों/संघ राज्यक्षेत्रों से 31.12.2025 तक प्राप्त जानकारी के अनुसार, दायर किए गए दावों, वितरित किए गए अधिकार पत्रों, अस्वीकृत और निर्णय के लिए लंबित दावों का राज्य-वार ब्यौरा:

क्र. सं.	राज्य	31.12.2025 तक प्राप्त दावों की संख्या			31.12.2025 तक वितरित किए गए अधिकार पत्रों की संख्या			अस्वीकृत दावों की संख्या			लंबित दावों की संख्या
		व्यक्तिगत	समुदायिक	कुल	व्यक्तिगत	समुदायिक	कुल	व्यक्तिगत	समुदायिक	कुल	
1	आंध्र प्रदेश	285,115	3,294	288,409	226,667	1,822	228,489	56,925	1,470	58,395	1,525
2	असम	180,965	7,547	188,512	84,861	2,575	87,436	15,772	607	16,379	84,697
3	बिहार	4,696	0	4,696	191	0	191	4,496	0	4,496	9
4	छत्तीसगढ़	890,220	57,259	947,479	481,432	52,636	534,068	403,129	3,658	406,787	6,624
5	गोवा	9,958	388	10,346	1,028	19	1,047	1,266	24	1,290	8,009
6	गुजरात	183,055	7,187	190,242	98,732	4,792	103,524	0	2,331	2,331	84,387
7	हिमाचल प्रदेश	5,931	864	6,795	883	148	1,031	55	0	55	5,709
8	झारखंड	107,032	3,724	110,756	59,866	2,104	61,970	26,370	1,737	28,107	20,679
9	कर्नाटक	289,236	5,940	295,176	15,355	1,345	16,700	258,109	4,270	262,379	16,097
10	केरल	44,455	1,014	45,469	29,422	282	29,704	12,821	296	13,117	2,648
11	मध्य प्रदेश	585,326	42,187	627,513	266,901	27,976	294,877	310,216	12,191	322,407	10,229
12	महाराष्ट्र	397,897	11,259	409,156	199,667	8,668	208,335	170,487	2,144	172,631	28,190
13	ओडिशा	732,866	36,777	769,643	464,329	9,352	473,681	145,762	578	146,340	149,622
14	राजस्थान	113,162	5,213	118,375	49,215	2,551	51,766	63,466	2,455	65,921	688
15	तमिलनाडु	33,119	1,548	34,667	15,442	1,066	16,508	12,293	418	12,711	5,448
16	तेलंगाना	651,822	3,427	655,249	230,735	721	231,456	92,744	1,682	94,426	329,367
17	त्रिपुरा	200,557	164	200,721	127,931	101	128,032	68,785	63	68,848	3,841
18	उत्तर प्रदेश	92,972	1,194	94,166	22,537	893	23,430	70,435	301	70,736	0
19	उत्तराखंड	3,587	3,091	6,678	184	1	185	3,403	3,090	6,493	0
20	पश्चिम बंगाल	131,962	10,119	142,081	44,444	686	45,130	87,333	9,254	96,587	364
21	जम्मू और कश्मीर	33,233	12,857	46,090	429	5,591	6,020	32,727	7,197	39,924	146
कुल		4,977,166	215,053	5,192,219	2,420,251	123,329	2,543,580	1,836,594	53,766	1,890,360	758,279

विवरण-II

'धरती आबा जनजातीय ग्राम उत्कर्ष अभियान' (डीए जेजीयूए) के तहत एफआरए पट्टा धारकों को दिए गए लाभ:

- i. **कृषि और किसान कल्याण विभाग** (एफआरए क्रियान्वित करने वाले राज्यों में सतत कृषि को बढ़ावा देना)।
 - डीएपीएसटी निधि से 2 लाख एफआरए पट्टा धारकों को लक्षित करते हुए 2500 करोड़ रुपये (हर साल 500 करोड़ रुपये) की राशि का उपयोग किया जाएगा।
 - एमओए एंड एफडब्ल्यू ने प्रधानमंत्री राष्ट्रीय कृषि विकास योजना (पीएम-आरकेवीवाई) की दिशानिर्देशों में संशोधन किया है और 4 राज्यों असम, मध्य प्रदेश, ओडिशा और जम्मू एवं कश्मीर के लिए 1,73,097 लाभार्थियों की पहचान की गई है।
- ii. **पशुपालन एवं दुग्ध उत्पादन विभाग** (पशुपालन योजनाओं के माध्यम से एफआरए पट्टा धारकों को सहायता)।
 - राष्ट्रीय पशुधन मिशन (एनएलएम) के तहत अगले 5 वर्षों में मुर्गी पालन, बकरी पालन और भेड़ पालन आदि जैसे विभिन्न पशुधन संबंधी उपायों के साथ 8500 आईएफआर किसानों/उद्यमियों को सहायता प्रदान करने के लिए डीएपीएसटी निधि से 75 करोड़ रुपये (प्रति वर्ष 15 करोड़ रुपये) की राशि का उपयोग किया जाएगा।
 - राष्ट्रीय पशुधन मिशन के अंतर्गत डीएजेजीयूए के कार्यान्वयन संबंधी दिशानिर्देश राज्यों को 29.11.2024 को जारी किए गए थे।
 - वित्तीय वर्ष 2025-26 के लिए 8 करोड़ रुपये - जम्मू और कश्मीर को 3 करोड़ रुपये, गुजरात को 15 लाख रुपये, त्रिपुरा को 1.5 करोड़ रुपये, असम को 1.5 करोड़ रुपये, मध्य प्रदेश को 1 करोड़ रुपये और छत्तीसगढ़ को 70 लाख रुपये की धनराशि जारी की गई है।
- (iii) **मत्स्य पालन विभाग** (आदिवासी मछुआरों और सीएफआर धारकों को मत्स्य पालन के लिए सहायता

- डीएपीएसटी निधि से 375 करोड़ रुपये (प्रति वर्ष 75 करोड़ रुपये) की राशि का उपयोग किया जाएगा और लक्षित लाभार्थी 1,000 सीएफआर और 100,000 आईएफआर हैं।
- स्वीकृत प्रस्ताव और उससे संबंधित ब्यौरे नीचे दिए गए हैं:

क्र.सं.	राज्य	वित्तीय वर्ष 25-26 तक प्रस्तावों के वित्तीय ब्यौरे (करोड़ रुपये में)			
		कुल	केंद्रीय हिस्सा	राज्य का हिस्सा	लाभार्थी का हिस्सा (10%)
1	असम	2	1.62	0.18	0.2
2	झारखंड	34.07	18.4	12.26	3.41
3	त्रिपुरा	2.44	1.97	0.22	0.24
4	गोवा	0.15	0.08	0.05	0.02
5	मध्य प्रदेश	20.36	11.01	7.34	2.01
6	महाराष्ट्र	9.71	5.24	3.5	0.97
7	बिहार	1.38	0.75	0.5	0.13
8	छत्तीसगढ़	28.08	15.17	10.11	2.8
9	हिमाचल प्रदेश	0.58	0.47	0.05	0.06
10	गुजरात	22.3	12.04	8.02	2.24
11	जम्मू और कश्मीर	2.02	1.82	-	0.2
12	उत्तराखंड	0.57	0.47	0.05	0.05
13	आंध्र प्रदेश	4.72	2.56	1.7	0.47
14	कर्नाटक	5	2.7	1.8	0.5
कुल		133.38	74.3	45.78	13.3

MAINTENANCE GRANTS FOR EMRSs

2073. SHRI SUNIL BOSE:

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

- (a) whether the Union Government has allocated and released maintenance grants to the Eklavya Model Residential Schools (EMRSs) located in Chamarajanagar district of Karnataka during the current and the last three

financial years;

- (b) if so, the specific details of the grant amount sanctioned and utilized by EMRSs under the maintenance head during the said period;
- (c) if not, the reasons for the delay or non-release of the stipulated maintenance grants to these schools; and
- (d) the steps being taken by the Government to ensure timely and full release of maintenance grants to these institutions to ensure smooth functioning and proper upkeep of infrastructure?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI DURGA DAS UIKEY):

(a) to (d): Under the existing scheme of EMRS, the National Education Society for Tribal Students (NESTS) allocated a recurring grant of ₹1,09,000 per student per annum till third quarter of FY 2024-25. For fourth quarter it was increased to Rs. 1,40,059/- per student per annum. It has been subsequently revised to Rs. 1,47,062/- per student per annum from FY 2025-26 which is inclusive of maintenance expenses and is applicable to EMRS located in Chamarajanagar district of Karnataka also. The funds are released to State EMRS Societies every six months in advance for their smooth functioning.

The details of funds released for the State of Karnataka in this regard, during the last 3 financial years and current financial year is as follows:

Financial Year	Rs. in Lakhs
2022-23	1,768.84
2023-24	2,677.67
2024-25	7,933.24
2025-26 till 27.01.2026	3,926.78

**FUNDING DELAY FOR THE HOGENAKKAL WATER
SUPPLY PROJECT PHASE-III**

2074. SHRI K. E. PRAKASH:

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

- (a) whether the Government has taken note of the statement made by the Finance Minister of Tamil Nadu at the pre-Union Budget consultation meeting chaired by the Union Finance Minister in New Delhi, wherein it was stated that the Union Government's refusal to provide its Rs. 2,283 crore share for the Hogenakkal Water Supply Project Phase-III has delayed the financial closure of the project;
- (b) if so, the details thereof; and
- (c) the steps proposed to be taken by the Union Government to release the pending funds and ensure timely implementation of the project to meet the drinking water needs of the beneficiaries 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 (c): Since August 2019, Government of India is implementing Jal Jeevan Mission (JJM) – Har Ghar Jal, in partnership with States/ UTs including Tamil Nadu, to make provision of tap water connection to every rural household of the country. The Union Cabinet approved the implementation of JJM for a period of five years i.e. 2019-20 to 2023-24, during which, States/ UTs were required to complete the planning, approval, and implementation of water supply schemes

under the mission. States/ UTs were also informed that the central support under JJM would be limited to the funds availed during the mission period only.

The State Level Scheme Sanctioning Committee (SLSSC) of the Government of Tamil Nadu accorded approval to Hogenakkal Water Supply Project, Phase-III, in June 2023; however, the project could not be awarded within the mission period.

Hon'ble Finance Minister during her budget speech 2025-26 had announced extension of JJM until 2028.

QCOs AFFECTING MSMEs

2075. ADV. PRIYA SAROJ:

SUSHRI IQRA CHOUDHARY:

SHRI PUSHPENDRA SAROJ:

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

- (a) whether the Government has reviewed enforcement of Quality Control Orders (QCOs) for Micro, Small and Medium Enterprises (MSMEs)-dominated non-textile product categories in Uttar Pradesh during the year 2024–25;
- (b) the compliance burden borne by domestic MSMEs in the State in terms of BIS certification, testing and process upgrades and the equivalent enforcement action taken against imported or informally traded goods in the same categories;

- (c) the details of complaints received regarding the circulation of non-compliant goods after the issuance of QCO notifications, product category and district-wise in Uttar Pradesh;
- (d) the impact of uneven enforcement on price competitiveness, capacity utilisation and viability of compliant MSMEs; and
- (e) the measures taken to strengthen customs checks, market surveillance, testing infrastructure and inter-agency coordination to ensure uniform enforcement and a level playing field for MSMEs in Uttar Pradesh?

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 of India through Bureau of Indian Standards (BIS), Department of Consumer Affairs, Ministry of Consumers Affairs, Food & Public Distribution implements, phase-wise, Quality Control Orders (QCOs) issued by the line Ministries with exemptions / relaxations for MSMEs, to ensure that Quality Control Orders (QCOs) do not disrupt domestic production.

For ease of compliance burden to MSMEs, some of the Financial and Technical relaxations being provided to MSMEs are as follows:

- To support MSMEs, financial incentives are provided by BIS in annual minimum marking fee with concession of 80% (for Micro scale units), 50% (Small scale units) and 20% (Medium scale units). An additional concession of 10% is also provided to units which are either located in north-east areas or women entrepreneur MSME units.

- Erstwhile mandatory requirement of in-house laboratory has been relaxed and for all manufacturers especially MSME units.
- For Domestic Manufacturers, Operations of product certification activities and processes involved across all the Branch Offices (BOs) in the country have been digitised. An Online platform “Manak online” is already available for product certification activities right from the stage of submission of application to award of certification including all communications, payment, queries through the portal itself. The renewal of certifications has also been made automatic without any human intervention. The manufacturer can simply submit the renewal application at his convenience and after the online submission, the renewal endorsement gets generated extending the validity of certification.
- BIS issues product manuals as guidance documents for conformity assessment as per various Indian Standards. These product manuals also incorporate Scheme of Inspection and Testing (SIT) specifying controls and checks to be exercised by the manufacturer. The ‘Levels of Control’ given in the SIT are made recommendatory in nature. The manufacturer has the choice to define their own control unit/batch/lot and their own Levels of Control and inform the BIS.
- Targeted awareness and training programmes namely (i) Manak Samvaad (ii) Manak Manthan and (iii) Capsule courses for the industry at localised level with sector specific focus have also been initiated by BIS focusing on

Standards, measures to implement them and obtain BIS certification. In addition; to strengthen the testing infrastructure, National Test House (NTH) is offering a blanket discount of 15% on testing fees to all registered MSME customers across all NTH laboratories nationwide.

As informed by BIS, in the state of Uttar Pradesh total 24 search and seizure operations were carried out by BIS in FY 2024-25. Actions for prosecuting the violators in the Hon'ble Court of Law have been initiated.

Over the last five years, 49 complaints have been received regarding substandard quality of BIS-marked products under QCOs. The product-wise and district-wise distribution is given in the enclosed **Statement**.

Regarding market surveillance, for BIS license holders, a Risk based approach focusing on higher non-compliance areas and mass consumption goods have been implemented. For those non-compliant products, initial approach is to guide and handhold for compliance to Standards before initiation of any action as per the BIS Rules & Regulations framed there under. For non-BIS license holders, BIS investigates the instances of misuse of BIS standard mark or violations of QCOs by individuals and online marketing entities. The investigations include, search and seizure operations to detect violation and subsequent filing of legal case against the violators in Courts.

STATEMENT

Over the last five years, 49 complaints have been received regarding substandard quality of BIS-marked products under QCOs. The product-wise and district-wise details:

Product-wise

Sl. No	Product	Number of Complaints
1	Cattle Feed	3
2	Gold	6
3	Water	11
4	Plywood	4
5	Mask	1
6	Concrete Pipes	1
7	Helmet	4
9	HDPE Pipe	5
10	Paper	2
11	Electrical products	8
12	Water purifier	1
13	Wires & Cables	2
14	Paint	1

District-wise

Sl. No	District	Number of Complaints
1	Kanpur	4
2	Banda	1
3	Amethi	1
4	Ghazipur	1
5	Lucknow	2
6	Gonda	1
7	Ballia	1
8	Mirzapur	1

9	Unnao	1
10	Prayagraj	1
11	Gautam Buddha Nagar	15
12	Ghaziabad	9
13	Rampur	1
14	Sharanpur	2
15	Aligarh	1
16	Bareilly	2
17	Agra	2
18	Sikandrabad	1
19	Hathras	2

स्वच्छ भारत मिशन (ग्रामीण) चरण-2

2076. श्री भोजराज नाग:

श्री दुलू महतो:

श्री प्रभुभाई नागरभाई वसावा:

श्री मनीष जायसवाल:

श्री अनूप प्रधान वाल्मीकि:

श्री विश्वेश्वर हेगड़े कागेरी:

श्री अनूप संजय धोत्रे:

श्री भर्तृहरि महताब:

श्री जुगल किशोर:

डॉ. हेमंत विष्णु सवरा:

श्री विनोद लखमशी चावड़ा:

श्री राजकुमार चाहर:

श्री बंटी विवेक साहू:

श्री रवीन्द्र शुक्ला उर्फ रवि किशन:

श्री यदुवीर वाडियार:

श्री नलिन सोरेन:

श्री मुकेश राजपूत:

श्री बिभु प्रसाद तराई:

क्या **जल शक्ति** मंत्री यह बताने की कृपा करेंगे कि:

- (क) स्वच्छ भारत मिशन-ग्रामीण (एसबीएम-जी) चरण-2 के अंतर्गत देश भर में ठोस एवं द्रव अपशिष्ट प्रबंधन, ओडीएफ-प्लस और ओडीएफ प्लस-प्लस गतिविधियों के कार्यान्वयन की राज्य-वार/केंद्र शासित प्रदेश-वार सहित जम्मू और कश्मीर के जम्मू ज़िला, झारखंड के दुमका ज़िला और मध्य प्रदेश के छिंदवाड़ा ज़िला में वर्तमान स्थिति क्या है,
- (ख) क्या सरकार ने चरण-2 के तहत जम्मू सहित पूरे देश में स्वच्छता हस्तक्षेपों के लोक स्वास्थ्य संकेतकों, जैसे जलजनित रोगों में कमी और स्वच्छ पर्यावरण पर पड़ने वाले प्रभाव का मूल्यांकन किया है;
- (ग) यदि हाँ, तो उक्त मूल्यांकन के मुख्य निष्कर्षों का ब्यौरा क्या है;
- (घ) इन परिणामों की निगरानी, तीसरे पक्ष द्वारा सत्यापन और स्वच्छ सर्वेक्षण-ग्रामीण (एसएसजी) के अंतर्गत रैंकिंग कैसे की जा रही है;
- (ङ) ग्रामीण स्तर पर ऐसे कौन से तंत्र स्थापित किए गए हैं जो केवल अवसंरचना निर्माण तक सीमित न होकर स्वच्छता, स्वास्थ्य एवं अपशिष्ट पृथक्करण के संबंध में सतत व्यावहारिक बदलाव को बनाए रखने में सहायक हों; और
- (च) क्या सरकार तटीय गाँवों, जैसे महाराष्ट्र के पालघर में स्वच्छता बनाए रखने तथा पर्यटन को बढ़ावा देने हेतु एसबीएम-जी के तहत कोई विशेष मिशन लागू कर रही है. यदि हाँ, तो तत्संबंधी ब्यौरा क्या है?

जल शक्ति मंत्रालय में राज्य मंत्री; तथा रेल मंत्रालय में राज्य मंत्री (श्री वी. सोमन्ना):

- (क): स्वच्छ भारत मिशन (ग्रामीण) [एसबीएम(जी)] चरण-II को 2020-21 से 2026-27 की अवधि के दौरान कार्यान्वित किया जा रहा है, जिसमें खुले में शौच मुक्त (ओडीएफ) स्थिरता पर ध्यान केंद्रित किया जा रहा है और सभी गांवों को ठोस तथा तरल अपशिष्ट प्रबंधन व्यवस्था से कवर किया जा रहा है, जिसमें दृश्यगत स्वच्छता पर ध्यान केंद्रित किया जा रहा है अर्थात गांवों को ओडीएफ से

ओडीएफ प्लस (मॉडल) गांवों में परिवर्तित किया जा रहा है। एसबीएम (जी) चरण-II के तहत, 10-2-2026 तक एसबीएम (जी) की एकीकृत प्रबंधन सूचना प्रणाली (आईएमआईएस) पर राज्यों/संघ राज्य क्षेत्रों द्वारा दी गई सूचना के अनुसार, ओडीएफ प्लस (मॉडल) घोषित गांवों की संख्या, ठोस अपशिष्ट प्रबंधन (एसडब्ल्यूएम) और तरल अपशिष्ट प्रबंधन (एलडब्ल्यूएम) व्यवस्था से कवर किए गए गांवों की राज्य/संघ राज्य क्षेत्र-वार संख्या संलग्न **विवरण-I** में दी गई है। उपरोक्त पर जम्मू और कश्मीर संघ राज्य क्षेत्र के जम्मू जिले, झारखंड के दुमका जिले और मध्य प्रदेश के छिंदवाड़ा जिले के कवरेज की स्थिति संलग्न **विवरण-II** में दी गई है।

(ख): जी, नहीं।

(ग) और (घ): ऊपर (ख) को ध्यान में रखते हुए, प्रश्न नहीं उठता।

(ङ): स्वच्छता राज्य का विषय है। एसबीएम (जी) चरण-II न केवल ओडीएफ गांवों को ओडीएफ प्लस (मॉडल) गांवों में बदलने के लिए बुनियादी ढांचे के निर्माण पर ध्यान केंद्रित करता है, बल्कि इसका उद्देश्य बेहतर साफ-सफाई और स्वच्छता परिपाटियों को अपनाने के लिए लोगों के व्यवहार में बदलाव लाना है। तदनुसार, सूचना, शिक्षा और संचार (आईईसी) इस कार्यक्रम का अभिन्न अंग है और यह निरंतर व्यवहारवादी परिवर्तन की नींव रखता है। इससे कार्यक्रम में सामुदायिक भागीदारी या जनभागीदारी को बढ़ाने में मदद मिलती है, जिससे कार्यक्रम के तहत बनाई गई संपत्तियों का सामुदायिक स्वामित्व सुदृढ़ होता है।

एसबीएम (जी) चरण-II के तहत, राज्यों/संघ राज्य क्षेत्रों को अपने आईईसी अभियानों को विकसित और कार्यान्वित करना है तथा स्वच्छता, साफ-सफाई, अपशिष्ट प्रबंधन आदि सहित कार्यक्रम के विभिन्न घटकों पर ध्यान केंद्रित करते हुए केंद्रीय आईईसी अभियानों को संवर्धित करना है ताकि जिला, ब्लॉक और ग्राम स्तरों पर पहुंच तथा सामुदायिक भागीदारी को सुदृढ़ किया जा सके। एसबीएम (जी) चरण-II के तहत, आईईसी और क्षमता निर्माण कार्यक्रमों के लिए, कुल परियोजना निधियों के 5% तक के व्यय की अनुमति है, जिसमें 2% तक का उपयोग केन्द्रीय स्तर पर तथा 3% तक राज्यों/जिला स्तर पर किया जाना है।

(च): जी, नहीं।

विवरण-I

ओडीएफ प्लस (मॉडल) घोषित गांवों, ठोस अपशिष्ट प्रबंधन (एसडब्ल्यूएम) व्यवस्थाओं से कवर गांवों और तरल अपशिष्ट प्रबंधन (एलडब्ल्यूएम) व्यवस्थाओं से कवर गांवों की राज्य/संघ राज्य क्षेत्र-वार संख्या (10-2-2026 की स्थिति के अनुसार):

क्र.सं.	राज्य/संघ राज्य क्षेत्र का नाम	गांवों की कुल संख्या	कुल ओडीएफ प्लस (मॉडल) गांव	ठोस अपशिष्ट प्रबंधन (एसडब्ल्यूएम) व्यवस्थाओं से कवर गांवों की संख्या	तरल अपशिष्ट प्रबंधन (एलडब्ल्यूएम) व्यवस्थाओं से कवर गांवों की संख्या
1	अंडमान और निकोबार द्वीप समूह	265	224	234	234
2	आंध्र प्रदेश	15,995	11,625	15,971	11,898
3	अरुणाचल प्रदेश	5,134	1,080	3,472	3,836
4	असम	25,368	23,704	24,240	25,109
5	बिहार	37,138	34,990	35,326	35,536
6	छत्तीसगढ़	19,643	18,523	18,565	18,739
7	दादरा और नगर हवेली तथा दमण व दीव	98	98	98	98
8	गोवा	373	325	371	343
9	गुजरात	17,973	13,955	17,159	17,045
10	हरियाणा	6,618	5,875	6,115	6,406
11	हिमाचल प्रदेश	17,618	14,539	15,201	15,965
12	जम्मू और कश्मीर	6,216	6,185	6,185	6,185
13	झारखंड	29,322	8,069	9,955	26,681
14	कर्नाटक	26,484	12,525	26,405	13,466
15	केरल	1,435	1,372	1,381	1,377
16	लद्दाख	240	238	238	240
17	लक्षद्वीप	10	10	10	10
18	मध्य प्रदेश	51,043	50,689	50,763	50,788

19	महाराष्ट्र	40,247	34,703	35,670	38,401
20	मणिपुर	2,567	26	29	122
21	मेघालय	6,466	489	845	5,405
22	मिजोरम	646	619	624	624
23	नागालैंड	1,425	684	885	1,180
24	ओडिशा	46,928	44,946	45,099	45,283
25	पुडुचेरी	91	42	90	44
26	पंजाब	11,977	2,295	4,305	10,023
27	राजस्थान	43,463	42,515	42,713	42,820
28	सिक्किम	400	400	400	400
29	तमिलनाडु	11,739	11,604	11,620	11,609
30	तेलंगाना	9,773	9,547	9,588	9,571
31	त्रिपुरा	765	763	764	765
32	उत्तर प्रदेश	96,174	94,155	94,274	94,715
33	उत्तराखंड	14,967	14,893	14,931	14,899
34	पश्चिम बंगाल	38,343	34,473	35,705	36,670
	कुल:-	5,86,944	4,96,180	5,29,231	5,46,487

[राज्यों/संघ राज्य क्षेत्रों द्वारा एसबीएम (जी) के आईएमआईएस पर सूचित किए गए अनुसार]

विवरण-II

एसबीएम (जी) चरण-II के तहत जम्मू और कश्मीर संघ राज्य क्षेत्र के जम्मू जिले, झारखंड के दुमका जिले और मध्य प्रदेश के छिंदवाड़ा जिले में कवरेज की स्थिति:

राज्य/संघ राज्य क्षेत्र का नाम	जिला	गांवों की कुल संख्या	कुल ओडीएफ प्लस (मॉडल) गांव	ठोस अपशिष्ट प्रबंधन (एसडब्ल्यूएम) व्यवस्थाओं से कवर गांवों की संख्या	तरल अपशिष्ट प्रबंधन (एलडब्ल्यूएम) व्यवस्थाओं से कवर गांवों की संख्या
जम्मू और कश्मीर	जम्मू	756	755	755	755
झारखंड	दुमका	2,671	768	812	2,373
मध्य प्रदेश	छिंदवाड़ा	1,896	1,896	1,896	1,896

(राज्यों/संघ राज्य क्षेत्रों द्वारा एसबीएम (जी) के आईएमआईएस पर सूचित किए गए अनुसार)

पीएम ई-बस सेवा योजना

2077. श्री दिलेश्वर कामैत:

श्रीमती पूनमबेन माडम:

श्री पी. सी. मोहन:

श्री विश्वेश्वर हेगड़े कागेरी:

डॉ. मन्ना लाल रावत:

श्री दुलू महतो:

श्री दामोदर अग्रवाल:

श्री रमेश अवस्थी:

श्री चन्द्र प्रकाश जोशी:

श्री अनुराग शर्मा:

श्री सागर ईश्वर खंडे:

श्री रवीन्द्र शुक्ला उर्फ रवि किशन:

श्री कृष्ण प्रसाद टेन्नेटी:

क्या आवासन और शहरी कार्य मंत्री यह बताने की कृपा करेंगे कि:

(क) पीएम ई-बस सेवा मॉडल/योजना किस प्रकार टियर-2 और टियर-3 शहरों में शहरी परिवहन को सुदृढ़ कर रही है;

(ख) दिसंबर 2025 तक इस योजना के अंतर्गत कितनी राशि स्वीकृत एवं व्यय की गई है;

(ग) पीएम ई-बस सेवा योजना के अंतर्गत वर्ष 2025 में स्वीकृत 3,622 ई-बसों सहित अर्बन मोबिलिटी इंडिया 2025 में लोगो के लॉन्च के बाद 44 शहरों में 52 सिविल डिपो और 40 बस टर्मिनल प्रबंधन पावर साइटों के निर्माण की स्थिति और कर्नाटक में बेंगलुरु मेट्रोपोलिटन ट्रांसपोर्ट कॉरपोरेशन (बीएमटीसी) सहित शहर-वार आवंटन का ब्यौरा क्या है;

(घ) अब तक बीएमटीसी के अंतर्गत शामिल बसों सहित कितनी ई-बसों का परिचालन शुरू हो गया है और इसका यात्रियों की संख्या, डीज़ल खपत में कमी और शहरी परिवहन से होने वाले कार्बन उत्सर्जन को घटाने पर क्या प्रभाव पड़ा है;

(ङ) बस संचालन, डिपो निर्माण, चार्जिंग अवसंरचना और सहायक सेवाओं के माध्यम से कितने

रोजगार के अवसर सृजित हुए हैं;

(च) बेंगलुरु और कर्नाटक के अन्य शहरों में और उत्तर प्रदेश के कम सेवा वाले क्षेत्रों जैसे झांसी और ललितपुर में सतत और समावेशी शहरी गतिशीलता को तेज करने के लिए इलेक्ट्रिक फ्लीट के प्रस्तावित विस्तार सहित पूरे देश में ई-बसों के परिचालन हेतु भविष्य के निविदा संबंधी लक्ष्य और समय-सीमा क्या हैं; और

(छ) पीएम ई-बस सेवा योजना की वर्तमान स्थिति क्या है और इस योजना के प्रारंभ से अब तक स्वीकृत और तैनात कुल इलेक्ट्रिक बसों की वर्ष-वार और कर्नाटक में, विशेषरूप से बीदर सहित राज्य-वार संख्या कितनी है?

आवासन और शहरी कार्य मंत्रालय में राज्य मंत्री (श्री तोखन साहू):

(क): पीएम-ई-बस सेवा योजना का उद्देश्य 100 से अधिक शहरों में 10,000 वातानुकूलित इलेक्ट्रिक बसें चलाकर शहरी गतिशीलता को सशक्त करना है। इस योजना में 3 से 40 लाख की आबादी वाले शहरों के साथ-साथ 3 लाख से कम आबादी वाले पूर्वोत्तर और पहाड़ी क्षेत्रों की राज्य की राजधानियों और राजधानी शहरों को शामिल किया गया है, जिससे छोटे शहरों और बिना संगठित बस सेवाओं वाले यात्रियों को बड़ा लाभ मिलता है। इस योजना में डिपो अवसंरचना के विकास/उन्नयन और सिटी बस संचालन के लिए अपेक्षित बिहाइंड द मीटर (बीटीएम) विद्युत अवसंरचना के निर्माण के लिए वित्तीय सहायता भी प्रदान की जाती है।

(ख): संबद्ध अवसंरचना के विकास के लिए कुल 1254.38 करोड़ रुपये स्वीकृत किए गए हैं और दिसंबर, 2025 तक 450.89 करोड़ रुपये जारी किए जा चुके हैं।

(ग): कैलेंडर वर्ष 2025 में कर्नाटक के लिए स्वीकृत 750 ई-बसों सहित 3622 ई-बसों का ब्यौरा संलग्न **विवरण-I** में दिया गया है। सिविल और विद्युत अवसंरचना का निर्माण परिवर्तनशील प्रकृति का है और प्रगति एक शहर से दूसरे शहर में लगातार बदलती रहती है। हर शहर अवसंरचना परियोजनाओं के निष्पादन और निगरानी के लिए स्वयं जिम्मेदार है। अब तक, 104 सिविल अवसंरचना परियोजनाओं और 98 विद्युत अवसंरचना परियोजनाओं को स्वीकृति दी गई है और ये

कार्यान्वयन के विभिन्न चरणों में हैं।

मौजूदा दिशा-निर्देशों के अनुसार, बंगलौर इस योजना के अंतर्गत भाग लेने के लिए पात्र नहीं है।

(घ): कर्नाटक राज्य सरकार ने सूचित किया है कि बेंगलुरु मेट्रोपॉलिटन ट्रांसपोर्ट कॉरपोरेशन (बीएमटीसी) के तहत 1702 ई-बसें और कर्नाटक राज्य सड़क परिवहन निगम (केएसआरटीसी) के तहत 50 ई-बसें चल रही हैं।

इसके अलावा, इस स्तर पर पीएम-ई-बस सेवा योजना के तहत कोई ई-बस संचालित नहीं है।

(ड.): इस मंत्रालय की आंकड़ा प्रबंधन प्रणाली रोजगार सृजन के आंकड़े नहीं रखती है, क्योंकि बसों और डिपो निर्माण रखरखाव संबंधी परियोजनाओं का संचालन संबंधित शहरों द्वारा कार्यान्वित किया जाता है। तथापि, योजना की अवधि के दौरान रोजगार सृजन की संभावना 45000 से 55000 प्रत्यक्ष नौकरियों की सीमा में होने का अनुमान है।

बुंदेलखंड क्षेत्र सहित उत्तर प्रदेश राज्य ने इस योजना के अंतर्गत भाग नहीं लिया है।

(च): कर्नाटक राज्य के पात्र शहरों सहित भावी निविदा विभिन्न कार्यकलापों को पूरा करने पर निर्भर करती है - जैसे कि मांग का राज्य-वार एकीकरण, डिपो स्थान को अंतिम रूप देना, राज्य स्तरीय संचालन समिति और केन्द्रीय स्वीकृति संचालन समिति द्वारा परियोजना की स्वीकृति। तथापि, निविदा-1 और निविदा 2 में बसें चलाने की समय-सीमा संलग्न **विवरण-II** में दिया गया है।

चूंकि उत्तर प्रदेश राज्य ने इसमें भाग नहीं लिया है और बंगलौर एक पात्र शहर नहीं है, इसलिए बंगलौर, झांसी और ललितपुर में ई-बसें चलाने का प्रश्न नहीं उठता।

(छ): स्वीकृत इलेक्ट्रिक बसों की संख्या का ब्यौरा संलग्न **विवरण-III** में दिया गया है।

विवरण-Iकैलेंडर वर्ष 2025 में स्वीकृत 3622 ई-बसों का ब्यौरा

राज्य	शहर	स्वीकृत बसें
आंध्र प्रदेश	अमरावती	50
	अनंतपुर	50
	कडप्पा	50
	काकीनाडा	50
	कुरनूल	50
	राजमुंदरी	50
	तिरुपति	50
	नेल्लोर	100
	गुंटूर	100
	विजयवाड़ा	100
	विशाखापत्तनम	100
कर्नाटक	विजयपुरा	50
	दावणगेरे	50
	हुबली-धारवाड़	100
	कलबुर्गी	100
	मंगलुरु	100
	मैसूर	100
	शिवमोग्गा	50
	बेलगावी	100
	बेल्लारी	50
	तुमकुरु	50
मध्य प्रदेश	ग्वालियर	30
गुजरात	जूनागढ़	25
राजस्थान	बीकानेर	50

	सीकर	50
	जयपुर	300
	अलवर	50
	जोधपुर	25
तेलंगाना	वारंगल	100
	निजामाबाद	51
पंजाब	एसएस नगर क्लस्टर	100
गुजरात	गांधीधाम	80
	नवसारी	50
	वडोदरा	150
	गांधीनगर	50
मेघालय	शिलांग	5
मध्य प्रदेश	इंदौर	120
	भोपाल	95
	जबलपुर	100
	सतना	20
	देवास	55
आंध्र प्रदेश	तिरुपति	300
चंडीगढ़	चंडीगढ़	328
उत्तराखंड	हरिद्वार	-12
	कुल योग	3622

विवरण -II

पीएम-ई-बस सेवा योजना के तहत ई-बसों की खरीद की समय-सीमा

9 मीटर और 12 मीटर स्टैंडर्ड फ्लोर/लो फ्लोर एसी के लिए:

क्रम संख्या	विवरण	समय-सीमा	
		निविदा-1	निविदा-2
1.	रियायत समझौते पर हस्ताक्षर करने की	18 सप्ताह	22 सप्ताह

	तारीख से 40 प्रतिशत ई-बसों की डिलीवरी		
2.	रियायत समझौते पर हस्ताक्षर करने की तारीख से शेष 35 प्रतिशत ई-बसों की डिलीवरी	30 सप्ताह	34 सप्ताह
3.	रियायत समझौते पर हस्ताक्षर करने की तारीख से शेष 25 प्रतिशत ई-बसों की डिलीवरी	42 सप्ताह	46 सप्ताह

नोट: ऊपर उल्लिखित समय-सीमा सार्वजनिक परिवहन प्राधिकरण (पीटीए) द्वारा डिपो के हस्तांतरण और पूर्ववर्ती शर्तों को पूरा करने के अधीन है।

7 मीटर स्टैंडर्ड फ्लोर एसी के लिए:

क्र.सं.	विवरण	समय-सीमा	
		निविदा 1	निविदा 2
1.	रियायत समझौते पर हस्ताक्षर करने की तारीख से 40 प्रतिशत ई-बसों की डिलीवरी	32 सप्ताह	36 सप्ताह
2.	रियायत समझौते पर हस्ताक्षर करने की तारीख से शेष 35 प्रतिशत ई-बसों की डिलीवरी	44 सप्ताह	48 सप्ताह
3.	रियायत समझौते पर हस्ताक्षर करने की तारीख से शेष 25 प्रतिशत ई-बसों की डिलीवरी	56 सप्ताह	60 सप्ताह

नोट: ऊपर उल्लिखित समय-सीमा सार्वजनिक परिवहन प्राधिकरण (पीटीए) द्वारा डिपो के हस्तांतरण और पूर्ववर्ती शर्तों को पूरा करने के अधीन है।

विवरण- III

योजना के तहत ई-बसों का राज्य-शहर-वर्षवार ब्यौरा

पीएम-ई-बस सेवा योजना के तहत स्वीकृत बसें 09.02.2026 तक					
राज्य/संघ राज्य क्षेत्र /शहर		स्वीकृत बसें (शहर-वार और वर्ष-वार)			
राज्य/संघ राज्य क्षेत्र	शहर	2023-24	2024-25	2025-26	कुल
आंध्र प्रदेश	अमरावती	-	50	-	50
	अनंतपुर	-	50	-	50

	गुंटूर	-	100	-	100
	कडप्पा	-	50	-	50
	काकीनाडा	-	50	-	50
	कुरनूल	-	50	-	50
	नेल्लोर	-	100	-	100
	राजमुंदरी	-	50	-	50
	तिरुपति	-	50	300	350
	विजयवाड़ा	-	100	-	100
	विशाखापत्तनम	-	100	-	100
अरुणाचल	ईटानगर	-	-	50	50
असम	गुवाहाटी	100	-	-	100
बिहार	भागलपुर	50	-	-	50
	दरभंगा	50	-	-	50
	गया	50	-	-	50
	मुजफ्फरपुर	50	-	-	50
	पटना	150	-	-	150
	पूर्णिया	50	-	-	50
चंडीगढ़	चंडीगढ़	100	-	328	428
छत्तीसगढ़	दुर्ग-भिलाई	50	-	-	50
	बिलासपुर	50	-	-	50
	कोरबा	40	-	-	40
	रायपुर	100	-	-	100
दादरा और नगर हवेली	दमन	-	-	50	50
गोवा	पणजी	-	-	50	50
गुजरात	भावनगर	100	-	-	100
	गांधीधाम	-	-	80	80
	गांधीनगर	50	-	50	100
	जामनगर	50	-	-	50
	जूनागढ़	25	25	-	50
	नवसारी	-	-	50	50
	राजकोट	100	-	-	100
	वडोदरा	100	-	150	250
हरियाणा	फरीदाबाद	100	-	-	100

	गुरुग्राम	100	-	-	100
	हिसार	50	-	-	50
	करनाल	50	-	-	50
	पानीपत	50	-	-	50
	रोहतक	50	-	-	50
	यमुना नगर	50	-	-	50
जम्मू और कश्मीर	जम्मू	100	-	-	100
	श्रीनगर	100	-	-	100
कर्नाटक	बेलगावी	-	100	-	100
	बेल्लारी	-	50	-	50
	दावणगेरे	-	50	-	50
	हुबली-धारवाड़	-	100	-	100
	कलबुर्गी	-	100	-	100
	मंगलुरु	-	100	-	100
	मैसूर	-	100	-	100
	शिवमोगा	-	50	-	50
	तुमकुरु	-	50	-	50
	विजयपुरा	-	50	-	50
लद्दाख	लेह	20	-5	33	48
मध्य प्रदेश	भोपाल	100	-	95	195
	देवास	-	-	55	55
	ग्वालियर	70	30	-	100
	इंदौर	150	-	120	270
	जबलपुर	100	-	100	200
	सागर	32	-	-	32
	सतना	-	-	20	20
	उज्जैन	100	-	-	100
महाराष्ट्र	अहमदनगर	40	-	-	40

	अकोला	50	-	-	50
	अमरावती	50	-	-	50
	भिवंडी	100	-	-	100
	चंद्रपुर	50	-	-	50
	छत्रपति संभाजी नगर	100	-	-	100
	धुले	38	-10	-	28
	इचलकरंजी	25	-	-	25
	जलगांव	50	-	-	50
	कल्याण डोंबिवली	100	-	-	100
	कोल्हापुर	100	-	-	100
	लातूर	50	-	-	50
	मालेगांव	-	26	-	26
	मीरा भायंदर	100	-	-	100
	नागपुर	150	-	-	150
	नासिक	50	-	50	100
	परभणी	-	40	-	40
	सांगली	50	-	-	50
	सोलापुर	100	-	-	100
	ठाणे	100	-	-	100
	उल्हासनगर	100	-	-	100
	वसई फिलप	100	-	-	100
मणिपुर	इंफाल	-	-	50	50
मेघालय	शिलांग	50	-	5	55
ओडिशा	बेरहामपुर	50	-	-	50
	भुवनेश्वर	100	-	-	100
	कटक	100	-	-	100
	राउरकेला	100	-	-	100
	संबलपुर	50	-	-	50
पुडुचेरी	पुडुचेरी	75	-	-	75
पंजाब	अमृतसर	100	-	-	100
	जालंधर	97	-	-	97
	लुधियाना	100	-	-	100

	पटियाला	50	-	-	50
	एसएस नगर	-	-	100	100
राजस्थान	अजमेर	50	50	-	100
	अलवर	50	-	50	100
	भीलवाड़ा	50	-	-	50
	बीकानेर	50	25	50	125
	जयपुर	150	-	300	450
	जोधपुर	50	50	25	125
	कोटा	50	50	-	100
	सीकर	-	-	50	50
	उदयपुर	50	-	-	50
	निजामाबाद	-	-	51	51
तेलंगाना	वारंगल	-	-	100	100
उत्तराखंड	देहरादून	100	-	-	100
	हरिद्वार	50	-	-13*	37
	110 शहर	5512	1781	2349	9642

*वर्ष 2025 में बसों की मांग में 12 बसें और वर्ष 2026 में 1 बस की कमी आई थी।

नोट: योजना के मौजूदा दिशा-निर्देशों के अनुसार बीदर पात्र शहरों की श्रेणी में नहीं आता है।

FUNDS ALLOCATED TO GHAZIABAD BY NCRPB

2078. SHRI ATUL GARG:

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

- the details of the funds allocated and released by the National Capital Region Planning Board (NCRPB) for the infrastructure projects in Ghaziabad;
- the status of the implementation of the Regional Plan-2041 for the NCR;
- the measures taken to harmonize the master plans of the Ghaziabad Development Authority (GDA) with the regional plan;
- the details of the loans provided by NCRPB to the local bodies for water,

sewerage and transport projects; and

(e) the Government's vision for the balanced development of the NCR counter-magnet areas?

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

(a): National Capital Region Planning Board (NCRPB) does not undertake/implement any project/scheme but only provides loan based financial support for the projects of the NCR Participating States and their implementing agencies. The details of loan based financial support by NCRPB for the infrastructure projects in Ghaziabad are given in the enclosed **Statement-I**.

(b): The Draft Regional Plan-2041 is yet to be approved by the NCRPB.

(c): The Regional Plan-2021 for NCR provides that Sub-Regional Plans and Master Plans are to be prepared by the respective participating States, within the overall framework of the Regional Plan. Further, to oversee the implementation of the Regional Plan, NCR Planning and Monitoring Cells (NCRPMCs) are constituted in each of the NCR sub-regions/constituent states, which work under the administrative control of the respective State Govts. These NCRPMCs coordinate with the State Government for preparation of Master/Development Plans of settlements to ensure conformity with the Regional Plan and Sub-Regional Plan and submit monthly report regarding violations of the Regional Plan, in a prescribed format. The same is being submitted by the Ghaziabad Development Authority (GDA) through NCRPMC-UP for Ghaziabad.

(d): The details of the loans provided by NCRPB to the local bodies for water,

sewerage and transport projects in Ghaziabad are given in the enclosed **Statement-II.**

(e): In line with Section 2(f) of NCRPB Act, 1985, NCRPB in the Regional Plan-2021 has identified 09 Counter-Magnet Areas (CMAs) to NCR spreading over six States. It is envisaged that these CMAs may develop as independent, self-sustaining growth engines and may act as interceptors of migration, reducing the population burden on Delhi and the core NCR by providing alternative economic, social, and infrastructure hubs.

Further, NCRPB also provides financial assistance, in terms of soft loans, to CMA for infrastructure projects. As on December, 2025 NCRPB has so far sanctioned loan assistance for Rs.4970.64 Crore for the development of the CMAs. Out of this Rs.3270.93 Crore has been disbursed by NCRPB to concern CMA/their implementing agency.

STATEMENT-I

The details of loan based financial support by NCRPB for the infrastructure projects in Ghaziabad:

(Rs. in Cr.)

S. No.	Name of the Project	Type of project	Implementing Agency	Estimated Cost	Loan Sanctioned	Actual Loan Amount released
1.	Improvement of drainage network, Ghaziabad	Sewerage	Ghaziabad Development Authority (GDA)	1.24	0.93	0.75

S. No.	Name of the Project	Type of project	Implementing Agency	Estimated Cost	Loan Sanctioned	Actual Loan Amount released
2.	Development of Six lane Elevated Road (Hindon) in Ghaziabad, Uttar Pradesh by GDA	Transport	GDA	1147.60	700.00	700.00
3.	Augmentation of water supply of trans-Hindon area by carriage of 50 cusecs of water from Upper Ganga canal	Water	GDA	86.80	38.65	3.75
4.	Improvement of drainage system (Nagar Nigam area)	Sewerage	Nagar Nigam Ghaziabad	1.60	1.20	1.20
5.	Development of Integrated Indl. Township, Tronica City, Loni	Land Development	UP State Industrial Development Corporation	230.00	20.00	20.00
6.	Vasundhara residential infrastructure development scheme, Ghaziabad	Land Development	UP Housing Development Board	45.95	34.50	18.75
7.	Improvement or road network, Ghaziabad	Transport	Nagar Nigam Ghaziabad	11.26	8.45	8.45
8.	Improvement of water supply scheme/ system in trans-Hindon area, Ghaziabad	Water	Nagar Nigam Ghaziabad	2.23	1.28	1.28
9.	Improvement of water supply scheme/ system in cis-Hindon area, Ghaziabad	Water	Nagar Nigam Ghaziabad	3.07	1.55	1.55
10.	Improvement of existing water supply system	Water	Nagar Nigam Ghaziabad	2.00	1.24	1.24

S. No.	Name of the Project	Type of project	Implementing Agency	Estimated Cost	Loan Sanctioned	Actual Loan Amount released
11.	Improvement of street lights	Power	Nagar Nigam Ghaziabad	2.45	1.83	1.83
Total				1534.20	809.63	758.80

STATEMENT-II

The details of the loans provided by NCRPB to the local bodies for water, sewerage and transport projects in Ghaziabad:

(Rs. in Cr.)

S. No.	Name of the Project	Type of project	Implementing Agency	Estimated Cost	Loan Sanctioned	Actual Loan Amount released
1	Improvement of drainage network, Ghaziabad	Sewerage	Ghaziabad Development Authority (GDA)	1.24	0.93	0.75
2	Development of Six lane Elevated Road (Hindon) in Ghaziabad, Uttar Pradesh by GDA	Transport	GDA	1147.60	700.00	700.00
3	Augmentation of water supply of trans-Hindon area by carriage of 50 cusecs of water from Upper Ganga canal	Water	GDA	86.80	38.65	3.75
4	Improvement of drainage system (Nagar Nigam area)	Sewerage	Nagar Nigam Ghaziabad	1.60	1.20	1.20
5	Improvement or road network, Ghaziabad	Transport	Nagar Nigam Ghaziabad	11.26	8.45	8.45

6	Improvement of water supply scheme/ system in trans-Hindon area, Ghaziabad	Water	Nagar Nigam Ghaziabad	2.23	1.28	1.28
7	Improvement of water supply scheme/ system in cis-Hindon area, Ghaziabad	Water	Nagar Nigam Ghaziabad	3.07	1.55	1.55
8	Improvement of existing water supply system	Water	Nagar Nigam Ghaziabad	2.00	1.24	1.24
Total				1255.80	753.30	718.22

AIRFARE AND BAGGAGE CHARGES

2079. SHRI PARSHOTTAMBHAI RUPALA:

SHRI N. K. PREMACHANDRAN:

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

- (a) whether the Government is aware that airlines are levying disproportionately high charges for airfares and excess baggage and not following the recent Order in this regard and if so, the details thereof;
- (b) whether any existing guidelines or regulatory provisions are in place to regulate or mandate transparent disclosure of airfares and excess baggage fees by airlines and if so, the details thereof;
- (c) whether the Government proposes to strengthen the regulatory framework to ensure transparency and prevent overcharging and if so, the details thereof

along with the steps taken/proposed to be taken in this regard;

- (d) whether the Government intends to direct the Legal Metrology Department to carry out regular inspection and calibration of weighing machines installed at airports and if so, the details thereof;
- (e) whether the Government proposes to enact law to empower regulators to cap fares or enforce fare transparency and if so, the details thereof; and
- (f) whether the Government also proposes to introduce new airlines to meet the domestic requirements and reduce the price 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 (e): Airfares are not subject to regulation by the Government and airlines have the flexibility to determine their airfares based on their operational needs, while adhering to Rule 135 of the Aircraft Rules, 1937. The Government generally refrains from regulating airfares to maintain market competitiveness, however, it remains vigilant and intervenes in exceptional circumstances by adopting measures like redistributing capacity across various sectors and imposing temporary fare caps, such as during Pandemic, Maha kumb, Pahalgam incident & recently massive Indigo flight disruptions.

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.

In order to ensure transparent disclosure of airfares, airlines have been advised to publish the tariff sheet in a conspicuous, easily accessible, and visible manner on the homepage or a prominent section of their website. DGCA has issued ATC 01/2025 "Publishing of Tariff Sheet - Rule 135 of the Aircraft Rules, 1937" wherein scheduled domestic airlines can make changes in the tariff sheet which is published on their website on every first day of the calendar month, solely due to introduction of any new sector or in case of any concessional/promo fare.

Considering the fact that unbundling of certain services & charges thereto has the potential to make basic fare affordable & provides the consumer an option of paying the services a passenger wishes to avail, Government has unbundled certain services which includes excess baggage charges also.

Periodic Calibration is being conducted regularly, as required, in compliance with the rules and regulations of the Legal Metrology Department (Weights & Measures Department) of the respective states. The corresponding calibration certificates are duly displayed.

(f): There are no regulatory entry barriers for new airline entrants, and any company desirous of starting an airline can approach the Government with their proposed business plan for obtaining initial NOC. In last two years, the Ministry has given NOC to 07 airlines.

Further, to make air-travel more affordable, the government has encouraged rationalisation of traffic rights through capacity diversion, expansion

of airport infrastructure, facilitation of fleet induction by multiple carriers, and broadening of regional air connectivity under the UDAN Scheme, which enables several airlines to operate on underserved and unserved routes.

STATUS OF ELECTRIFICATION OF HOUSEHOLDS IN JAMUI

2080. SHRI ARUN BHARTI:

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

- (a) the status of the electrification of all households in the tribal hamlets (tolas) of Jamui Parliamentary Constituency;
- (b) the details of the electrified households under the Saubhagya scheme in Jamui Parliamentary Constituency;
- (c) the measures taken by the Government to provide electricity to the households in the deep forest areas using off-grid solar solutions;
- (d) the status of the availability of 24x7 power supply in the rural areas; and
- (e) whether the Government proposes to improve the power quality and voltage in the tail-end villages and if so, the details thereof?

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

(a) to (c): Electricity being a concurrent subject, supply and distribution of electricity to all consumers, is within the purview of the respective State Government/ distribution utility. Government of India (GoI) supplements the efforts of the States through various schemes to help achieve the objective of

providing quality and reliable supply of power to all consumers.

As reported by the States/ UTs, all the inhabited un-electrified census villages in the country were electrified by 28th April, 2018. A total of 18,374 villages were electrified under Deen Dayal Upadhyaya Gram Jyoti Yojana (DDUGJY) launched in 2014, including 1,723 villages in Jamui Parliamentary Constituency. Under DDUGJY and thereafter under Pradhan Mantri Sahaj Bijli Har Ghar Yojana (SAUBHAGYA) launched in October, 2017, electrification of all willing households was completed by 31st March, 2019 as reported by the States/ UTs. A total of 2.86 crore households were electrified during SAUBHAGYA period. This includes 1,11,512 households in Jamui Parliamentary Constituency out of which 1,393 households were electrified through off-grid mode. Both the schemes stand closed as on 31.03.2022.

Under the Revamped Distribution Sector Scheme (RDSS), launched in 2021, based on the proposal submitted by the States, on grid electrification works have been sanctioned for un-electrified households including households belonging to Particularly vulnerable Tribal Group (PVTG) identified under Pradhan Mantri Janjati Adivasi Nyaya Maha Abhiyan (PM-JANMAN), households belonging to Scheduled Tribes (STs) under DA-JGUA (Dharti Aaba Janjatiya Gram Utkarsh Abhiyan), households belonging to Scheduled Caste (SC) under Pradhan Mantri Anusuchit Jaati Abhyuday Yojana (PM-AJAY) and households in remote & border areas under Vibrant Village Program (VVP), wherever found feasible. Till date household electrification works amounting to Rs. 6,521 Cr. have been sanctioned for 13.65 lakh households including 1,393 households in Jamui Parliamentary

Constituency.

Further, under the New Solar Power Scheme, works have been sanctioned for 8,823 PVTG and 4,099 tribal households across 10 States for off-grid solar based electrification under PM-JANMAN and DA-JGUA respectively. Till date, 11,106 PVTG and tribal households have been electrified.

Gol is taking all necessary steps to support States for electrification of all households. Since most of the left-out households are in remote, hilly and forest areas, the norms for electrification under RDSS were relaxed and the ceiling limit for cost of electrification was enhanced. Grid based electrification works have been sanctioned under RDSS wherever found feasible as per the revised norms.

(d) and (e): As per Rule (10) of the Electricity (Rights of Consumers) Rules, 2020, the distribution licensee shall supply 24x7 power to all consumers.

Gol has facilitated the upgradation and creation of distribution infrastructure through allocation of funds under various schemes. This includes works amounting to Rs 1.85 lakh crore under earlier schemes of DDUGJY, Integrated Power Development Scheme (IPDS), and SAUBHAGYA. Presently, under RDSS, distribution infrastructure works worth Rs. 1.53 lakh crore have been sanctioned, including Rs 270 crore for Jamui Parliamentary Constituency.

It is envisaged that the sanctioned infrastructure works such as upgradation of substations, new/ upgradation of distribution transformers, new substations, agriculture feeder segregation, network strengthening, cabling works etc. along with improvement in financial viability of distribution utilities would lead to improvement in quality and reliability of supply of power. As a result of the works

undertaken and various reform measures, the average daily hours of supply in rural areas has increased to 22.6 hours in December '25.

'प्रगति' सिंचाई परियोजनाएं

2081. श्री दिनेशभाई मकवाणा:

डॉ. निशिकान्त दुबे:

श्री विजय बघेल:

कैप्टन बृजेश चौटा:

श्रीमती महिमा कुमारी मेवाड़:

डॉ. मन्ना लाल रावत:

श्री बिद्युत बरन महतो:

श्री गोविन्द मकथप्पा कारजोल:

श्री पी. पी. चौधरी:

डॉ. कल्याण वैजीनाथराव काले:

श्रीमती संजना जाटव:

श्री अनुराग शर्मा:

श्री मनीष जायसवाल:

डॉ. हेमंत विष्णु सवरा:

श्री काली चरण सिंह:

डॉ. विनोद कुमार बिंद:

श्री राजीव प्रताप रूडी:

श्री अभिमन्यु सेठी:

श्रीमती कमलेश जांगड़े:

श्री रवीन्द्र शुक्ला उर्फ रवि किशन:

श्री भर्तृहरि महताब:

श्रीमती कमलजीत सहरावत:

श्री कृष्ण प्रसाद टेन्नेटी:

श्री प्रवीण पटेल:

श्री प्रताप चंद्र षड़ङ्गी:

क्या **जल शक्ति** मंत्री यह बताने की कृपा करेंगे कि:

- (क) जल संसाधन विभाग के अंतर्गत स्थायी चुंबक जनरेटर (पीएमजी) प्रणाली पर वर्तमान में ट्रैक की जा रही सिंचाई एवं जल संसाधन परियोजनाओं की कुल संख्या कितनी है और उनका संचयी निवेश मूल्य, क्षेत्र-वार और छत्तीसगढ़, कर्नाटक सहित राज्य/केंद्र शासित प्रदेश-वार और दक्षिण कन्नड़ जिला तथा राजस्थान के पाली संसदीय क्षेत्र का परियोजना-वार विशेष ब्यौरा क्या है;
- (ख) सक्रिय शासन और समयबद्ध कार्यान्वयन (प्रगति) मंच के अंतर्गत कितनी परियोजनाओं की समीक्षा की गई है और वर्तमान में चल रही और शुरू की गई परियोजनाओं और उनके अंतर्निहित लागत का छत्तीसगढ़, बिहार और कर्नाटक सहित राज्य/केंद्र शासित प्रदेश-वार, विशेषकर दक्षिण कन्नड़ जिला, राजस्थान के राजसमंद संसदीय क्षेत्र का ब्यौरा क्या है और इस मंच के अंतर्गत झारखंड के हजारीबाग और रामगढ़ जिलों से संबंधित परियोजनाओं की स्थिति क्या है;
- (ग) क्या भूमि अधिग्रहण, अंतर-राज्य समन्वय, पर्यावरण स्वीकृति या निधि प्रवाह के संबंध में क्रियान्वयन हेतु विशेष बाधाएँ आई हैं और प्रगति स्तर की निगरानी ने उन्हें सुलझाने में किस प्रकार मदद की है, यदि हाँ, तो तत्संबंधी ब्यौरा क्या है;
- (घ) उक्त परियोजनाओं में पहचानी गई समस्याओं/मुद्दों, जैसे भूमि अधिग्रहण, पुनर्वास और पुनःस्थापन, निधि जारी करने, विवरण प्रबंधन, अंतर-राज्य समन्वय आदि के समाधान की वर्तमान स्थिति क्या है और 'प्रगति' मंच पर समीक्षा की गई परियोजनाओं में अब तक हल किए गए मुद्दों, विशेषरूप से कर्नाटक राज्य, हजारीबाग और रामगढ़ जिलों में लंबित मुद्दों के समाधान में हुई प्रगति का ब्यौरा क्या है और इन समाधानों ने सिंचाई एवं जल संसाधन परियोजनाओं के समयबद्ध क्रियान्वयन में कितना योगदान दिया है;
- (ङ) उक्त परियोजनाओं में आई समस्याओं के समाधान के लिए सरकार द्वारा क्या कदम उठाए गए हैं;

(च) 'प्रगति'-सक्षम शासन के परिणामों के माध्यम से सिंचित क्षेत्र के विस्तार, सूखा प्रतिरोधक क्षमता में सुधार और किसानों की जल सुरक्षा को सुदृढ़ करने के लिए क्या उपाय अपनाए गए हैं; और

(छ) महाराष्ट्र के पालघर आदिवासी-प्रधान जिले में क्रियान्वित सिंचाई एवं जल संसाधन परियोजनाओं सहित पिछले तीन वर्षों के दौरान इस संबंध में आवंटित निधि का ब्यौरा क्या है?

जल शक्ति मंत्रालय में राज्य मंत्री (डॉ. राज भूषण चौधरी):

(क): जल संसाधन, नदी विकास और गंगा संरक्षण विभाग (डीओडब्ल्यूआर, आरडी एंड जीआर) की कुल 86 परियोजनाओं की निगरानी परियोजना निगरानी समूह (पीएमजी) पोर्टल के माध्यम से की जा रही है। इनका राज्य और क्षेत्र-वार ब्यौरा संलग्न **विवरण-I** में दिया गया है। इनमें से कोई भी परियोजना राजस्थान के दक्षिण कन्नड़ जिले या पाली निर्वाचन क्षेत्र से संबंधित नहीं है।

(ख): आज की तारीख तक, सक्रिय शासन और समयबद्ध कार्यान्वयन (प्रगति) मंच के अंतर्गत कुल 11 परियोजनाओं की समीक्षा जल संसाधन, नदी विकास और गंगा संरक्षण विभाग द्वारा वित्तपोषित की जा चुकी है। इन परियोजनाओं का, लाभान्वित जिलों सहित, ब्यौरा संलग्न **विवरण-II** में दिया गया है।

(ग) से (च): भूमि अधिग्रहण, पुनर्वास एवं पुनर्स्थापन, पर्यावरण संबंधी मंजूरी, अंतर्राज्यीय समन्वय, जमीनी स्तर पर कार्यान्वयन और सामुदायिक सहभागिता जैसी जल संसाधन परियोजनाओं के लिए आवश्यक व्यापकता, जटिलता और अंतर-सरकारी समन्वय को देखते हुए, कई पहलों को परियोजना निगरानी समूह (पीएमजी) कार्य ढांचे के अंतर्गत लाया गया है।

यह कार्य ढांचा पीएमजी पोर्टल पर रियल टाईम के मामलों की निगरानी और साथ ही भौतिक एवं वित्तीय प्रगति की निगरानी पर बल दिया है। स्पष्ट जिम्मेदारियां सौंपी जाती हैं और समीक्षाओं के दौरान लिए गए निर्णयों को दर्ज किया जाता है तथा उनके समाधान तक उनका पालन किया जाता है। यह दृष्टिकोण परियोजना की निगरानी को नियमित रिपोर्टिंग से परिणाम-उन्मुख शासन की ओर ले जाता है।

पीएमजी पोर्टल पर दर्ज 127 मामलों में से अब तक 108 मामलों का समाधान किया जा चुका है। इसके अलावा, लंबे समय से पीएमजी पोर्टल पर लंबित मामलों/परियोजनाओं को प्रगति तंत्र के अंतर्गत लाया गया है जिससे समयबद्ध निर्णय लेने, जवाबदेही सुनिश्चित करने और जमीनी स्तर पर लंबित बाधाओं को दूर करने में मदद मिलती है।

प्रगति निगरानी ढांचा पुनर्वास और पुनर्स्थापन, भूमि अधिग्रहण, अंतर्राज्यीय समन्वय, जमीनी स्तर पर बाधाएं आदि जैसी कार्यान्वयन संबंधी बाधाओं को दूर करने में महत्वपूर्ण रहा है जिससे क्रिटिकल इरिगेशन और वाटर रिसोर्सिस एसेट का संचालन और सेवा वितरण सुचारु रूप से किया जाए।

(छ): वर्तमान में, पालघर जिले में जल संसाधन, नदी विकास और गंगा संरक्षण विभाग के प्रधानमंत्री कृषि सिंचाई योजना और महाराष्ट्र पैकेज योजनाओं के अंतर्गत किसी भी सिंचाई और जल संसाधन परियोजना का वित्तपोषण नहीं किया गया है।

विवरण-I

परियोजना निगरानी समूह (पीएमजी) पोर्टल के माध्यम से जल संसाधन, नदी विकास और गंगा संरक्षण विभाग की जल संसाधन और सिंचाई परियोजनाओं की निगरानी का ब्यौरा:

क्रम संख्या	राज्य	क्षेत्र	परियोजनाओं की संख्या	परियोजना की अनुमानित लागत (करोड़ रुपये)
1.	आंध्र प्रदेश	सिंचाई	3	57,269
2.	असम	सिंचाई	1	567
3.	बिहार	सिंचाई	3	7,912
		प्रदूषण उपशमन	7	2,727
4.	छत्तीसगढ़	सिंचाई	1	727
5.	दिल्ली	प्रदूषण उपशमन	4	1,707
6.	गोवा	सिंचाई	1	1,051
7.	गुजरात	सिंचाई	2	40,082
8.	हिमाचल प्रदेश	सिंचाई	1	6,946
9.	झारखंड	सिंचाई	2	12,010

10.	कर्नाटक	सिंचाई	3	4,062
11.	मध्य प्रदेश	सिंचाई	7	6,423
12.	महाराष्ट्र	सिंचाई	23	50,445
13.	मणिपुर	सिंचाई	1	1,822
14.	ओडिशा	सिंचाई	3	12,314
15.	पंजाब	सिंचाई	2	5,177
16.	तमिलनाडु	सिंचाई	1	872
17.	तेलंगाना	सिंचाई	6	24,817
18.	उत्तर प्रदेश	सिंचाई	4	14,359
		प्रदूषण उपशमन	8	3,463
19.	उत्तराखंड	सिंचाई	1	2,584
		प्रदूषण उपशमन	1	223
19.	पश्चिम बंगाल	प्रदूषण उपशमन	1	596
कुल			86	2,58,155

टिप्पणी: सिंचाई: प्रधान मंत्री कृषि सिंचाई योजना, महाराष्ट्र पैकेज और अन्य राष्ट्रीय और विशेष परियोजनाओं के तहत शुरू की गई वृहद और मध्यम सिंचाई परियोजनाएं।

प्रदूषण उपशमन: राष्ट्रीय स्वच्छ गंगा मिशन के तहत नदी पुनरुद्धार और प्रदूषण उपशमन परियोजनाएं शुरू की गईं।

विवरण-II

प्रगति के तहत जल संसाधन, नदी विकास और गंगा संरक्षण विभाग द्वारा वित्त पोषित परियोजनाओं की समीक्षा का ब्यौरा:

क्रम संख्या	परियोजना का नाम	राज्य	लाभान्वित जिले	परियोजना की अनुमानित लागत (करोड़ रुपये)
1.	उत्तर कोयल परियोजना	बिहार और झारखंड	औरंगाबाद, गया, पलामू और गढ़वा	2,431
2.	सुवर्णरेखा बहुउद्देशीय परियोजना	झारखंड	पश्चिम और पूर्वी सिंहभूम और सरायकेला खरसावां	9,580
3.	गोसीखुर्द सिंचाई परियोजना	महाराष्ट्र	नागपुर, भंडारा और चंद्रपुर	12,770
4.	गोसीखुर्द	महाराष्ट्र		744

	सीएडीडब्ल्यूएम परियोजना			
5.	सुलवाडे जामफल कनोली परियोजना	महाराष्ट्र	धुले	2,408
6.	लोअर पेढी परियोजना	महाराष्ट्र	अमरावती और अकोला	1,481
7.	अरुणा मध्यम सिंचाई परियोजना	महाराष्ट्र	सिंधुदुर्ग	1,472
8.	बेम्बला सिंचाई परियोजना	महाराष्ट्र	यवतमाल	2,685
9.	सुवर्णरेखा सिंचाई परियोजना	ओडिशा	मयूरभंज	7,023
10.	एकीकृत आनंदपुर बैराज परियोजना	ओडिशा	क्योंझर, भद्रक	2,990
11.	जे. चोक्का राव डी. लिफ्ट सिंचाई योजना	तेलंगाना	हनमकोंडला, जयशंकर भूपालपल्ली, जनगांव, सिद्धीपेट, यादाद्री, सूर्यपेट करीमनगर, वारंगल, महबूबाबाद और मुलुगु	14,730

PROMOTION OF KHADI AND VILLAGE INDUSTRIES IN WEST BENGAL

2082. SHRI JAGANNATH SARKAR:

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

- the initiatives undertaken by the Khadi and Village Industries Commission (KVIC) to promote khadi and village industries in West Bengal;
- the current status of the Khadi and Village Industries Board in West Bengal and the number of artisans benefited from the Ministry's schemes in the State;
- the allocation of funds for the promotion of khadi products and marketing

initiatives in West Bengal; and

- (d) whether the Government has introduced any special programs to support women artisans and entrepreneurs in the khadi and village industries sector in West Bengal 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): Khadi and Village Industries Commission (KVIC) has taken various initiatives for the promotion and development of khadi and village industries in the country including West Bengal State through the Khadi and Gramodyog Vikas Yojana (KGVY). KGVY has following two components:

- Khadi Vikas Yojana (KVVY), promotes and supports Khadi sector through the existing schemes components like Modified Market Development Assistance (MMDA), Interest Subsidy Eligibility Certificate (ISEC), Workshed Scheme for Khadi Artisans, Strengthening infrastructure of existing weak Khadi Institutions, Assistance for Marketing Infrastructure and Khadi (Science and technology).
- Gramodyog Vikas Yojana (GVY), promotes village industries through common facilities, technology upgradation, training and toolkit distribution. GVY supports various activities under the following components/verticals of Village Industries: Agro Based & Food Processing Industry (ABFPI), Mineral Based Industry (MBI), Wellness & Cosmetics Industry (WCI), Handmade Paper, Leather & Plastic Industry (HPLPI), Rural Engineering &

New Technology Industry (RENTI), and Service Industry.

- KVIC also conducts Skill Development and entrepreneurship training for youth through 35 Departmental and Non-Departmental Training Centres, and 25 training partners. These Training Centres impart need based training under various disciplines, viz. soap and detergent making, food items, bakery products, readymade garments making, beekeeping, agarbatti making, candle making, motor repairing etc to promote self-employment and jobs.
- A Centre of Excellence for Khadi (CoEK) has been established by KVIC in collaboration with the National Institute of Fashion Technology (NIFT), New Delhi under a Hub-and-Spoke model to provide design intervention, product development, capacity building, and market support for khadi products. The Kolkata spoke centre supports Khadi Institutions and artisans in West Bengal.
- Ministry of MSME, through Khadi and Village Industries Commission (KVIC) implements Prime Minister's Employment Generation Programme (PMEGP) to assist micro entrepreneurs in establishing new units in the non-farm sector including village industries in West Bengal.
- Under the scheme of Fund for Regeneration of Traditional Industries (SFURTI), KVIC promotes cluster based development of traditional industries to preserve rural arts and crafts in the country including West Bengal. A total of 9,950 traditional artisans are likely to be benefited across

SFURTI clusters in West Bengal. The SFURTI Scheme was in continuation till 30.09.2022.

- KVIC operates e-commerce portal www.khadiindia.gov.in wherein around 5000 plus various KVI products are on-boarded. This provides digital marketing access to various KVI units.

(b): The Khadi and Village Industries Board (KVIB) in West Bengal functions under the administrative control of the Government of West Bengal and promotes Khadi and Village Industries (KVI) activities by implementation of various schemes of the State as well as Central Government. Under Khadi sector, a cumulative total of **32,578** khadi artisans are engaged in West Bengal. Further, under the Gramodyog Vikas Yojana (GVY), **1,830** beneficiaries have been trained and provided with toolkits during the last three years in the State.

(c): During the year **2024–25**, a total fund of **₹15.41 lakh (provisional)** has been disbursed by the Khadi and Village Industries Commission (KVIC) in the State of West Bengal for the promotion of khadi products. Further, during the same year, **₹29.18 lakh (provisional)** has been disbursed under the marketing head for marketing initiatives.

(d): Khadi and Village Industries sector is playing a crucial role in generating employment in the country including West Bengal State through the implementation of the Khadi Gramodyog Vikas Yojana (KGVY). Focus has been given to women artisans and entrepreneurs, as a large proportion of the workforce engaged in the Khadi and Village Industries sector comprises women.

- Under Khadi Vikas programme, approximately 18780 women artisans

are engaged in West Bengal.

- Approx. 700 women artisans have been benefitted under various verticles of Gramodyog Vikas Programme since last five years.
- Under SDP and EAP programme of Capacity Building, a total of 9294 women candidates have been trained during the last three years.

ROLL OUT OF DIGI YATRA

2083. SHRI BHASKAR MURLIDHAR BHAGARE:

SHRIMATI SUPRIYA SULE:

SHRI DHAIRYASHEEL RAJSINH MOHITE-PATIL:

DR. AMOL RAMSING KOLHE:

PROF. VARSHA EKNATH GAIKWAD:

SHRI SANJAY DINA PATIL:

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

- (a) whether the Government is aware that the rollout of Digi Yatra has been uneven and delayed across various airports in the country including in Maharashtra and if so, the details thereof;
- (b) the details of airports in Maharashtra where Digi Yatra is operational, under installation or yet to be approved along with the reasons for delay at major airports such as Mumbai, Pune and Nagpur;
- (c) the total number of Digi Yatra registrations, app downloads and actual users during the last two years in Maharashtra, airport-wise;
- (d) whether the utilisation levels justify the expenditure incurred in this regard and if so, the details thereof;

- (e) whether any time-bound assessment has been conducted to measure actual reductions in passenger entry and processing time for Maharashtra and if so, the findings thereof; and
- (f) whether the Government proposes to extend Digi Yatra to regional and UDAN airports in Maharashtra, if so, the timelines fixed and the funds allocated and if not, the reasons 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 (f): Presently, Digi Yatra is available at 24 airports, including Mumbai and Pune Airports in Maharashtra. Further, Digi Yatra is to be introduced at all airports across the country in a phased manner. No fund is sanctioned/released by the Government for this initiative. The said expenditure is borne by airport operators.

The details regarding total number of Digi Yatra app downloads during the last two years and the number of times Digi Yatra has been used to travel through airports during the last two years in Maharashtra, airport-wise are given in the enclosed **Statement**.

Digi Yatra provide seamless, hassle-free and faster passenger processing, saving approximately 50% of the passengers' time at different checkpoints at the airports.

STATEMENT

Details of number of Digi Yatra app downloads and usage of Digi Yatra during last two years:

a) Digi Yatra app download numbers from the last two years –

Period / Year	Cumulative Digi Yatra App Downloads count
End of Year 2024	92.8 Lakhs
End of Year 2025	1.996 Crore

a) Digi Yatra airport wise usage for the last two years :

i) 2024

Airport	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
Mumbai	1,00,229	1,18,418	1,23,618	1,24,395	1,20,557	1,54,574	1,87,916	2,21,989	2,65,836	3,89,555	4,31,736	4,72,846
Pune	1,73,004	1,66,143	1,62,486	1,49,868	1,39,143	1,41,201	1,46,652	83,551	68,881	69,373	32,458	33,953

ii) 2025

Airports	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
Mumbai	5,40,104	4,94,069	5,19,376	4,68,631	3,29,800	3,19,288	4,75,266	5,05,039	5,01,121	5,20,959	5,58,241	5,25,416
Pune	27,388	1,05,288	1,49,216	1,25,498	1,23,628	1,12,505	1,28,610	1,18,691	1,18,012	1,18,799	1,39,625	1,20,205

प्रधानमंत्री कृषि सिंचाई योजना के अंतर्गत स्वीकृत परियोजनाएं

2084. श्री अनूप प्रधान वाल्मीकि:

श्रीमती महिमा कुमारी मेवाड़:

श्रीमती माला राज्यलक्ष्मी शाह:

श्री बलभद्र माझी:

श्री तापिर गाव:

श्री भरतसिंहजी शंकरजी डाभी:

श्री मनीष जायसवाल:

श्री काली चरण सिंह:

श्री नव चरण माझी:

श्री जुगल किशोर:

श्री नलिन सोरेन:

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

- (क) जनवरी 2025 से अब तक हजारीबाग और रामगढ़ ज़िले सहित झारखंड राज्य और ओडिशा के नबरंगपुर संसदीय क्षेत्र में प्रधानमंत्री कृषि सिंचाई योजना के अंतर्गत स्वीकृत एवं पूर्ण की गई परियोजनाओं और उसके अंतर्गत किए गए निवेश का ब्यौरा क्या है और ओडिशा के नबरंगपुर संसदीय क्षेत्र, राजस्थान और जम्मू एवं कश्मीर सहित देश में कितने किसानों को इसका लाभ मिला है;
- (ख) प्रधानमंत्री कृषि सिंचाई योजना के अंतर्गत पचास बहु-उत्पाद खाद्य विकिरण इकाइयों और एक सौ खाद्य परीक्षण प्रयोगशालाओं की स्थापना सहित 1,920 करोड़ रुपये के अतिरिक्त व्यय हेतु मंत्रिमंडल की स्वीकृति का ब्यौरा क्या है और झारखंड और ओडिशा, विशेषरूप से उक्त जिलों में प्रस्तावित या स्वीकृत इकाइयों/प्रयोगशालाओं की संख्या कितनी है; और
- (ग) प्रधानमंत्री कृषि सिंचाई योजना के अंतर्गत ओडिशा के नबरंगपुर संसदीय क्षेत्र सहित देश में अब

तक की गई संचयी उपलब्धियों का ब्यौरा क्या है और इन उपलब्धियों का झारखंड के हजारीबाग और रामगढ़ जिलों में कृषि-आधारित अर्थव्यवस्था, किसानों की आय और रोजगार सृजन पर क्या प्रभाव पड़ा है?

खाद्य प्रसंस्करण उद्योग मंत्रालय में राज्य मंत्री; तथा रेल मंत्रालय में राज्य मंत्री (श्री रवनीत सिंह):

(क): खाद्य प्रसंस्करण उद्योग मंत्रालय (एमओएफपीआई) में "प्रधानमंत्री कृषि सिंचाई योजना (पीएमकेएसवाई)" शीर्षक से कोई योजना नहीं है।

हालांकि, खाद्य प्रसंस्करण उद्योग मंत्रालय (एमओएफपीआई) वर्ष 2017 से केंद्रीय क्षेत्र की अम्ब्रेला योजना - प्रधानमंत्री किसान संपदा योजना (पीएमकेएसवाई) को लागू कर रहा है। यह योजना मांग आधारित है और धन की उपलब्धता के आधार पर समय-समय पर अभिरुचि की अभिव्यक्ति (ईओआई) जारी करके सहायता प्रदान करने के लिए देश भर से आवेदन आमंत्रित किए जाते हैं।

पीएमकेएसवाई के अंतर्गत, जनवरी 2025 से झारखंड और ओडिशा राज्यों में अभी तक किसी भी परियोजना को मंजूरी नहीं दी गई है। हालांकि, पीएमकेएसवाई की शुरुआत के बाद से, झारखंड में 2 परियोजनाएं और ओडिशा के नबरंगपुर निर्वाचन क्षेत्र में 6 परियोजनाएं स्वीकृत की गई हैं, जिनमें कुल स्वीकृत अनुदान सहायता क्रमशः ₹0.93 करोड़ और ₹23.62 करोड़ है।

31.12.2025 तक, पीएमकेएसवाई की विभिन्न घटक योजनाओं के अंतर्गत 1607 परियोजनाओं को स्वीकृति दी जा चुकी है। इनमें से 1196 परियोजनाएं पूरी हो चुकी हैं/चालू हो चुकी हैं, जिनसे देश भर में 36,10,782 किसानों को लाभ मिला है, जिनमें ओडिशा के नबरंगपुर निर्वाचन क्षेत्र के 7,150 किसान, राजस्थान के 1,37,852 किसान और जम्मू और कश्मीर के 53,203 किसान शामिल हैं।

(ख): मंत्रिमंडल ने पीएमकेएसवाई के अंतर्गत ₹1,000 करोड़ के अतिरिक्त परिव्यय को मंजूरी दी है, जिसमें इसकी घटक योजनाओं के अंतर्गत 50 बहु-उत्पाद खाद्य विकिरण इकाइयों और 100 खाद्य परीक्षण प्रयोगशालाओं (एफटीएल) की स्थापना के लिए प्रत्येक को ₹500 करोड़ शामिल हैं। इसके

अतिरिक्त, पीएमकेएसवाई के लिए मूल परिव्यय ₹4,600 करोड़ में 20% की वृद्धि के रूप में ₹920 करोड़ स्वीकृत किए गए हैं।

एमओएफपीआई ने ₹1,000 करोड़ के अतिरिक्त परिव्यय के लिए 27.05.2025 को 50 खाद्य विकिरण इकाइयों की स्थापना के लिए अभिरुचि की अभिव्यक्ति (ईओआई) जारी की, जो 28.02.2026 तक खुली रहेगी। अब तक इस ईओआई के अंतर्गत 14 खाद्य विकिरण परियोजनाओं को मंजूरी दी जा चुकी है, हालांकि, इनमें से कोई भी परियोजना झारखंड और ओडिशा में स्थित नहीं है। इसके अलावा, 100 खाद्य परीक्षण प्रयोगशालाओं की स्थापना के लिए 21.11.2025 को एक ईओआई जारी की गई थी और यह 10.02.2026 तक खुली रहेगी। आज तक झारखंड या ओडिशा में अतिरिक्त आवंटन के तहत किसी भी खाद्य परीक्षण प्रयोगशाला परियोजना को मंजूरी नहीं दी गई है।

(ग): प्रधानमंत्री किसान संपदा योजना (पीएमकेएसवाई) के अंतर्गत खाद्य प्रसंस्करण अवसंरचना के निर्माण से कृषि उपज की मांग बढ़ जाती है, जो खाद्य प्रसंस्करण उद्योगों के लिए कच्चा माल है, जिससे किसानों को बेहतर कीमतें मिलती हैं और कृषि उपज की लाभप्रदता बढ़ती है। 31.12.2025 तक, पीएमकेएसवाई के अंतर्गत देश भर में 36,10,782 किसानों को लाभ मिला है और 4,69,403 रोजगार के अवसर सृजित हुए हैं, जिनमें ओडिशा के नबरंगपुर निर्वाचन क्षेत्र में 4,249 रोजगार के अवसर शामिल हैं। झारखंड के हजारीबाग और रामगढ़ जिलों में पीएमकेएसवाई के अंतर्गत किसी भी परियोजना को मंजूरी नहीं दी गई है।

STATUS OF PMAY-U IN ANANDPUR SAHIB

2085. SHRI MALVINDER SINGH KANG:

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

- (a) the current status of houses sanctioned under Pradhan Mantri Awas Yojana – Urban (PMAY-U) for Kharar (Mohali) and Rupnagar Urban Local Bodies

- (ULBs) in Anandpur Sahib Lok Sabha Constituency;
- (b) whether it is a fact that several projects in these ULBs have remained at the foundation stage since 2022;
 - (c) if so, the specific reasons for the delay in the release of Central assistance for these projects; and
 - (d) the steps being taken by the Government to expedite the completion of these units for Economically Weaker Section (EWS) beneficiaries?

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

(a) to (d): 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 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 construct, purchase and rent a house by 1 crore additional eligible beneficiaries at affordable cost 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).

Based on the project proposals submitted by States/Union Territories (UTs), a total of 122.28 lakh houses, including 10.66 lakh under PMAY-U 2.0, have been sanctioned by the Ministry, so far. Out of which, 114.84 lakh houses

have been grounded and 97.02 lakh are completed/delivered to the beneficiaries across the country as on 22.01.2026. A total of 7,601 houses have been sanctioned for Kharar (Mohali) and 890 houses for Rupnagar Urban Local Bodies (ULBs). Out of which, 7,514 and 890 have been completed/delivered to the beneficiaries respectively.

A total of ₹170.91 crore have been sanctioned for Kharar, of which ₹169.6 crore is released to the State. A total of ₹18.12 crore have been sanctioned for Rupnagar, of which ₹ 17.98 crore has already been released to the State. There has been no delay in release of funds to the State of Punjab.

As per the Scheme Guidelines of PMAY-U, Central Assistance is released to States/UTs in three instalments of 40%, 40% and 20%. The release of Central Assistance is incumbent upon fulfilment of mandatory compliances by the concerned States/UTs viz. submission of Utilisation Certificates (UCs), Aadhaar seeding of beneficiaries, Action Taken Report (ATR) on the recommendations of Third Party Quality Monitoring Agencies (TPQMA), Geo-tagging of progress of construction stages of houses/projects, registration of projects under Real Estate (Regulation and Development) Act, 2016 (RERA), etc. and other instructions issued by the Ministry. Due installments are released to States/UTs based on compliances as per PMAY-U Guidelines.

The Ministry conducts regular review with the States/UTs on progress of the scheme including timely completion and allotment of all sanctioned houses within stipulated timeline. The progress of the scheme can also be accessed on the PMAY-U dashboard (<https://dashboard.pmay-urban.gov.in>).

INFRASTRUCTURE TO SUPPLY NATURAL GAS IN TAMIL NADU**2086. SHRI A. RAJA:**

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

- (a) the status of providing infrastructure to extend gas as a source of energy of feedstock in the entire State of Tamil Nadu;
- (b) whether any time-frame has been fixed for implementation of supplying natural gas pipelines to all the major cities and towns in the State, if so, the details thereof; and
- (c) the details of the present status of supplying gas through pipeline to cities and towns on demand, district-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): Natural gas is supplied through a network of natural gas pipelines and through City Gas Distribution (CGD) Network. Petroleum & Natural Gas Regulatory Board (PNGRB) is the authority to grant authorization to the entities to lay, build, operate or expand Gas Pipeline as per PNGRB Act, 2006. The status of operational as well as under construction/ partially commissioned natural gas pipelines passing through the state of Tamil Nadu is given in the enclosed **Statement-I**.

Providing Piped Natural Gas (PNG) connections, establishment of Compressed Natural Gas (CNG) stations and laying of pipeline infrastructure is

part of development of City Gas Distribution (CGD) Networks and the same is carried out by the entities authorized by PNGRB, as per their Minimum Work Programme (MWP).

In the state of Tamil Nadu, PNGRB has authorized 18 Geographical Areas (GAs) (1 GA spread over Puducherry (UT) & Tamil Nadu and 1 GA spread over Andhra Pradesh, Tamil Nadu and Karnataka) covering all the districts in the state. The GA-wise details of MWP targets and achievement for establishing CGD networks in the state of Tamil Nadu, as on 31.12.2025, is given in the enclosed **Statement-II**.

STATEMENT-I

Details of Operational Natural Gas Pipeline Passing through the State of Tamil Nadu:

S. No.	Name of Natural Gas Pipelines	Name of Authorized Entity	Date of Authorization	Authorized Length (KM)	Authorized Capacity (MMSCMD)	Operating Length (KM)	States from which Pipeline passes
1	Cauvery Basin Network	GAIL	04.11.2009	240	4.33	242	Tamil Nadu

Details of Under Construction Natural Gas Pipeline Passing through the State of Tamil Nadu:

S. No.	Name of Natural Gas Pipelines	Name of Authorized Entity	Date of Authorization	Authorized Length (KM)	Authorized Capacity (MMSCMD)	States from which Pipeline passes
1	Ennore Nellore	GTIL	02.12.2014	220	36	Tamil Nadu

Details of Partially Commissioned Natural Gas Pipeline Passing through the State of Tamil Nadu:

S. No.	Name of Natural Gas Pipelines	Entity	Date of Auth.	Auth. Length (KM)	Authorized Capacity (MMSCMD)	Operating Length (KM)	Under Const. Length (KM)	States from which Pipeline passes
1	Kochi-Koottanad-Bangalore-Mangalore Pipeline	GAIL	31.05.2012	1,104	16	644	460	Kerala, Tamil Nadu, Karnataka & UT of Puducherry
2	Ennore-Thiruvallur-Bengaluru Puducherry-Nagapattinam Madurai-Tuticorin Pipeline	IOCL	10.12.2015	1,431	84.67	1,094	337	Tamil Nadu, Karnataka, Andhra Pradesh, UT of Puducherry

(Source – PNGRB)

STATEMENT-II

The GA-wise details of MWP targets and achievement for establishing CGD networks in the state of Tamil Nadu, as on 31.12.2025:

S. No	Unique GA ID	Geographical Area/ CGD Networks	State/Union Territory	Authorized CGD Entity	Date of Authorization	Date of Target Completion	Domestic	PNG Total	CNG Stations		Pipeline Infrastructure-Inch KM	
							MWP Target	December (Cumulative)	CNG MWP Target	CNG (December)	Pipeline MWP Target	Total (December)
1.	9.50	Karaikal & Nagapattinam Districts	Puducherry & Tamil Nadu	Torrent Gas Limited	28-Sep-18	30-Sep-28	166644	665	27	8	495	430
2.	9.61	Kanchipuram District	Tamil Nadu	AGP CGD India Private Limited	26-09-2018 (New start date 01.04.2022)	31-Mar-30	1151111	7353	111	50	668	2131
3.	9.62	Chennai & Tiruvallur Districts	Tamil Nadu	Torrent Gas Chennai Private Limited	07-09-2018 (New start date 01.04.2020)	31-Mar-30	3300000	4493	222	80	6666	2868
4.	9.63	Coimbatore District	Tamil Nadu	Indian Oil Corporation Limited	12-09-2018 (New start date 01.04.2022)	31-Mar-30	912783	39239	273	43	2500	3079

5.	9.64	Cuddalore, Nagapattinam & Tiruvarur Districts	Tamil Nadu	Adani Total Gas Limited	13-09-2018 (New start date 01.04.2022)	31-Mar-30	300089	242	40	23	839	183
6.	9.65	Ramanathapuram District	Tamil Nadu	AGP CGD India Private Limited	26-Sep-18	30-Sep-28	41311	4884	11	8	251	460
7.	9.66	Salem District	Tamil Nadu	Indian Oil Corporation Limited	12-09-2018 (New start date 01.10.2024)	30-Sep-32	337062	5059	158	24	1368	711
8.	9.67	Tiruppur District	Tamil Nadu	Adani Total Gas Limited	13-09-2018 (New start date 01.10.2023)	30-Sep-31	375005	2026	75	35	829	608
9.	10.03	Chittoor, Kolar and Vellore Districts	Andhra Pradesh, Karnataka & Tamil Nadu	AGP City Gas Private Limited	24-04-2019 (New start date 01.04.2022)	31-Mar-30	2295933	18863	251	52	1731	4055
10.	11.45	Dharmapuri and Krishnagiri districts	Tamil Nadu	Indian Oil Corporation Limited	23-03-2022 (New Start date 01.01.2023)	31-Dec-30	1619227	1779	201	18	1201	563
11.	11.46	Tiruvannamalai, Villupuram and Kallakkurichi districts	Tamil Nadu	Megha City Gas Distribution Private Limited	09-03-2022 (New Start date 01.04.2023)	31-Mar-31	1323000	7	99	9	2520	59

12.	11.47	Ariyalur and Perambalur districts	Tamil Nadu	Megha City Gas Distribution Private Limited	15-03-2022 (New Start date 01.04.2023)	31-Mar-31	419400	0	63	5	1530	117
13.	11.48	Namakkal and Tiruchirapalli districts	Tamil Nadu	IRM Energy Private Limited	15-03-2022 (New Start date 01.04.2024)	31-Mar-32	1774000	1241	290	37	1450	734
14.	11.49	Pudukottai, Sivaganga and Thanjavur districts	Tamil Nadu	Megha City Gas Distribution Private Limited	23-03-2022 (New Start date 01.07.2023)	30-Jun-31	1400004	0	216	7	6498	189
15.	11.50	Madurai, Theni and Virudhnagar districts	Tamil Nadu	Indian Oil Corporation Limited	23-03-2022 (New Start date 01.01.2023)	31-Dec-30	2846696	2346	201	28	2001	778
16.	11.51	Kanyakumari, Thoothukudi, Tirunelveli Kattabo and Tenkasi districts	Tamil Nadu	Indian Oil Corporation Limited	23-03-2022 (New Start date 01.01.2023)	31-Dec-30	2939842	2202	251	16	2001	804
17.	11.52	Dindigul and Karur districts	Tamil Nadu	Megha City Gas Distribution Private Limited	15-03-2022 (New Start date 01.01.2023)	31-Dec-30	1008000	0	135	3	3510	106

18.	11.53	The Nilgiris and Erode districts	Tamil Nadu	Bharat Petroleum Corporation Limited	15-Mar-22	31-Mar-30	884777	41999	201	57	1316	1205
Total-CGD Networks authorized by PNGRB.							23094884	132398	2825	503	37374	19080

(Source – PNGRB)

WINGS INDIA 2026

2087. SHRI PRADEEP KUMAR SINGH:

SHRI YOGENDER CHANDOLIA:

SHRI LUMBARAM CHOUDHARY:

SHRI PRAVEEN PATEL:

DR. HEMANT VISHNU SAVARA:

SHRI ANANTA NAYAK:

SHRI KHAGEN MURMU:

SHRI VISHNU DAYAL RAM:

SHRI KRISHNA PRASAD TENNETI:

SHRI ANIL FIROJIYA:

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

- (a) the number and value of Memoranda of Understanding (MoUs), Letters of Intent and commercial commitments announced during Wings India 2026;
- (b) the total number of these agreements that involved Indian airlines, airports, Maintenance, Repair and Operations (MROs) or Original Equipment Manufacturer (OEM) suppliers;
- (c) whether any timelines were fixed for conversion of such MoUs and commitments into binding contracts and if so, the details thereof; and
- (d) the institutional mechanism put in place for post-event monitoring of outcomes of Wings India 2026?

**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): During Wings India 2026, five major announcements/agreements

were made involving airlines, OEMs, airports and aviation institutions. The details are as follows:

1. Air India-Boeing : Air India expanded its fleet programme by ordering 30 additional fuel efficient narrow-body aircraft from Boeing, taking its total aircraft order to 600 aircraft. A multi-year agreement with Boeing Global Services was signed under the Component Services Program covering the entire Boeing 787 fleet (existing and on order).
2. Air India-Airbus: Contract signed for conversion of 15 A321neo aircraft to A321XLR variant, enabling long-range international operations.
3. Sakthi Group-Omnipol : MoU for introduction of L410 NG (19-seater) aircraft in India and assessment for setting up a Final Assembly Line (FAL) in India.
4. HAL-Pawan Hans Ltd. : Contract for supply of 10 Dhruv Next Generation helicopters for civil operations.
5. AAI-Airports Council International: Agreement for implementation of Airports Management Professional Accreditation Program (AMPAP).

(c): The MoUs and commitments announced during Wings India 2026 are primarily Business-to-Business arrangements. Timelines of such agreements depend upon commercial negotiations, technical assessments, financial closure and regulatory approvals between the concerned parties.

(d): The outcomes of Wings India 2026 are monitored through structured post-event follow-up by FICCI with the concerned stakeholders, and wherever Government facilitation or policy intervention is required, the same is being provided.

NATIONAL SC-ST HUB SCHEME IN ODISHA**2088. SHRIMATI SANGEETA KUMARI SINGH DEO:**

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

- (a) the number of SC/ST entrepreneurs in Odisha who have benefited under various components of the National SC-ST Hub (NSSH) Scheme during the last three years and in 2025-26 so far, district and component-wise;
- (b) the details of Special Vendor Development Programmes (SVDPs), Mega Events and round-table discussions organised in Odisha under the Scheme, including locations, participation of CPSEs and outcomes in terms of vendor registrations and contracts awarded;
- (c) the value and share of public procurement from SC/ST-owned Micro and Small Enterprises (MSEs) in Odisha during the last five years, as recorded on the Micro, Small and Medium Enterprises (MSMEs) Sambandh portal along with its comparison with the mandated four per cent target; and
- (d) the measures being taken to address gaps in procurement uptake in Odisha and the expected timeline for achieving the mandated target under the Public Procurement Policy?

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 number of SC/ST beneficiaries in Odisha benefited under various components of the National SC-ST Hub (NSSH) Scheme during the last three

years and in current year are given in the enclosed **Statement-I**.

(b): A total of 40 Special Vendor Development Programmes (SVDPs) in association with Central Public Sector Enterprises (CPSEs) have been organized in the State of Odisha during last three years and in 2025-26. The locations of such SVDPs and CPSEs participated are given in the enclosed **Statement-II**.

Further, 04 mega events were organised in the State of Odisha at Bhubaneswar (1), Koraput (1) and Baripada in Mayurbhanj (02). Major stakeholders like State Government, CPSEs viz National Aluminium Company Limited (NALCO), Rourkela Steel Plant (RSP), Hindustan Aeronautics Limited (HAL), National Thermal Power Corporation Limited (NTPC), Mahanadi Coalfields Limited, Power Grid Corporation of India Limited and Paradip Refinery; Financial Institutions, Small Industries Development Bank of India (SIDBI) and Government e Marketplace (GeM) participated in these Conclaves. The outcome of such events reflects increase in share of SC/ST MSEs in public procurement, registration on Udyam and onboarding on GeM portal.

(c): MSME SAMBANDH Portal has been launched for uploading procurement details by all CPSEs to monitor the progress of public procurement from micro and small enterprises. State-wise data of public procurement is not maintained in MSME Sambandh Portal. The share of public procurement from MSEs and SC/ST MSEs in procurement during last five years as per 'MSME Sambandh' portal are as under:

(Value: Rs. crore)

Year	Procurement from MSEs	Procurement from SC/ST MSEs
2020-21	40717.67 (29.21%)	767.53 (0.55%)
2021-22	53778.58 (32.52%)	1302.50 (0.79%)
2022-23	64679.11 (37.10%)	1546.91 (0.89%)
2023-24	74800.26 (43.74%)	1761.77 (1.03%)
2024-25	93244.10 (43.19%)	3731.93 (1.73%)

(d): The measures taken to address gaps in procurement in the country including Odisha are as under:

- (i) The Ministry of MSME launched “MSME-SAMBANDH Portal” on 8th December, 2017. The Portal helps in actively monitoring the procurement by Central Government Ministries, Departments and Central Public Sector Enterprises (CPSEs).
- (ii) The Ministry of MSME is actively engaged with Department of Public Enterprises, Ministry of Finance for better coordination with CPSEs for achieving the targets under the Policy. The Ministry of MSME also issues communications and clarifications on the Public Procurement Policy for MSEs, whenever required or asked for.
- (iii) Government-e-Marketplace (GeM), an online portal, is being used for

procurement by Ministries/ Departments/ CPSEs. Follow up with GeM for supporting SC/ST and Women entrepreneurs is done on a regular basis.

- (iv) Vendor Development Programmes serve as platform for MSEs, where MSEs can network with not only CPSEs but with also other stakeholders.
- (v) Special Credit Linked Capital Subsidy Scheme (SCLCSS) under National SC-ST Hub Scheme promotes upgradation of plant & machinery and equipment of SC/ST enterprises and their capacity building for enhanced participation in public procurement.

STATEMENT-I

I. District-wise number of SC/ST beneficiaries

S. No.	Name of Districts	Total Number of beneficiaries
1	Angul	21
2	Boudh	2
3	Balangir	13
4	Bargarh	9
5	Balasore	38
6	Bhadrak	19
7	Cuttack	34
8	Deogarh	1
9	Dhenkanal	29
10	Ganjam	106
11	Gajapati	33
12	Jharsuguda	4
13	Jajpur	21
14	Jagatsinghapur	11
15	Khordha	108
16	Keonjhar	26
17	Kalahandi	13

18	Kandhamal	21
19	Koraput	15
20	Kendrapara	7
21	Malkangiri	5
22	Mayurbhanj	53
23	Nabarangpur	1
24	Nuapada	3
25	Nayagarh	11
26	Puri	11
27	Rayagada	11
28	Sambalpur	9
29	Subarnapur (Sonepur)	1
30	Sundargarh	86
Total		722

II. Component-wise number of SC/ST beneficiaries

Component/Sub-schemes under NSSH scheme	Number of beneficiaries
Participation in the Capacity Building Training Programs	570
Participation in Special Vendor Development Programs	995
Participation in Awareness Programs	1225
Facilitating enrolment on Business to Business (B2B) Portal "MSME Mart"	79
Participation in e-tendering workshops	565
Facilitating participation in domestic & international exhibitions under Special Marketing Assistance Scheme	12
Facilitating registration under Single Point Registration Scheme	59
Other Reimbursement subsidies	5
Subsidy under Special Credit Linked Capital Subsidy Scheme	3
Grand Total	3513

STATEMENT-II

List of SVDPs along with location and name of participating CPSE organized under NSSH Scheme in Odisha:

S. No.	Year	Location	Name of participating CPSE
1	2022-23	Talcher	Mahanadi Coalfields Limited (MCL)
2		Jharsuguda	Mahanadi Coalfields Limited (MCL)
3		Damanjodi	National Aluminium Company Limited (NALCO)
4		Angul	National Aluminium Company Limited (NALCO)
5		Paradeep	Indian Oil Corporation Limited (IOCL)
6		Talcher	Mahanadi Coalfields Limited (MCL)
7		Berhampur	Indian Rare Earths Limited (IREL)
8		Bhubaneswar	Food Corporation of India (FCI)
9		Angul	National Aluminum Company Limited (NALCO)
10		Berhampur	Indian Rare Earths Limited (IREL)
11		Koraput	Hindustan Aeronautics Limited (HAL)
12		Rourkela	Steel Authority of India Limited (SAIL)
13	2023-24	Bhubaneswar	Mahanadi Coalfields Limited (MCL)
14		Berhampur	Indian Rare Earths Limited (IREL)
15		Koraput	Hindustan Aeronautics Limited (HAL)
16		Sambalpur	Mahanadi Coalfields Limited (MCL)
17		Damanjodi	National Aluminium Company Limited (NALCO)
18		Talcher	National Thermal Power Corporation Limited (NTPC)
19	2024-25	Koraput	Hindustan Aeronautics Limited (HAL)
20		Damanjodi	National Aluminium Company Limited (NALCO)
21		Bhubaneswar	Food Corporation of India (FCI)
22		Talcher	National Thermal Power Corporation Limited (NTPC)
23		Sundargarh	Mahanadi Coalfields Limited (MCL)
24		Jaipur	Food Corporation of India (FCI)
25		Bhubaneswar	Mahanadi Coalfields Limited (MCL)
26		Angul	National Aluminium Company Limited (NALCO)
27		Ganjam	Indian Rare Earths Limited (IREL)
28		Talcher	Mahanadi Coalfields Limited (MCL)

29		Rourkela	Steel Authority of India Limited (SAIL)
30		Kaniha- Talcher	National Thermal Power Corporation Limited (NTPC)
31		Bhubaneswar	Power Grid Corporation of India Limited (POWERGRID)
32		Ganjam	Indian Rare Earths Limited (IREL)
33	2025-26*	Sambalpur	Mahanadi Coalfields Limited (MCL)
34		Bhubaneswar	Mahanadi Coalfields Limited (MCL)
35		Sambalpur	Mahanadi Coalfields Limited (MCL)
36		Paradip	Paradip Port Authority
37		Bhubaneswar	Hindustan Aeronautics Limited (HAL)
38		Bhubaneswar	Power Grid Corporation of India (POWERGRID)
39		Bhubaneswar	Indian Oil Corporation Limited (IOCL)
40		Bhubaneswar	National Aluminium Company Limited (NALCO), Mahanadi Coalfields Limited (MCL), Power Grid Corporation of India (Power Grid), Indian Rare Earths Limited (IREL), National Thermal Power Corporation Limited (NTPC) & East Coast Railway

*As on 31.01.2026

PERFORMANCE OF MSMEs

2089. DR. ALOK KUMAR SUMAN:

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

- (a) the present status of Micro, Small and Medium Enterprises (MSMEs) in the country, including their contribution to employment, production, exports and GDP;
- (b) the Union Government schemes and initiatives being implemented to promote MSMEs, startups and entrepreneurship including financial assistance, credit support and technology adoption;

- (c) the measures taken to improve ease of doing business, reduce regulatory compliance burden and facilitate market access for MSMEs;
- (d) whether any steps have been undertaken to promote skill development, capacity building and innovation among MSMEs, particularly in rural and semi-urban areas;
- (e) the mechanisms in place to ensure monitoring, timely delivery of benefits and grievance redressal for MSMEs; and
- (f) the additional policy, financial and institutional measures proposed to further strengthen the MSME ecosystem, enhance competitiveness, promote sustainable growth and create employment opportunities nationwide?

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 Ministry of MSME launched Udyam Registration Portal (URP) on 01.07.2020 to facilitate ease of registration for MSMEs. Government launched Udyam Assist Platform (UAP) on 11.01.2023 to bring Informal Micro Enterprises (IMEs) into the formal ambit. As per data available on Udyam, since inception of the Portal till 09.02.2026, more than 7.68 crore MSMEs including IMEs are registered and have reported an employment of more than 33.82 crore. The share of MSMEs in overall merchandise exports was 48.55% in FY 2024–25 (in USD value terms). The MSME sector contributed 31.1% to GDP in FY 2023–24.
- (b) to (f): The Central Government supplements the efforts of the State/UT Governments through various schemes, programmes and policy initiatives for

development and promotion of MSMEs, startups and entrepreneurship in the country. This inter alia includes initiatives for providing financial assistance, credit support and technology adoption through Schemes like Prime Minister's Employment Generation Programme (PMEGP), Credit Guarantee Scheme (CGS) for Micro & Small Enterprises (MSEs), equity infusion through Self Reliant India (SRI) Fund, Micro & Small Enterprises Cluster Development Programme (MSE-CDP), MSME Champions Scheme, Raising and Accelerating MSME Performance (RAMP), Tool Rooms & Technical Institutions known as Technology Centres (TCs) etc. Benefits under these are available to all eligible MSMEs throughout the country.

The Ministry of Micro, Small and Medium Enterprise (MSME) has taken several steps to improve ease of doing business, reduce regulatory compliance burden, facilitate market access etc., for MSMEs, which are given below:

- i. Launch of Udyam and Udyam Assist Platform.
- ii. Government e-Marketplace (GeM) is one of the digital platforms facilitating Public Procurement related transactions of MSME with government and cooperative buyers. Through URP, an MSME can link with GeM platform and participate in Government procurement.
- iii. Further, Udyam Registration portal has been integrated with portals of National Career Services, e-Shram of Ministry of Labour & Employment and Skill India Digital Portal.

- iv. Inclusion of Retail and Wholesale traders as MSMEs w.e.f. 02.07.2021 for Priority Sector Lending.
- v. Non-tax benefits extended for 3 years in case of an upward change in status of MSMEs.
- vi. Launch of SAMADHAAN Portal for filing of grievances and monitoring of outstanding dues to the Micro and Small Enterprises from the buyers of goods and services.

To promote skill development, capacity building and innovation among MSMEs in the country , including in rural and semi-urban areas under Entrepreneurship Skill Development Programme(ESDP) Scheme of the Ministry of MSME basic and advanced entrepreneurship training is provided to help entrepreneurs to improve their personal entrepreneurial skills and upscale their business or enterprise. In addition under the PM Vishwakarma Scheme, the components include Skill Upgradation component wherein the beneficiary is provided basic and advanced skill training and on successful completion of the skill training, the beneficiary becomes eligible for availing other scheme benefits. The MSME Innovative Scheme (Incubation, Design and Intellectual Property Rights) has been launched with an objective to promote innovations in the complete value chain from developing ideas into innovative applications through incubation and design interventions. The Ministry of MSME, in order to help the MSMEs to grow technologically and to enhance their competitiveness, has established Technology Centres (TCs) and Extension Centres (ECs) across the country. These TCs/ECs provide various services like technology support,

skilling, incubation and consultancy to MSMEs and skill seekers.

To ensure monitoring and grievance redressal for MSMEs an online Portal “Champions” was launched by the Ministry in June, 2020 to cover many aspects of e-governance including redressing grievances and handholding of MSMEs.

To further strengthen the MSME ecosystem, enhance competitiveness, promote sustainable growth and employment opportunities, as additional policy measures the following announcements have been made in Budget 2026:

- i. Equity Support:
 - A dedicated Rs. 10,000 crore SME Growth Fund.
 - Top up of Self-Reliant India Fund with Rs. 2,000 crore.
- ii. Liquidity Support through TReDS.
- iii. Government to facilitate Professional Institutions to develop ‘Corporate Mitras’ especially in Tier-II and Tier-III towns, to help MSMEs meet compliance

OBJECTIVES OF NATIONAL SMART GRID MISSION

2090. DR. NISHIKANT DUBEY:

SHRIMATI MAHIMA KUMARI MEWAR:

SHRI KOTA SRINIVASA POOJARY:

SHRI P. P. CHAUDHARY:

SHRI RAVINDRA SHUKLA ALIAS RAVI KISHAN:

SHRI LAVU SRIKRISHNA DEVARAYALU:

SHRI DILIP SAIKIA:

DR. KALYAN VAIJINATHRAO KALE:

SHRI MANOJ TIWARI:

SHRI G. M. HARISH BALAYOGI:

SHRI RAMESH AWASTHI:

SHRI PRAVEEN PATEL:

SHRI PRATAP CHANDRA SARANGI:

SHRI KRISHNA PRASAD TENNETI:

DR. VINOD KUMAR BIND:

SHRI NABA CHARAN MAJHI:

SHRI RAJIV PRATAP RUDY:

SHRI AVIMANYU SETHI:

SHRI GODAM NAGESH:

SHRIMATI KAMALJEET SEHRAWAT:

SHRI ANOOP PRADHAN VALMIKI:

SHRI LUMBARAM CHOUDHARY:

SHRI BIBHU PRASAD TARAI:

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

- (a) the details of the key objectives of the National Smart Grid Mission (NSGM) and its alignment with India's vision for a modernised and efficient power sector;
- (b) whether the Government has outlined the specific components and technologies involved in the NSGM, such as smart meters, energy storage and demand response systems and if so, the details thereof;
- (c) the challenges being faced in the implementation of the Mission including cost, interoperability, cyber security, capacity constraints of distribution utilities and the steps being taken by the Government to address these

challenges;

- (d) the number of consumers benefited under NSGM projects, State/UT-wise and district-wise in Andhra Pradesh;
- (e) the smart grid projects approved and implemented in Andhra Pradesh under NSGM, district-wise including project locations and present status;
- (f) the funds allocated, released and utilised under the NSGM since inception, year-wise during the last three years, State/UT-wise and district-wise in Andhra Pradesh; and
- (g) the status of NSGM projects in Telangana including the number of smart meters sanctioned/installed, pilot smart grid projects undertaken and the impact on loss reduction billing efficiency and consumer services?

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): (i) National Smart Grid Mission (NSGM) was established by Government of India (GoI) in 2015 with an objective to plan and monitor the implementation of policies and programs related to Smart Grids in India.
- (ii) The key components of the mission were assistance in formulation of projects including pre-feasibility studies, project appraisal, funding to projects, training and Capacity Building. NSGM contributed to development of Smart Metering ecosystem with indigenous smart meter standard IS 16444 and companion standard IS 15959 and Advanced Metering Infrastructure Service Provider (AMISP) bid documents for Capital Expenditure (CAPEX) and Design Build

Finance Own Operate Transfer (DBFOOT) models.

(iii) Under NSGM, Smart Meter projects were implemented using Advanced Metering Infrastructure (AMI) technology which included Smart Metering, Head End System, Meter Data Management System (MDMS) with multiple communication technologies viz. General Packet Radio Service (GPRS)/Radio Frequency (RF) and Power Line Carrier (PLC) etc.

(c): Under NSGM, certain challenges viz. interoperability, cyber security, capacity building etc. were faced. As regards interoperability challenges, need was identified to establish seamless data exchange between Meter Data Management System and other IT/OT systems like Billing, SCADA, Consumer information systems etc. for which suitable provisions were incorporated in the model Advanced Metering Infrastructure Service Provider (AMISP) Standard Bidding Document (SBD), along with adoption of the technology-agnostic Smart Meter standard (IS 16444)

Cyber security challenges relating to data privacy, system access, and network vulnerabilities were addressed through measures such as multi-factor authentication, privacy-by-design, data localization, compliance with the DPDP Act, 2023, and periodic third-party audits.

AMI, being new technology, faced challenges of availability of sufficient skilled manpower. However, Ministry of Power facilitated capacity building through institutions like Smart Grid Knowledge Centre (SGKC), Manesar to train utility professionals. Around, 475 professionals were trained under NSGM.

(d) and (e): Under NSGM, smart meters were successfully installed only in the State of Rajasthan (1,45,343 nos.) and UT of Chandigarh (24,214 nos.). No project was sanctioned under NSGM for the State of Andhra Pradesh.

(f): Out of the allocation of Rs.155.67 Cr., a total of Rs.72.27 Cr. has been released under NSGM. The details for the year-wise fund release under NSGM are given in the enclosed **Statement**. The scheme stands closed on 31.03.2024.

(g): One Smart Grid pilot project for Jeedimetla Industrial Area in Hyderabad, Telangana was sanctioned by Ministry of Power in 2012 under erstwhile *Restructured Accelerated Power Development & Reforms Program (R-APDRP)*/Integrated Power Development Scheme (IPDS). The monitoring of the pilot project including fund sanction/release and closure has been done under NSGM supervision and the pilot was successfully completed for 8882 consumers with implementation of advanced metering infrastructure, outage management system, peak load management and power quality management systems. As per the impact assessment carried out by third party agency M/s QCI, the AT&C losses for the project area dropped to 4 percent (2019) from 9.48 percent (2014).

STATEMENT**The details for the year-wise fund release under NSGM**

(Figures in Rs.)

Major Heads								
FY	Projects					Others		Total
	Chandigarh	Rajasthan	NSGM Estb.	Training	ISGAN	Evaluation by IITB	R&D Project at IITH	
2021–22	–	–	2,22,21,218	1,79,360	–	–	–	2,24,00,578
2022–23	–	20,99,60,000	4,36,78,583	7,08,000	18,54,000	11,21,000	3,30,900	25,76,52,483
2023–24	–	1,92,71,113	3,73,43,221	32,28,480	9,18,000	–	–	6,07,60,814

UPGRADATION OF AIRPORT INFRASTRUCTURE**2091. DR. KADIYAM KAVYA:**

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

- (a) whether the Government has undertaken/proposes to undertake strengthening of passenger facilities and security-related infrastructure at airports in Telangana and if so, the details thereof;
- (b) the details of upgradation/modernisation works sanctioned, approved and executed during the last three years and the current year, airport-wise;
- (c) the details of the funds sanctioned, released and utilised for the said works, airport-wise; and
- (d) the timeline fixed for completion of the ongoing works, airport-wise?

**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 upgradation and modernization of airports is a continuous process and is undertaken by Airports Authority of India (AAI) and other Airport Operators

from time to time, depending on the passenger demand forecast, operational requirements and demand from airlines. Development works are taken up in a phased manner, subject to the availability of land, financial viability, and operational needs related to intended aircraft operations.

At Hyderabad Airport, the passenger handling capacity has been augmented from 12 Million Passengers Per Annum (MPPA) to 34 MPPA. Cargo Terminal-2 has been operationalised and a transit lounge facility for passengers has been made operational. These works, along with other miscellaneous works, have been undertaken at a cumulative cost of approximately Rs.1325 crore. Further, the airport operator has undertaken expansion of the main access road and extension of the Bravo Taxiway.

At Begumpet Airport, AAI has completed resurfacing of the runway and other pavement works, widening of the perimeter road and other miscellaneous works at an estimated cost of approximately Rs.42 crore.

The timeline for completion of airport development projects depends upon various factors such as land acquisition, availability of mandatory clearances, financial closure and other operational considerations.

INITIATIVES BY NSIC IN TAMIL NADU

2092. SHRI DURAI VAIKO:

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

(a) the details of efforts and initiatives undertaken by the National Small

Industries Corporation (NSIC) for the promotion and development of Micro, Small and Medium Enterprises (MSMEs) in Tiruchirappalli and Pudukkottai districts of Tamil Nadu during the last three years;

- (b) the number of entrepreneurs / MSME units benefited under various NSIC schemes in the said districts, scheme-wise;
- (c) whether NSIC has established or proposes to establish any training centres, facilitation desks, marketing support programmes or raw material assistance initiatives in the said districts; and
- (d) 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) and (b): The National Small Industries Corporation Limited (NSIC), a CPSE under the Ministry of Micro, Small and Medium Enterprises, provides integrated support services to MSMEs through its various programmes which inter-alia include:

- (i) **Raw Material Distribution:** NSIC has been facilitating the Micro, Small and Medium Enterprises (MSMEs) located all over the country in the procurement of their basic raw materials like Aluminum, Iron & Steel, Cement, Paraffin Wax, Coal, Bitumen, etc. from the primary producers/suppliers by entering into Memorandum of Understanding (MoU) with them. This ensures the availability of requisite quantities of raw materials to Micro, Small and Medium Enterprises (MSMEs) for their manufacturing

processes at competitive rates.

- (ii) **Raw Material Assistance (RMA) Scheme:-** NSIC provides short term Credit support for raw material procurement by making the payment to suppliers under Raw Material Assistance scheme against the security of Bank Guarantee. To meet the credit requirements of MSME units, NSIC has entered into MoU with Nationalized and Private Sector Banks. NSIC is providing credit support to MSMEs under Raw Material Assistance Scheme and Credit facilitation through Banks scheme. The Bill Discounting Scheme covers discounting of bills arising out of genuine trade transactions i.e. supplies made by Micro, Small and Medium Enterprises (MSME) to reputed Public Limited Companies and State & Central Govt. Departments, Undertakings and Private Limited Companies (not traders), engaged in manufacturing or service activities.
- (iii) **Single Point Registration Scheme (SPRS):-** NSIC registers MSMEs under its SPRS. The units registered under SPRS are eligible to get benefits under Public Procurement Policy for Micro & Small Enterprises Order 2012 as amended from time to time.
- (iv) **MSME GlobalMart Portal:-** NSIC is offering infomediary services through its B2B portal <http://www.msmemart.com> which is a one-stop one-window bouquet of aids that provides information on business, technology and finance and also exhibit the core competence of Indian SMEs by way of enabling their digital presence for sustenance and growth.

The number of entrepreneurs/MSME benefitted under above NSIC

schemes in Tiruchirapalli and Pudukkottai districts during last three years is given in the enclosed **Statement**.

In addition, NSIC through its Technical Services Centres (NTSCs) and Incubation Centres offer industry oriented demand driven entrepreneurship/skill development training programmes (ESDP). The salient features of ESDP Training Programmes are self-employment generation and skill development, providing opportunity to first generation entrepreneurs to acquire skills for enterprise building and integrated support by way of providing hands on training and entrepreneurship development. The detail of trainees trained and MSME served in Tamil Nadu through NTSC- Chennai and Dindigul Centres is as under:

NTSC	2022-23		2023-24		2024-25	
	Trainees Trained	MSMEs Served	Trainees Trained	MSMEs Served	Trainees Trained	MSMEs Served
Chennai	9322	1384	9415	1535	10612	2302
Dindigul	15	-	185	-	298	-

(c): No Sir.

(d): Does not arise.

STATEMENT

I. Number of units benefitted under Raw Material Distribution

(Number of MSMEs)

Districts	2022-23	2023-24	2024-25
Tiruchirappalli	12	11	14
Pudukkottai	02	02	02

II. Number of units benefitted under Raw Material Assistance Scheme

(Number of MSMEs)

Districts	2022-23	2023-24	2024-25
Tiruchirappalli	11	16	20
Pudukkottai	-	1	1

III. Number of units registers under Single Point Registration Scheme

(Number of MSMEs)

Districts	2022-23	2023-24	2024-25
Tiruchirappalli	35	39	25
Pudukkottai	2	2	6

IV. Number of entrepreneurs / MSME units benefitted through MSME

Globalmart Portal (www.msmemart.com)

(Number of MSMEs)

District Name	2022-23	2023-24	2024-25
Pudukkottai	3	8	5
Tiruchirapalli	27	20	25

PMKSY-AIBP IN ANDHRA PRADESH

2093. SHRI KESINENI SIVANATH:

SHRI LAVU SRIKRISHNA DEVARAYALU:

SHRI BASTIPATI NAGARAJU:

SHRI B. K. PARTHASARATHI:

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

- (a) the details of the total number of projects approved under the Pradhan Mantri Krishi Sinchayee Yojana (PMKSY) including the Accelerated Irrigation Benefits Programme (AIBP) component and any other Union Government funded schemes including the name and type of each irrigation project (major, medium, minor, AIBP/PMKSY) in the country, State/UT-wise and district-wise for Andhra Pradesh;
- (b) the details of the funds allocated, sanctioned, released and utilised for these projects, project-wise, year-wise and State-wise;
- (c) the details of the physical progress and the current stage of completion of

each of these projects including the projects under AIBP component, project-wise, State-wise and district-wise for Andhra Pradesh;

- (d) the details of the irrigation potential created and utilized through these projects so far;
- (e) whether any of the approved irrigation projects in Andhra Pradesh are delayed or stalled, if so, the reasons for such delays and the measures taken by the Government to expedite its completion;
- (f) the details of the number of Extension, Renovation and Modernisation (ERM) projects approved under the AIBP component along with the funds allocated and released for them, yearwise and State-wise; and
- (g) whether the Government has received any proposal from Andhra Pradesh for ERM irrigation projects under the AIBP component and if so, the details thereof?

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

(a) to (d): Pradhan Mantri Krishi Sinchai Yojna (PMKSY) is an umbrella scheme, consisting of two major components being implemented by the Department of Water Resources, River Development & Ganga Rejuvenation, Ministry of Jal Shakti, namely, Accelerated Irrigation Benefit Programme (AIBP), and Har Khet Ko Pani (HKKP). HKKP, in turn, consists of four sub-components: (i) Command Area Development & Water Management (CAD&WM); (ii) Surface Minor Irrigation (SMI); (iii) Repair, Renovation and Restoration (RRR) of Water Bodies; and (iv) Ground Water (GW) Development. In 2016, with the launching of revised

AIBP format, CAD&WM sub-component of HKKP was taken up for pari passu implementation with AIBP.

Further, in December, 2021, implementation of PMKSY for the period 2021-22 to 2025-26 has been approved by Government of India. However, approval of Ground Water component under PMKSY-HKKP has provisionally been accorded till 2021-22 only for committed liabilities, which has been extended subsequently till completion of ongoing works. Also, Per Drop More Crop component, which was earlier a component of PMKSY, is now being implemented separately by DoA&FW under Pradhan Mantri Rashtriya Krishi Vikash Yojna (PM-RKVY).

The details of the total number of projects approved including Extension, Renovation & Modernization (ERM); details of funds allocated/ sanctioned/ released; physical progress; current stage of implementation & details of irrigation potential created under the Pradhan Mantri Krishi Sinchayee Yojana (PMKSY) including the Accelerated Irrigation Benefits Programme (AIBP) component and other schemes for irrigation projects of Union Government are given in the enclosed **Statement- I (A) to I (D)**.

(e): Yes, the major reasons for the delayed progress include land acquisition constraints, Rehabilitation and Resettlement (R&R) issues, pending court cases, and contractual bottlenecks. To expedite completion, the projects are regularly monitored by Central Water Commission under DoWR, RD & GR, as well as by a dedicated Project Management Unit (PMU) under this Ministry. Physical and

financial progress of these projects is also monitored through a dedicated dashboard, backed with a management information system maintained by DoWR, RD & GR.

Apart from the above, implementation and progress of the projects is also monitored at the highest level in this Ministry. Hon'ble Minister of Jal Shakti & Secretary, Department of Water Resources, River Development & Ganga Rejuvenation, Ministry of Jal Shakti takes project-wise periodic reviews of physical and financial progress of the projects and actions to be taken by various State Governments are finalized for early resolution of issues. Issues and bottlenecks under the projects are flagged over Project Monitoring Group (PMG) portal and resolved in PMG meetings under Secretary (Coordination), Cabinet Secretariat.

(f) and (g): The Extension, Renovation and Modernisation (ERM) projects approved under the AIBP component are star (*) marked in **Statement I-(A)**. No proposal has been received from Government of Andhra Pradesh for ERM irrigation projects under the current AIBP component of PMKSY.

[illegible]

[illegible]

S. No.	State	Project Name	Districts Benefitted	Allocated/ Sanctioned Central Assistance in Crore	Central Assistance released in Crore									Irrigation Potential Created in Th. Ha	Current stage of compl- etion in %
					2016 -17	2017- 18	2018- 19	2019 -20	2020 -21	2021 -22	2022 -23	202 3- 24	202 4- 25		
		Phase - I & II (km. 0 to km. 142)													
35		Omkareshwar Project Canal Phase-IV (OSP lift)	Khandwa,Khargone and Dhar	98.15	61.2 7	4.5	1.74	2.07	-	-	-	-	-	54.63	100
36		Indira Sagar Project Canal Phase - V (Khargone Lift)	Khandwa, KhargaonBarwani	39.28	9.51	-	-	-	-	-	-	-	-	32	83.21
37		Bansagar Unit 2	Rewa, Satna, Sidhi, Shahdol	91.47	-	68.02	-	-	-	-	-	-	-	154.54	92.19
38		Barriyarpur LBC	Chhatarpur (B)	18.28	6.62	-	-	-	-	-	-	-	-	43.85	100
39		Sanjay sagar (Bah) Project	Vidisha	3.32	2.99	-	-	-	-	-	-	-	-	17.81	98.18
40		Bargi Diversion Project Phase - I (km. 16 to km 63)	Jabalpur, Satna, Rewa	9.51	5.66	-	1.92	0.96	-	-	-	-	-	21.19	100
41		Mahi Project	Dhar, Jhabua	7.24	4.71	-	-	-	1.26	-	-	-	-	33.47	99.01

S. No.	State	Project Name	Districts Benefitted	Allocated/ Sanctioned Central Assistance in Crore	Central Assistance released in Crore									Irrigation Potential Created in Th. Ha	Current stage of compl- etion in %
					2016 -17	2017- 18	2018- 19	2019 -20	2020 -21	2021 -22	2022 -23	202 3- 24	202 4- 25		
42		Mahan Project	Sidhi	11.88	2.38	1.8	-	3.85	0	-	-	-	-	19.74	100
43		Omkareshwar Project Canal Phase-II (RBC km. 9.70 to km 65.50)	Khandwa, Khargaon, Dhar	36.65	10.9 9	5.92	-	-	-	-	-	-	-	15.8	97.7
44		Omkareshwar Project Canal Phase-III (RBC km. 65.50 to km 142)	Dhar	46.86	14.0 5	12.88	2.5	2.5	-	-	-	-	-	41.26	100
45		Indira Sagar Project Canal Phase - III (km. 143 to km. 206)	Badwani	146.53	39.6 5	51.29	14.97	-	-	-	4.42	-	-	18.09	100
46		Indira Sagar Project Canal Phase - IV (km. 206 to km. 243)	Barwani	115.7	29.2 2	24.55	31.7	-	-	-	-	-	-	10.5	100
47		Pench Project	Seoni, Chindwara	25.99	-	4.99	-	-	10.4 9	-	5.25	-	-	28.27	100

S. No.	State	Project Name	Districts Benefitted	Allocated/ Sanctioned Central Assistance in Crore	Central Assistance released in Crore									Irrigation Potential Created in Th. Ha	Current stage of compl- ition in %
					2016 -17	2017- 18	2018- 19	2019 -20	2020 -21	2021 -22	2022 -23	202 3- 24	202 4- 25		
48		Bargi Diversion Project Phase - II (km. 63 to km 104)	Jabalpur, Satna, Rewa	12.94	11.6 5	-	-	0.59	0	-	-	-	-	31.42	98
49		Bargi Diversion Project Phase - III (km. 104 to km 154)	Jabalpur, Satna, Rewa	240.74	33.8 5	-	28.18	16.4 8	8.21	59.4 7	59.9 1	-	-	3	79.46
50		Bargi Diversion Project Phase - IV (km. 154 to km 197)	Jabalpur, Satna, Rewa, Katni	145.87	11.2 8	-	-	-	-	-	18.2 9	40.6 2	-	26.34	78
51	Maharas htra	Bawanthadi (IS)	Bhandara (V)	27.23	16.8 4	9.99	-	-	-	-	-	-	-	27.71	100
52		Lower Panzara	Dhule	18.77	8.73	9.89	-	-	-	-	-	-	-	6.79	100
53		Dongargaon	Chandrapur (V)	5.89	1.17	2.55	2.16	-	-	-	-	-	-	2.77	100
54		Warna	Kolhapur, Sangli	118.22	-	-	-	-	-	-	-	-	-	15.88	100
55		NandurMadhme shwar Ph-II	Aurangabad (M)	17.24	16.0 4	0.25	0.95	-	-	-	-	-	-	20.5	100
56		Upper Kundalika	Beed (M)	15.09	1.01	7.04	1.56	1.31	-	-	-	-	-	2.8	100

S. No.	State	Project Name	Districts Benefitted	Allocated/ Sanctioned Central Assistance in Crore	Central Assistance released in Crore									Irrigation Potential Created in Th. Ha	Current stage of compl- ition in %
					2016 -17	2017- 18	2018- 19	2019 -20	2020 -21	2021 -22	2022 -23	202 3- 24	202 4- 25		
57		Lower Dudhna	Parbhani(M), Jalna (M)	56.26	39.6 2	5.27	4.48	3.43	-	-	-	-	-	44.01	96.3
58		Khadakpurna	Buldhana (V)	40.17	2.14	12	26.02	-	-	-	-	-	-	23.86	97.28
59		Dhom Balaakwadi	Pune / Satara	57.66	5.78	13.46	7.94	9.05	10.3 3	4.51	-	-	-	17.43	93.19
60		Wang project	Satara	7.63	0.32	-	-	3.64	0	-	-	-	-	5.75	100
61		Krishna Koyana Lift	Solapur, Sangli	337.78	23.0 9	29.27	22.46	77.1 3	36.4 8	29.7 6	-	85.6 6	-	106.74	100
62		Gadnadi	Ratnagiri	4.14	0.1	0.63	0.81	-	-	1.95	-	-	-	5.18	97.75
63		Tillari	Sindhudurg	17.91	11.9 4	-	-	-	-	-	-	-	-	6.6	100
64		Tarali	Satara	80.54	24.3 8	-	6.43	10.5 8	16.3 5	10.0 3	-	4.3	-	15.47	100
65		Arjuna	Ratnagiri	17.69	1.01	4.73	3.36	-	8.58	-	-	-	-	7.34	100
66		Sangola Branch Canal	Solapur,	33.72	1.31	2.45	5.1	5.23	4.14	8.17	4.73	1.29	-	11.02	95.01
67		Bembla	Yavatmal (V)	307.17	24.1 8	54.48	42.9	40.9 6	56.8 7	65.8 3	-	-	21.9 4	51.73	98.85
68		Upper Pen Ganga	Yavatmal (V), (Nanded(M), Hingoli	241.97	12.2 6	26.19	55.3	50.1 3	0	12.2 7	16.4 3	34.6 9	-	41.58	100
69		Lower Wardha	Wardha (V)	230.2	102.	-	38.94	30.8	30.8	-	-	13.5	-	63.33	100

[illegible]

S. No.	State	Project Name	Districts Benefitted	Allocated/ Sanctioned Central Assistance in Crore	Central Assistance released in Crore										Irrigation Potential Created in Th. Ha	Current stage of compl- ition in %
					2016 -17	2017- 18	2018- 19	2019 -20	2020 -21	2021 -22	2022 -23	202 3- 24	202 4- 25			
82		Telengiri	Koraput (KBK)	208.91	58.3 2	131.6 6	9.46	-	-	-	-	-	-	15.18	100	
83		Lower Indra (KBK)	Nuapada, Balangir (KBK)	104.88	89.7 5	-	-	7.55	7.55	-	-	-	-	38.34	100	
84		Subernarekha	Mayurbhanj	642.33	200. 66	240.7 9	45.27	77.8	38.9	-	-	-	-	115.26	100	
85		Anandpur Barr. Ph.-I / Integrated Anandpur Barr.	Keonjhar, Bhadrak	61.32	16.3 9	-	-	5.3	6.32	-	-	-	-	6.16	62.84	
86		Kanupur	Keonjhar	270.28	32.9 6	28.51	48.82	-	23.6 2	-	-	-	-	15.24	79.55	
87		Punjab	Kandi Canal Extension (Ph.II)	Hoshiarpur, Shaheed Bhagat Singh Nagar	45.76	45.7 6	-	-	-	-	-	-	-	-	23.33	95.58
88	Rehabilitation of Ist Patiala Feeder and Kotla Branch Project*		Sangrur, Mansa & Bhatinda, Barnala	6.66	6.66	-	-	-	-	-	-	-	-	91.99	99.25	
89	Rajasthan	Narmada Canal	Jalore & Barmer	427.82	40.7	199.9	93.43	-	93.6	-	-	-	-	245.88	100	

S. No.	State	Project Name	Districts Benefitted	Allocated/ Sanctioned Central Assistance in Crore	Central Assistance released in Crore										Irrigation Potential Created in Th. Ha	Current stage of compl- ition in %
					2016 -17	2017- 18	2018- 19	2019 -20	2020 -21	2021 -22	2022 -23	202 3- 24	202 4- 25			
					9	9			1							
90		Mod. of Gang Canal*	Sriganganagar	32.37	5.1	16.88	1.72	7.04	-	-	-	-	-	69.69	100	
91	Telangana	Gollavagu Project	Mancherial	6.3	-	-	-	-	4.78	-	-	-	-	3.85	100	
92		Rallivagu project	Mancherial	-	-	-	-	-	-	-	-	-	-	2.43	99.99	
93		Mathadivagu Project	Adilabad	5.35	2.67	-	2.67	-	-	-	-	-	-	3.44	99.99	
94		SriKomaram Bheem project	Komarambheem Asifabad	-	-	-	-	-	-	-	-	-	-	9.03	100	
95		Palemvagu project	Jayashankar Bhoopalapally	-	-	-	-	-	-	-	-	-	-	2.38	98.4	
96		Peddavagu @ Neelwai project	Mancherial	-	-	-	-	-	-	-	-	-	-	3.65	100	
97		SRSP St.II	Warangal (Rural), Memboobabad, Khammam, Nalgonda, Jangaon and Suryapet	48.36	17.0 1	13.24	-	9.04	-	-	-	-	-	168.32	97	
98		Rajiv Bheema L.I. Scheme	Mahaboobnagar, Wanaparthy & Nagarkurnool	94.66	54.4 8	-	-	-	10.2 7	-	-	-	-	61.11	100	

S. No.	State	Project Name	Districts Benefitted	Allocated/ Sanctioned Central Assistance in Crore	Central Assistance released in Crore										Irrigation Potential Created in Th. Ha	Current stage of compl- etion in %
					2016 -17	2017- 18	2018- 19	2019 -20	2020 -21	2021 -22	2022 -23	202 3- 24	202 4- 25			
99		Peddavagu @ Jagannathpur	KomarambheemAsifabad	8.49	-	-	-	-	2.29	-	-	-	-	-	81.95	
100		Indiramma Flood Flow Canal	Rajanna Sircilla, Karimnagar, Siddipet, Warangal Urban, Jangaon, Jagtiyal & Peddapally	-	-	-	-	-	-	-	-	-	-	21.2	92	
101		J. Chokha Rao LIS	Hanamkondla, Jayashankar Bhoopalpally, Jangaon, Siddipet, Yadadri, Suryapet and Karimnagar, Warangal, Mahboobabad, Mulugu	966.64	470. 6	-	-	205	145. 48	43.9 5	-	-	-	149.2	87.55	
102	Uttar Pradesh	Bansagar Canal	Allahabad, Mirzapur	143.51	64.6 4	63.36	15.51	-	-	-	-	-	-	150.13	100	
103		Saryu Nahar(NP)	Baharaich, Basti,Gorakhpur, Gonda, Shravasti, Balrampur, Sidharth Nagar, Sant Kabir Nagar	1228.58	62	-	305	358. 22	358. 21	-	14.5 1	-	-	1172.78	100	
104		Arjun sahayak	Mahoba (B), Hamirpur (B), Banda (B)	132.41	9	2.24	57.84	31.6 6	15.8 3	-	-	-	-	57.64	100	
105		Madhya Ganga canal PH-II	Moradbad, Jyotibafule Nagar	92	-	-	18.81	17.8	17.8	-	9.4	-	-	110	94	

S. No.	State	Project Name	Districts Benefitted	Allocated/ Sanctioned Central Assistance in Crore	Central Assistance released in Crore										Irrigation Potential Created in Th. Ha	Current stage of compl- etion in %
					2016 -17	2017- 18	2018- 19	2019 -20	2020 -21	2021 -22	2022 -23	202 3- 24	202 4- 25			
106	UT of Ladakh	Prakachik Khowa Canal	Kargil	3.41	-	1.36	-	0.81	0.81	-	-	-	-	1.5	93	

Details of projects under PMSKY-AIBP scheme (2021-26)

(National Projects marked as '@' in the table)

S. No.	State	Project Name	Districts Benefitted	Allocated/ Sanctioned Central Assistance in Crore	Central Assistance released in Crore				Irrigation Potential Created in Th. Ha	Current stage of completion in %
					2021- 22	2022- 23	2023- 24	2024 -25		
1	Maharashtra	JiheKathapur project	Satara	247.34	6.48	32.54	26.81	141.92	9.99	88
2		BodwadParisarSinchan yojana Stage-I	Jalgaon, Buldhana	278.62	-	-	-	0	-	50
3		Lower Tapi Stage-1 Project	Jalgaon	859.22	-	-	-	-	-	-
4	Himachal Pradesh	Nadaun project	Hamirpur	11.41	2.25	-	-	5.35	0.96	95
5		Phina Singh Multipurpose Project	Kangara	282.47	-	-	-	11.99	-	54
6		Renukaji dam Project@	Districts in Himachal pradesh, Uttrakhand, Uttar Pradesh, Haryana, NCT of Delhi & Rajasthan	5484.8	1048.54	-	414.46	352.18	-	-
7	Rajasthan	Parwan multipurpose project	Baran, Jhalawar, Kota	733.86	41.43	-	154.88	203.4	20.7	93.27
8	Tamil Nadu	Kannadian channel	Tirunelveli, Thoothukudi	44.22	9.04	25.7	-	-	7.6	100
9	Assam	ERM of Sukla irrigation project*	Tamulpur&Kamrup	232.62	-	41.98	-	42.46	3.2	72
10	Manipur	ERM of Loktak LIS (Ph-I)*	Bishnupur, Imphal west	51.94	-	24.88	5.91	-	8.06	68

11	Uttarakhand	Jamrani Dam multipurpose project	Nainital & Udham singhnagar of Uttarakhand, Rampur & Bareilly of Uttar Pradesh	1557.18	-	-	-	405	-	21.04
12		Lakhwar multipurpose project@	Districts in Himachal Pradesh, Uttarakhand, Uttar Pradesh, Haryana, NCT of Delhi & Rajasthan	3526.32	-	38.58	165.56	74.97	-	16
13	Bihar	Kosi-Mechi Intra State Link Project	Araria, Purnea, Kishanganj & Katihar	3652.56	-	-	-	-	-	-
14		North Koel	Aurangabad, Gaya, Palamau & Garhwa	1836.41	-	-	-	49.82	-	-
15	Gujarat	Lift Irrigation Scheme & Tapi Barrage project	Surat	584.06	-	-	-	-	-	-
16	Arunachal Pradesh	Upper Siang Multipurpose storage project (Pre-construction activity) @		Siang & Upper Siang	-	-	16.05	-	-	-

Other National/Special Projects
(Special Projects marked as # in the table)

S. N o.	State	Project Name	Districts Benefitted	Allocated/ Sanctioned Central Assistance in Crore	Central Assistance released in Crore									Irrigation Potential Created in Th. Ha	Current stage of completion in %
					2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25		
1	Andhra Pradesh	Polavaram Project	East Godavari, Visakhapatnam, West Godavari and Krishna	27303.8	2514.16 (3364.16)	2000	1400	1850	2234.2	1898.8	1671.23	727.88	5512.4	-	85
2	Punjab	Shahpur Kandi Dam Project #	Pathankot, Gurudaspur, Amritsar in Punjab and Kathua and Samba in UT of J&K	485.38	-	-	-	60	147.45	49.14	33.76	74.4	-	-	63.72
3		Rajasthan Feeder * #	Ganganagar, Hanumangarh, Churu, Bikaner,	620.41	-	-	-	-	-	124.4	170.24	159.05	24	82.37	80

			Jodhpur, Jaisalmer and Barmer districts of Rajasthan												
4		Sirhind Feeder * #	Muktsar, Faridkot, Firozpur in Punjab and Ganganager, Hanumangarh districts of Rajasthan	205.758	-	-	-	-	-	153. 65	-	-	25.4 3	69.09	95.93

11.	Bihar	Durgawati	Kaimur, Rohtas	50.66	12.64	8.76	14.42	-	-	-	-	-	-	19.13	62.71
12.	Chhattisgarh	Maniyari Tank	Mungeli	22.63	-	-	4.98	-	-	-	-	5	2.56549	6.71	58.25
13.		Kelo	Rajgarh, Janjgir Champa	40.51	-	11.78	-	-	-	-	-	-	-	2.1	9.19
14.		Kharung	Bilaspur	16.43	-	-	4.95	-	-	-	-	1.87	2.82	4.46	53.73
15.	Goa	Tillari	Talukas, Bicholim, Bardez	18.77	-	-	-	-	3.84	-	-	-	-	8.21	94.7
16.	Gujarat	Sardar Sarovar Project	Vadodara, Bharuch, Narmada, Panchmahal, Chhota udepur, Gandinagar, Ahmedabad, Mahesana, Patan, Banaskantha, Botad, Surendranagar, Morbi, Rajkot, Bhavnagar, Kutch(16)	2510.88	681.64	690.48	347.04	-	-	-	-	-	-	1048.79	76.9
17.	Jammu & Kashmir	Tral Lift	Pulwama	3.01	-	-	0.64	-	1.35	-	-	-	-	1.23	86.98
18.		PrakachikKhow's Canal (Kargil)	Kargil	0.71	-	-	0.21	-	-	-	-	-	-	0.23	49.78
19.		Rajpora Lift	Pulwama.	1.52	-	-	0.85	-	0.52	-	-	-	-	0.59	100.51

20.	Jharkha nd	Subernarek ha	East Singhbhum, Saraikela, Kharsawan	133.32	-	-	0	-	-	-	-	-	-	-	-
21.	Karnatak a	Upper Tunga Irrigation Project	Haveri, Simoga, Davengere	44.11	21.0 4	-	-	-	7.56	-	2.97 35	-	-	17.06	68.48
22.		Sri Rameswar Irrigation	Belgaum	22.71	10.3 8	2.5	3.87	-	1.09	-	-	-	-	10.91	95.59
23.		Bhima LIS	Kalaburagi	23.63	-	12.7 4	5.09	1.94	-	-	-	-	-	11.62	90.09
24.		Karanja	Bidar	11.23	-	-	4.53	1.85	2.69	-	-	-	-	3.35	59.95
25.		NLBC	Bijapur, Gulbarga	62.17	-	-	-	-	-	-	-	-	-	-	-
26.	Kerala	Muvattupuz ha	Idukki, Ernakulam, Kottayam	48.72	-	-	-	-	2.69	-	-	-	-	13.28	71.89
27.	Madhya Pradesh	Sindh Project Phase II	Shivpuri, Gwalior, Datia & Bhind	180.76	17.1 9	43.3 1	14.2 9	-	18.2 4	-	-	-	-	88.53	97.75
28.		Indira Sagar Project Canal Phase - I & II (km. 0 to km. 142)	Khandwa, Khargone, Barwani	196.72	6.64	-	-	-	-	3.75	3.12 5	10.3 15	8.44	36.02	40.94
29.		Mahi Project	Dhar	64.28	2.34	8.72	6.05	-	3.98	-	-	-	-	15.32	54.47

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39.		Omkareshwar Project Canal Phase-III (RBC km. 65.50 to km 142)	Khandwa, Khargone, Dhar	323.57	9.61	-	-	-	0.44	10.065	2	2.5	2.5	66.56	46.43
40.		Bargi Diversion Project Phase - I(km. 16 to km 63)	Jabalpur	41.18	-	-	5.98	-	-	-	-	-	-	0.16	0.75
		Bargi Diversion Project Phase – II (km. 63 to km 104)	Jabalpur,Katani	60.87	-	-	8.96	-	-	-	-	-	-	0.7	2.19
41	Maharashtra	Waghur	Jalgaon	39.13	-	1.57	-	-	9.07	6.3784	-	-	-	13.5	75.09
42.		Bawanthadi (IS)	Bhandara	7.41	-	0.52	-	-	-	-	1.98423	-	-	1.81	72.4
43.		Lower Dudhna	Parbhani, Jalana	72.26	-	8.1	-	-	6.2	5.54	8.72	-	4.72145	27.77	92.44
44.		Tillari	Sinsdhudurg	16.09	-	1.81	-	-	-	-	-	2.5242	2.07	3.73	55.9

45.		Lower Wardha	Wardha	98.85	15.17	-	5.46	-	9.55	5.84005	-	12.2392	3.735	42.9	70.09
46.		Lower Panzara	Dhule	13.05	-	2.15	3.97	-	2.52	-	-	-	0	6.36	93.74
47.		NandurMadhmeshwarPh-II	Sindhudurg	49.33	-	-	-	-	-	0.62655	5.57	-	4.7765	10.56	45.68
48.		Gosikhurd (NP)	Nagpur, Bhandara, Chandrapur	354.1	-	-	9.38	-	-	2.5365	39.44785	33.402	-	69.42	39.42
49.		Upper Pen Ganga	Nanded, Hingoli, Yavatmal	34.83	-	3	-	-	2.1	1.7354	-	1.67533	-	12.67	73.26
50.		Bembla	Yavatmal	64.49	-	5.99	3.51	-	6.13	2.615	-	12.47266	-	26.46	88.85
51.		Tarali	Satara	25.26	-	1.31	-	-	2.94	1.8997	3.44804	-	-	8.58	65.54
52.		Dhom Balkwadi	Pune and Satara	8.18	-	-	1.82	-	-	-	-	-	-	3.93	97.02
53.		Arjuna	Ratnagiri	11.19	-	0.81	-	-	0.4	0.39	1.58117	1.06325	3.03568	5.08	89.01
54.		Upper Kundalika	Beed	5.6	-	0.52	-	-	0.57	1.0463	-	-	-	2.8	100
55.		Aruna	Sindhudurg	9.6	-	-	-	-	-	-	-	-	-	-	-
56.		Krishna Koyana Lift	Sangli.	67.38	-	3.82	-	-	4.36	-	-	6.348	-	31.08	58.84
57.		Gadnadi	Ratnagiri	6.1	-	0.03	-	-	-	0.27	-	0.12175	-	1.8	57.99

58.		Sangola Branch Canal	Solapur	13.83	-	0.55	1.37	-	-	-	-	-	-	2.1	30.52
59.		Khadakpurna	Buldhana	31.46	-	2.65	-	-	2.39	-	-	-	-	7.21	45.87
60.		Morna (Gureghar)	Satara	8.16	-	-	0.28	-	-	-	-	-	-	1.52	35.94
61.		Lower Pedhi	Amravati, Akola	20.5	-	-	-	-	-	-	-	-	-	-	-
62.		Kudali	Satara	10.7	-	-	-	-	-	-	-	-	-	-	-
63.	Manipur	Thoubal	Imphal, Senapati, Thoubal, Ukrul	45.37	-	-	-	-	-	1.6	-	5.88	-	12.75	77.1
64.		Dolaithabi Barrage	Imphal, Senapati,	15.05	-	-	-	-	-	0.485	-	1.857	-	4.32	78.55
65.	Odisha	Lower Indra(KBK)	Noapada	51.67	24.37	-	-	-	12.99	-	-	-	-	29.9	100.01
66.		Upper Indravati(KBK)	Kalahandi	44.03	8.5	30.83	-	-	-	-	-	-	-	23.83	99.98
67.		Rukura-Tribal	Kalahandi	10.21	2.41	0.8	-	-	3.11	-	-	-	-	5.65	98.21
68.		Subernarekha	Sundargarh	126.03	-	16.28	-	-	-	-	-	-	-	21.22	30.81
69.		Anandpur Barr. Ph.-I /Integrated Anandpur Barr.	Keonjhar, Bhadrak	101.57	-	1.82	-	-	1.17	-	-	-	-	3	5

70.		RET irrigation	Kalahandi	16.55	-	4.11	-	-	9.11	-	-	-	-	10.04	118.15
71.		Kanupur	Kaeonjhar	53.44	-	1.89	3.65	-	0	-	-	-	-	2.89	9.77
72.		Telengiri	Koraput	16.72	-	2.84	-	-	8.09	-	-	-	-	9.95	99.98
73.	Punjab	Rehabilitation of 1st Patiala Feeder and Kotla Branch Project	Bhathinda, Mansa, Sangrur and Barnala	228.87	-	-	-	-	18.08	-	9	55	20	101.72	71.3
74.	Rajasthan	Narmada Canal	Jalore & Barmer	54.06	-	-	-	-	7.02	13.9	8.42	-	7.525	-	-
75.		Mod. of Gang Canal	Sriganganagar	170.76	-	2.48	7.43	10.22	24.24	47.358	12.3609	22.12	1.907	103.48	87.71
76.	Telangana	J. ChokhaRao LIS	Warangal, Nalgonda, Karimnagar, Medak	380.35	-	10.22	-	-	-	-	-	-	-	10.68	4.29
77.		SriKomaram Bheem project	Komaram, Bheem Ashifabad	19.1	-	-	5.89	-	-	-	-	-	-	-	-
78.		Gollavagu Project	Mancherial	7.19	-	-	1.03	-	-	-	-	-	-	-	-
79.		Rallivagu project	Mancherial	1.47	-	-	0.28	-	-	-	-	-	-	-	-
80.		Mathadivagu Project	Adilabad	6.32	-	-	1.8	-	-	-	-	-	-	-	-

81.		Peddavagu @ Neelwai project	Mancherial	6.67	-	-	1.99	-	-	-	-	-	-	-	-
82.		Palemvagu project	Khammam	2.6	-	-	0.51	-	-	-	-	-	-	-	-
83.		Peddavagu @ Jagannathpur	Khammam, Bheem Ashifabad	12.2	-	-	-	-	-	-	-	-	-	-	-
84.		SRSP St.II	Warangal, Mahbubabad, Khammam, Suryapet, Jangaon	103.24	-	-	11.56	-	-	-	-	-	-	-	-
85.		Rajiv Bheema L.I. Scheme	Mahaboobnagar, Wanaparthy	114.81	-	-	-	-	-	-	-	-	-	-	-
86.		Indiramma Flood Flow Canal	Warangal	48.26	-	-	3.06	-	-	-	-	-	-	-	-
87.	Uttar Pradesh	Arjunsahayak	Mahoba, Hamirpur	77.87	-	-	-	-	-	-	-	-	-	-	-
88.		SaryuNahar (NP)	Baharaich, Basti, Gonda, Shravasti, Balrampur, Sidharth Nagar, Sant Kabir Nagar	837.06	-	-	-	150	-	-	-	-	-	7.32	1.52

STATEMENT- I (C)**Details of Surface Minor Irrigation (SMI) & Repair, Renovation & Restoration (RRR) Scheme under PMSKY-HKRP**

Surface Minor Irrigation (SMI) Scheme											
Status of CA released (Rs in Crore)											
Sl.No.	State	PMKSY 1.0					PMKSY 2.0				
		2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26
1.	Andhra Pradesh	-	-	-	-	-	-	-	-	-	-
2.	Arunachal Pradesh	20.52	10.26	22.25	17.49	104.69	142.73	41.95	138.70	77.27	173.39
3.	Assam	87.86	375.77	428.34	414.06	205.62	275.20	71.54	52.09	125.03	96.55
4.	Bihar			32.28	16.14	10.65		4.48			
5.	Himachal Pradesh	1.13	49.28	66.20	147.91	59.80	60.31	40.50	142.30	38.63	99.25
6.	J&K & Ladakh		104.48	31.71	68.58	97.59					
7.	Karnataka							30.00	37.50	37.50	111.53
8.	Manipur	20.00	22.23			69.26	75.98	26.46	19.85		26.79
9.	Meghalaya		44.44	31.50	22.22	57.07	100.47	46.52	74.21	57.09	51.79
10.	Mizoram		8.25		11.34	7.65	4.66		0.81		4.42
11.	Nagaland	18.50	9.25	35.33	20.46	35.99	40.89	21.01	87.10	47.68	19.72
12.	Sikkim		9.00	16.61	9.13	9.33	9.71	12.88	29.25	9.40	43.89
13.	Tripura				9.00						
14.	Uttarakhand		32.40	61.00	31.78		29.63	17.20	93.40	76.00	48.68

Repair, Renovation & Restoration (RRR) of WBs Scheme											
Status of CA released (Rs in Crore)											
		PMKSY 1.0					PMKSY 2.0				
SI No.	State	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26
1.	Andhra Pradesh			2.70							9.00
2.	Assam										54.00
3.	Bihar			6.26	11.82		8.62	7.28	7.78		12.48
4.	Chattishgarh										
5.	Gujarat			8.81				3.16	2.57		
6.	Manipur				24.26				3.70		
7.	Meghalaya		2.66								
8.	Nagaland								5.61	10.13	3.75
9.	Odisha		3.00			34.54		11.10	56.25	46.67	57.00
10.	Rajasthan		14.30		11.96			9.30	10.46	35.99	40.50
11.	Tamil Nadu			7.03	16.75	1.25	17.43	27.70	49.60	26.98	41.91
12.	Telangana		59.68								
Status of year wise Irrigation Potential (IP) created /Restored											
(IP in Thousand hectare)											
Surface Minor Irrigation (SMI) Scheme											
		PMKSY 1.0					PMKSY 2.0				
SI. No.	State	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	
1.	Andhra Pradesh	-	-	-	-	-	-	-	-	-	
2.	Arunachal Pradesh	1.66	0.51	3.31	0.00	4.82	4.54	2.82	4.87	3.96	
3.	Assam	47.12	10.56	13.39	11.00		23.06	3.20	11.39	17.57	
4.	Bihar		14.07	9.70	8.66	2.15	0.07	0.00			
5.	Chhattisgarh	3.57	0.80	0.50							

6.	Himachal Pradesh	1.61		2.15	5.46	7.76	3.62	1.62	0.35	10.94
7.	J&K & Ladakh	7.12	2.71	12.34	2.24		8.69			1.17
8.	Jharkhand	0.41	1.08	4.60						
9.	Karnataka								3.48	8.25
10.	Madhya Pradesh	31.83								
11.	Manipur	1.00	0.80	0.70		5.79			9.64	
12.	Meghalaya	5.42	0.88		3.94	3.66	4.76	1.87	5.94	3.37
13.	Mizoram	0.16			1.26	0.49	0.04			0.22
14.	Nagaland	0.48		0.00	2.02		2.40	3.10	4.84	0.52
15.	Sikkim	2.50	0.60	0.25	0.83					1.00
16.	Uttarakhand	4.06	2.16	1.96	4.61	2.58	1.94	3.60	0.36	8.65
Repair, Renovation & Restoration (RRR) of WBs Scheme										
(IP in Thousand hectare)										
Sl. No.	State	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25
1.	Andhra Pradesh									1.47
2.	Bihar					17.87	3.92	0.00		0.02
3.	Gujarat				0.14	1.69	0.72	1.15	0.20	
4.	Madhya Pradesh		8.00							
5.	Manipur						0.00	0.00	0.62	
6.	Meghalaya	0.58	0.27		0.03					
7.	Odisha	21.00		2.51	1.46			0.45	2.50	12.44
8.	Rajasthan	7.03	0.07	2.85				1.76	3.62	3.68
9.	Tamil Nadu	1.73	0.72	0.74	0.61	0.82	0.10	1.56	5.99	1.69
10.	Telangana		2.54	8.51	3.62	0.80	0.45	0.39		9.24
11.	Uttar Pradesh			2.35						

STATEMENT - I (D)**Details of State/UT-wise projects sanctioned & Central fund released under WDC-PMKSY 2.0****(Rs. in Crore)**

S. No.	States	No of projects	Area (lakh ha)	Total Project cost	Central share	Central Funds released
1	Andhra Pradesh	59	2.44	555.31	333.19	228.45
2	Arunachal Pradesh	68	1.51	422.56	380.31	321.65
3	Assam	38	1.64	371.36	334.23	226.91
4	Bihar	35	1.72	440.97	264.58	171.96
5	Chhattisgarh	45	2.50	613.66	368.20	221.71
6	Goa	5	0.20	55.96	33.57	11.15
7	Gujarat	51	2.92	687.81	412.68	284.60
8	Haryana	9	0.31	80.59	48.36	20.47
9	Himachal Pradesh	35	0.67	187.24	168.51	99.70
10	Jharkhand	30	1.48	393.53	236.12	148.44
11	Karnataka	78	3.29	769.67	461.80	410.83
12	Kerala	6	0.26	73.26	43.95	32.94
13	Madhya Pradesh	91	5.49	1207.35	724.41	538.61
14	Maharashtra	140	5.26	1251.14	750.68	511.28
15	Manipur	13	0.59	164.33	147.90	45.00
16	Meghalaya	32	0.63	175.64	158.08	139.22

17	Mizoram	20	0.50	138.88	124.99	118.60
18	Nagaland	14	0.50	140.06	126.05	80.64
19	Odisha	60	3.24	842.06	505.24	401.41
20	Punjab	7	0.29	80.83	48.50	18.77
21	Rajasthan	159	8.05	1990.36	1194.22	769.95
22	Sikkim	9	0.30	84.98	76.49	34.32
23	Tamil Nadu	34	1.66	368.66	221.20	184.71
24	Telangana	35	1.47	368.07	220.84	112.76
25	Tripura	19	0.32	89.60	80.64	68.52
26	Uttar Pradesh	56	2.64	580.67	348.39	177.62
27	Uttarakhand	15	0.84	232.26	209.03	96.38
28	West Bengal	27	1.29	350.60	210.36	140.60
29	UT of J&K	19	0.69	194.58	194.58	103.19
30	UT of Ladakh	11	0.22	60.86	60.86	29.92

The list of watershed development projects approved under the WDC-PMKSY2.0 in Andhra Pradesh

Sl. No.	District	No. of Projects sanctioned during FY2021-22	Funds Sanctioned/Allocated/approved in Crore	Funds released in Crore	Funds utilized in Crore					Irrigation Potential created
					2021-22	2022-23	2023-24	2024-25	2025-26	
1	ALLURI SITHARAMA RAJU	1	11	380.76	0	1.25	2.03	1.48	2.52	Under WDC-

2	ANAKAPALLI	2	22	0	1.46	1.98	5.63	2.4	PMKSY 2.0, an area of 23,780 Ha. has been brought under protective irrigation
3	ANANTHAPURAMU	7	63.47	0	7.81	7.71	11.24	12.68	
4	ANNAMAYYA	10	103.88	0	9.15	16.01	15.99	27.14	
5	CHITTOOR	7	60.59	0	4.81	15.19	10.9	14.03	
6	KURNOOL	5	53.41	0	6.11	7.9	8.7	11.61	
7	NANDYAL	2	21.48	0	2.88	1.23	4.93	5.54	
8	PARVATHIPURAM MANYAM	1	10.62	0	1.53	2.32	1.78	1.87	
9	PRAKASAM	8	67.48	0	6.16	8.41	16.32	15.03	
10	SRI SATHYA SAI	3	25.28	0	3.43	3.09	8.37	5.36	
11	VISAKHAPATNAM	1	11	0	1.16	2.75	0.61	1.56	
12	VIZIANAGARAM	3	17.96	0	1.28	1.95	4.8	2.49	
13	YSR KADAPA	9	87.15	0	11.03	11.85	10.87	15.69	

छत्तीसगढ़ में पीएमएवाई-यू के तहत पंजीकृत लाभार्थी

2094. श्री विजय बघेल:

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

- (क) छत्तीसगढ़ में पिछले बारह महीनों के दौरान प्रधानमंत्री आवास योजना शहरी (पीएमएवाई-यू) के तहत पंजीकृत लाभार्थियों की संख्या, स्वीकृत और पूर्ण किए गए घरों की संख्या कितनी है;
- (ख) दुर्ग लोक सभा निर्वाचन क्षेत्र के दुर्ग और बेमेतरा जिलों में पंजीकृत लाभार्थियों की संख्या, स्वीकृत और पूर्ण किए गए घरों की संख्या कितनी है; और
- (ग) क्या दुर्ग लोक सभा निर्वाचन क्षेत्र में पीएमएवाई-यू के तहत स्वीकृत सभी घरों के पूर्ण होने की संभावना है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

आवासन और शहरी कार्य मंत्रालय में राज्य मंत्री (श्री तोखन साहू):

(क): 'भूमि' और 'कॉलोनीकरण' राज्य के विषय हैं। इसलिए, आवास से संबंधित योजनाओं का कार्यान्वयन राज्यों/संघ राज्य क्षेत्रों (यूटी) द्वारा किया जाता है। हालांकि, आवासन और शहरी कार्य मंत्रालय (एमओएचयूए) देश भर में पात्र शहरी परिवारों को बुनियादी नागरिक सुविधाओं वाले पक्के आवास प्रदान करने के लिए 25.06.2015 से प्रधान मंत्री आवास योजना-शहरी (पीएमएवाई-यू) के तहत केंद्रीय सहायता प्रदान करके राज्यों/संघ राज्य क्षेत्रों के प्रयासों में सहायता कर रहा है।

पीएमएवाई-यू के 9 वर्षों के कार्यान्वयन के अनुभवों से मिली सीख के आधार पर, आवासन और शहरी कार्य मंत्रालय ने योजना को नया रूप दिया है और किफायती लागत पर 1 करोड़ अतिरिक्त पात्र लाभार्थियों के आवास के निर्माण हेतु दिनांक 01.09.2024 से पीएमएवाई-यू 2.0 'सभी के लिए आवास' मिशन शुरू किया है।

पीएमएवाई-यू और पीएमएवाई-यू 2.0 मांग आधारित योजनाएं हैं और भारत सरकार ने आवासों के निर्माण के लिए कोई राज्य संघ राज्य क्षेत्र-वार लक्ष्य निर्धारित नहीं किया है। योजनाओं के तहत, राज्य/संघ राज्य क्षेत्र अपने-अपने क्षेत्राधिकार में मांग सर्वेक्षण करते हैं और पात्रता का पता लगाने के लिए लाभार्थियों को सत्यापित करते हैं। यह सुनिश्चित करने के लिए कि यह योजना शहरी

गरीबों की आवास आवश्यकताओं को प्रभावी ढंग से पूरा करती है, मंत्रालय द्वारा पीएमएवाई-यू 2.0 के अंतर्गत एक एकीकृत वेब-पोर्टल विकसित किया गया है। पात्र नागरिक एकीकृत वेब पोर्टल पर आवेदन कर सकते हैं और अपनी मांग दर्ज करवा सकते हैं। राज्य/संघ राज्य क्षेत्र/शहरी स्थानीय निकाय (यूएलबी) योजना दिशा-निर्देशों के पात्रता मानदंडों के अनुसार लाभार्थियों को सत्यापित करते हैं और राज्यों/संघ राज्य क्षेत्रों में कई स्तरों पर लाभार्थी सूची का चयन/संवीक्षा की जाती है। योजना दिशा-निर्देशों में निर्धारित प्रक्रियाओं को पूरा करने के बाद, आवासों को राज्य स्तरीय स्वीकृति एवं निगरानी समिति (एसएलएसएमसी) द्वारा अनुमोदित किया जाता है और केन्द्रीय सहायता जारी करने पर विचार करने के लिए केन्द्रीय स्वीकृति एवं निगरानी समिति (सीएसएमसी) को भेज दिया जाता है।

छत्तीसगढ़ राज्य सरकार द्वारा प्रस्तुत परियोजना प्रस्तावों के आधार पर, मंत्रालय द्वारा 22.01.2026 तक पीएमएवाई-यू और पीएमएवाई-यू 2.0 के तहत कुल 3.06 लाख आवासों को स्वीकृति दी गई है, पीएमएवाई-यू 2.0 के अंतर्गत पिछले 12 महीनों के दौरान 24,799 आवासों को स्वीकृति दी गई है। कुल स्वीकृत आवासों में से, अब तक 2.62 लाख आवास पूरे हो चुके हैं, जिनमें से 10,646 आवासों का निर्माण कार्य पिछले 12 महीनों के दौरान पूर्ण हो चुका है।

(ख): छत्तीसगढ़ राज्य के दुर्ग संसदीय निर्वाचन क्षेत्र के साथ-साथ दुर्ग और बेमेतरा जिलों में पीएमएवाई-यू और पीएमएवाई-यू 2.0 के अंतर्गत भौतिक और वित्तीय प्रगति संबंधित ब्यौरे संलग्न **विवरण** में दिए गए हैं। इस योजना की प्रगति को पीएमएवाई-यू के डैशबोर्ड (<https://dashboard.pmay-urban.gov.in>) पर भी देखा जा सकता है।

(ग): इस योजना के अलग-अलग घटकों में परियोजनाओं की विस्तृत परियोजना रिपोर्टें (डीपीआर) के अनुसार सामान्यतः परियोजनाओं को पूरा करने की समयावधि में 12-36 महीने लगते हैं। आवासों के निर्माण कार्य को पूरा करने की समय-सीमा विभिन्न घटकों पर निर्भर करती है जैसे ऋणभार मुक्त भूमि की उपलब्धता, निर्माण शुरू करने के लिए सांविधिक अनुपालन, लाभार्थियों द्वारा निधियों की व्यवस्था आदि। पिछले एक साल के दौरान पीएमएवाई-यू 2.0 के तहत आवासों को स्वीकृति दी गई

है।

विवरण

पीएमएवाई-यू और पीएमएवाई-यू 2.0 के तहत छत्तीसगढ़ राज्य में दुर्ग संसदीय निर्वाचन क्षेत्र के साथ-साथ दुर्ग और बेमेतरा जिलों की भौतिक और वित्तीय प्रगति:

क्रम संख्या	विवरण	दुर्ग जिला	बेमेतरा जिला	दुर्ग संसदीय निर्वाचन क्षेत्र
1	स्वीकृत आवास (संख्या)	41,118	10,540	49,675
2	निर्माणाधीन आवास (संख्या)	39,998	9,798	48,992
3	पूर्ण हो चुके आवास (संख्या)	36,080	8,946	44,584
4	स्वीकृत केन्द्रीय सहायता (करोड़ रुपये में)	671.47	161.42	803.18
5	जारी की गई केन्द्रीय सहायता (करोड़ रुपए में)	632.01	123.15	755.23

गेल (इंडिया) लिमिटेड की प्रमुख परियोजनाओं में लागत वृद्धि और विलंब

2095. श्री लक्ष्मीकान्त पप्पू निषाद:

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

- (क) विशेषकर मुंबई-नागपुर-झारसुगुडा (एमएनजेपीएल) पाइपलाइन, श्रीकाकुलम-अंगुल पाइपलाइन और महाराष्ट्र के उसर स्थित पेट्रोकेमिकल परियोजना के संदर्भ में गेल (इंडिया) लिमिटेड द्वारा वर्तमान में कार्यान्वित की जा रही प्रमुख परियोजनाओं की मूल रूप से स्वीकृत समापन तिथियों और संशोधित लक्ष्य तिथियों सहित उनके नाम क्या हैं;
- (ख) उक्त प्रत्येक परियोजना के संबंध में मूल रूप से स्वीकृत लागत, वर्तमान संशोधित लागत और लागत वृद्धि का प्रतिशत क्या है;

- (ग) परियोजनाओं में देरी के प्रमुख कारणों जैसे वन और पर्यावरण संबंधी स्वीकृतियां, मार्ग के अधिकार संबंधी विनियामक अनुमोदन, ठेकेदारों का खराब प्रदर्शन या अन्य कारणों का परियोजनावार ब्यौरा क्या है;
- (घ) क्या देरी के कारण ठेकेदारों को समय विस्तार दिया गया है और यदि हां, तो परिसमापन क्षतिपूर्ति, कार्य-निष्पादन बैंक गारंटी की जब्ती या की गई किसी अन्य दंडात्मक कार्रवाई का ब्यौरा क्या है;
- (ङ) क्या देरी और लागत वृद्धि के लिए जवाबदेही तय की गई है; और
- (च) क्या भविष्य में उक्त परियोजनाओं के समय पर निष्पादन को सुनिश्चित करने के लिए कोई निगरानी और शास्ति या प्रोत्साहन तंत्र लागू किया गया 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) से (च): पेट्रोलियम एवं प्राकृतिक गैस मंत्रालय के परियोजना निगरानी पोर्टल (परियोजना) के अनुसार, गेल (इंडिया) लिमिटेड 500 करोड़ रुपए और उससे अधिक लागत की 10 परियोजनाएं क्रियान्वित कर रही है, जिनकी मूल परियोजना लागत 29,054 करोड़ रुपए है। इन प्रमुख परियोजनाओं में से 7 परियोजनाओं में समय और लागत दोनों बढ़ रहे हैं और 3 परियोजनाएं निर्धारित समय से चल रही हैं। मुम्बई-नागपुर-झारसुगुड़ा (एमएनजेपीएल) पाइपलाइन, श्रीकाकुलम-अंगुल पाइपलाइन और महाराष्ट्र के उसार में पेट्रोरसायन परियोजना सहित सभी 10 परियोजनाओं के संबंध में मूल रूप से अनुमोदित पूर्णता तिथि, संशोधित लक्ष्य तिथि, मूल रूप से स्वीकृत लागत, वर्तमान संशोधित लागत, लागत वृद्धि का प्रतिशत और कारणों के साथ परियोजनाओं का ब्यौरा संलग्न **विवरण** में दिया गया है।

गेल सिर्फ काम जारी रखने और परियोजना की प्रगति में रुकावट से बचने के लिए अनंतिम रूप से समय को विस्तारित (पीटीई) करता है। ऐसे विस्तारण देरी के आखिरी निर्णय

पर बिना किसी पूर्वाग्रह के दिए जाते हैं और इससे संविदाकार अपनी जिम्मेदारी से बच नहीं जाता। संविदा बंद होने के समय पूरी तरह से विश्लेषण करने के लिए गेल के पास एक मज़बूत संविदा और अधिप्राप्ति ढाँचा है। यह प्रणाली देरी के कारण का सही आकलन सुनिश्चित करता है, जिसमें विधिक अनुमति और संस्वीकृति में देरी, साइट की -विशिष्ट रुकावटें और संविदाकार का निष्पादन जैसे नियंत्रण किए जा सकने वाले और नियंत्रण न किए जा सकने वाले, दोनों तरह के घटक शामिल हैं। यह मूल्यांकन पारदर्शिता, उत्तरदायित्व और संविदा की ईमानदारी बनाए रखने के लिए अपेक्षित नियत प्रक्रिया और अनुपालन के अनुसार किया जाता है। संविदा ढाँचे में सही संविदा उपायों को लागू करने के प्रावधान भी शामिल हैं, जिसमें लिक्विडेटेड डैमेज लगाना, निष्पादन से जुड़ा दण्ड और संविदा-सह-निष्पादन बैंक गारंटी को ज़ब्त करना शामिल है। इन संविदा प्रावधानों के आधार पर, गेल ने परियोजना जीवनचक्र के दौरान अलग-अलग परियोजनाओं में अलग-अलग संविदाकारों पर लगभग 124 करोड़ रुपए का अर्थदण्ड लगाया गया है।

विवरण

मुम्बई-नागपुर-झारसुगुड़ा (एमएनजेपीएल) पाइपलाइन, श्रीकाकुलम-अंगुल पाइपलाइन और महाराष्ट्र के उसार में पेट्रोरसायन परियोजना सहित सभी 10 परियोजनाओं संबंधी ब्यौरा:

क्र.सं.	परियोजना विवरण	पूरा होने की मूल तिथि	पूरा होने की संशोधित तिथि	मूल लागत (करोड़)	संशोधित लागत (करोड़)	लागत वृद्धि (%)	देरी का कारण
1	500 केटीए पीडीएच-पीपी परियोजना, उसार, महाराष्ट्र	अप्रैल 25	जून 26	8797	11256	28	संविदा से जुड़े मुद्दे, आरओयू से जुड़े मुद्दे

2	मुंबई नागपुर झारसुगुड़ा पाइपलाइन परियोजना, मध्य प्रदेश, महाराष्ट्र, ओडिशा और छत्तीसगढ़	मई 23	फ़रवरी '26	7844	8255	5	भूमि अधिग्रहण, वन और वन्यजीव मंजूरी, आरओडब्ल्यू और आरओयू मुद्दे
3	कोच्चि – कूटनद – बेंगलुरु – मंगलुरु पाइपलाइन परियोजना चरण- II, कर्नाटक, केरल और तमिलनाडु	दिसंबर 2012	मार्च 26	2915	5909	103	आरओडब्ल्यू और आरओयू मुद्दे, भूमि अधिग्रहण, वन मंजूरी, जल निकाय पार करना
4	श्रीकाकुलम अंगुल गैस पाइपलाइन परियोजना, आंध्र प्रदेश और ओडिशा	जुलाई 2022	जून 26	2658	2810	6	आरओयू मुद्दे, वन मंजूरी
5	सी2/सी3 विजयपुर पाटा पाइपलाइन, मध्य प्रदेश और उत्तर प्रदेश	जनवरी 27	जनवरी 27	1792	1792	0	लागू नहीं
6	दुर्गापुर हल्दिया पाइपलाइन (जेएचबीडीपीएल परियोजना की धारा 3ख), पश्चिम बंगाल	दिसंबर 2020	मार्च 26	1740	2493	43	आरओयू मुद्दे, मत्स्य पालन मुद्दे
7	धामरा हल्दिया पाइपलाइन परियोजना, ओडिशा और पश्चिम बंगाल	नवंबर 2022	मार्च 26	1031	1125	9	आरओयू मुद्दे, मत्स्य पालन मुद्दे
8	पीपी परियोजना पाता, उत्तर प्रदेश	जनवरी 24	दिसंबर 26	910	1299	43	संविदात्मक मुद्दे
9	डीयूपीएल-डीपीपीएल पाइपलाइन का विस्तार, महाराष्ट्र	मार्च 28	मार्च 28	844	844	0	लागू नहीं

10	गुरदासपुर जम्मू पाइपलाइन, जम्मू और कश्मीर (यूटी) और पंजाब	जुलाई 26	जुलाई 26	522	522	0	लागू नहीं

ISSUES RELATING TO INDUSTRIAL AREAS IN CHANDIGARH

2096. SHRI MANISH TEWARI:

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

- (a) whether the Government has taken cognisance of the long-pending issues faced by industrial units in Chandigarh's Industrial Area, including restrictive Floor Area Ratio (FAR) norms, defective land titles, leasehold constraints and widespread building violation and misuse notices, if so, the details thereof;
- (b) whether existing FAR limit of 0.75 has rendered industrial operations economically unviable, especially when compared to neighbouring industrial areas in Punjab and Haryana with FAR norms of 2.5 to 3.0 and whether Government proposes to rationalise it and if so, the details thereof;
- (c) whether the Government proposes to address defective titles arising from historical leasehold allotments and consider conversion of industrial properties from leasehold to freehold and if so, the details thereof;
- (d) whether retrospective amendments to the Chandigarh Estate Rules relating to penalties have been reviewed for legal validity and if so, the details thereof;
- (e) whether a one-time amnesty scheme for building violations and adoption of

MSME Development Act, 2006 for permitting service activities are under consideration, if so, the details thereof; and

(f) the timeline fixed for resolving these issues?

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, Small and Medium Enterprise (MSME) sector consists of private enterprises/industries. Promotion and development of enterprises, industries and industrial area is a State subject. The issues relates to the Industrial Area of Chandigarh, fall primarily with the administrative jurisdiction of Chandigarh Administration and the Ministry of Home Affairs.

The Industrial Area of Chandigarh is being governed with the Architectural Controls and Zoning Plans for different plot sizes. Initially, FAR of 0.5 was permitted, which was further enhanced to 0.6 and later 0.75/1.00 as per the plot sizes. Further, the matter with respect to flexible development norms and higher FAR viz-a-viz the neighbouring states has been deliberated in the committee meeting of Deregulation 1.0, 2.0 for Industrial Area, Phase-I, II & III. A Committee has been constituted by the Chandigarh Administration under the chairmanship of Deputy Commissioner-cum-Estate Officer on 23.01.2026 to revisit/amend Building Regulations to Reduce Land Loss in Industrial plots and it is being reviewed w.r.t. augmentation of services by Municipal Corporation towards increase in FAR.

As informed by Estate Office, UT, Chandigarh the issues related to defective titles and conversion of industrial properties from leasehold to freehold is governed by Chandigarh Administration and the Ministry of Home Affairs. Matters related to regularization of such issues are examined on a case-to-case basis in accordance with the provisions of the Capital of Punjab (Development and Regulation) Act, 1952, the Chandigarh Estate Rules, 2007 and the Chandigarh Building Rules (Urban), 2017.

It has further been informed that the proposal of Chandigarh Administration for conversion of industrial/commercial plots from leasehold to freehold in UT of Chandigarh was examined by Ministry of Home Affairs and the same has not been agreed to.

(d) to (f): Action relating to penalties is taken as per the provisions of the Capital of Punjab (Development and Regulation) Act, 1952 and the Rules framed thereunder. As informed by the Estate Office, the proposal for amendment of the penalty provisions has been forwarded to the Ministry of Home Affairs.

It has been further informed that at present, no amnesty scheme is in force.

While the Ministry of MSME promotes a facilitative ecosystem for MSMEs under the MSME Development Act, 2006, implementation of such measures is subject to local laws and regulations. The Ministry of MSME remains engaged with stakeholders including States and convey MSME-related concerns to the appropriate authorities, as required.

MODERNISATION OF AVIATION NAVIGATION

2097. SHRI SUNIL DATTATREY TATKARE:

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

- (a) whether it is a fact that Airports Authority of India (AAI) is considering an investment of over Rs. 15,000 crores to modernize aviation navigation and surveillance technology at various airports across the country;
- (b) if so, the details thereof along with the details of the breakdown of the said investment/funds decided in this regard;
- (c) whether AAI is also taking proactive steps to fill vacancies of technical roles across various airports and if so, the details thereof; and
- (d) whether AAI is further considering establishment of a dedicated and skilled cyber-security division 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): The Airports Authority of India (AAI), being the sole Air Navigation Service Provider (ANSP) in the country, continuously undertakes modernisation of air navigation infrastructure and upgradation of Air Traffic Management (ATM) systems to cater to the growing air traffic demand. In this regard, AAI has earmarked a capital outlay of approximately Rs. 3490 crore during the period 2026–2028 for the modernisation of Communication, Navigation and Surveillance / Air Traffic Management (CNS/ATM) infrastructure at various airports across the country. Out of the said expenditure, around Rs. 1532 Crore

pertains to automation of ATM systems across airports, while the remaining funds have been allocated for the upgradation of other CNS/ATM equipment.

(c): The Airports Authority of India (AAI) undertakes recruitment from time to time to ensure availability of adequate technical manpower for maintaining operational safety and continuity of services. During the last three years, recruitment to 2341 posts in technical roles at the executive level has been conducted by AAI.

(d): For the establishment of a dedicated Cyber Security Division for CNS/ATM and IT/OT (Information Technology/ Operational Technology) systems, AAI has issued a Request for Proposal to IIT Madras for engagement as a consultant to support and strengthen the cybersecurity framework of OT/IT systems at AAI airports. The scope of the consultancy includes formulation of cyber security architecture and assessment of manpower requirements for cyber security verticals in AAI.

STATUS OF AMRUT ACROSS THE COUNTRY

2098. SHRI MURASOLI S.:

SHRI ROBERT BRUCE C.:

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

- (a) the details of the Atal Mission for Rejuvenation and Urban Transformation (AMRUT), including fund sharing pattern between the Centre and States;
- (b) the details of the cities currently under AMRUT across the country;
- (c) the details of fund allocated and utilized across the country under AMRUT,

project and State-wise;

(d) whether specific guidelines have been fixed to monitor and supervise the implementation of AMRUT at State level; and

(e) if so, the details thereof;

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

(a) to (e): Atal Mission for Rejuvenation and Urban Transformation (AMRUT) was launched on 25 June 2015 in selected 500 cities (now 485 cities including 15 merged cities) and towns across the country. The Mission focuses on development of basic infrastructure in the sectors of water supply; sewerage and septage management; storm water drainage; green spaces and parks; and non-motorized urban transport. A set of Urban Reforms and Capacity Building have been included in the Mission. Central share for the projects under AMRUT was 100 % for Union Territories and 90% for North Eastern and Hilly. In other States, central share was 50% of the project cost in cities having population up to 10 lakh and 33% of the project cost in cities having population of more than 10 lakh. For Administrative and Other Expenses and Reforms, 100% central assistance was provided.

Ministry of Housing and Urban Affairs (MoHUA) has approved State Annual Action Plans (SAAPs) of all the States/Union Territories (UTs) amounting to ₹77,640 crore for the entire Mission period, which includes committed Central Assistance (CA) of ₹36,036 crore. The States/UTs have grounded 6,004 projects worth ₹83,471 crore, of which works worth around ₹80,933 crore have

been physically completed and expenditure of ₹74,244 crore has been incurred. Against the Central share of ₹36,036 crore for projects, ₹34,901 crore have been released.

Under AMRUT, central funds were released to the State/UTs and not project-wise. The State further allocate funds to the Cities/ Parastatals as per progress of the works. The State wise details of central share of funds released under AMRUT and utilization certificates received so far is given in the enclosed **Statement.**

The Mission guidelines provide 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. Further, an Apex Committee constituted under the ambit of Mission guidelines reviews and monitor the Mission periodically. For assessment and monitoring of work done under AMRUT in the States/ UTs, there is a provision of Independent Review and Monitoring Agencies (IRMAs). Also, in order to fast-track the implementation of projects, progress is periodically reviewed and monitored through regular video conferences/ webinars/ workshops/ site-visits etc. by Ministry of Housing and Urban Affairs (MoHUA) with the States/ UTs. There is a dedicated AMRUT online portal for tracking the progress and monitoring of projects.

STATEMENT**STATE-WISE STATUS OF FUNDS RELEASED UNDER AMRUT AND
UTILISATION CERTIFICATES RECEIVED:**

(Figures in ₹ crore)

S.NO	State / UT	Total Central Share released/ sanctioned	Utilisation Certificates received
1	A&N Islands	10.81	9.39
2	Andhra Pradesh	1049.89	942.75
3	Arunachal Pradesh	116.69	99.32
4	Assam	511.71	457.67
5	Bihar	1146.15	1146.15
6	Chandigarh	53.25	52.39
7	Chhattisgarh	969.12	955.65
8	Dadra & Nagar Haveli	10.59	10.59
	Daman & Diu	18.03	18.03
9	Delhi	673.74	552.36
10	Goa	62.75	62.75
11	Gujarat	1966.96	1966.96
12	Haryana	746.39	736.97
13	Himachal Pradesh	269.06	255.73
14	Jammu & Kashmir	477.74	358.39
15	Ladakh	39.2	33.21
16	Jharkhand	551.69	447.04
17	Karnataka	2258.85	2104.94
18	Kerala	1153.08	1106.11
19	Lakshadweep	2.25	2.11
20	Madhya Pradesh	2497.05	2497.05
21	Maharashtra	3356.19	3191.28
22	Manipur	162.28	161.91
23	Meghalaya	71.02	71.02
24	Mizoram	125.37	119.72
25	Nagaland	107.87	77.18
26	Odisha	785.23	785.23
27	Puducherry	63.75	53.41

28	Punjab	1190.77	1190.77
29	Rajasthan	1511.23	1511.23
30	Sikkim	34.03	31.06
31	Tamil Nadu	4626.24	4397.29
32	Telangana	831.52	806.20
33	Tripura	132.47	132.47
34	Uttar Pradesh	4880.7	4421.75
35	Uttarakhand	531.92	474.28
36	West Bengal	1905.39	1606.49
Total		34900.97	32846.86

IMPLEMENTATION OF HAR KHET KO PAANI IN KARNATAKA

2099. CAPTAIN BRIJESH CHOWTA:

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

- (a) the number of irrigation projects sanctioned and completed in Karnataka under the Har Khet Ko Paani component of the Pradhan Mantri Krishi Sinchayee Yojana (PMKSY) during the last five years with specific reference to Dakshina Kannada district;
- (b) the total irrigation potential created or restored in Dakshina Kannada district through surface and ground water schemes;
- (c) the amount of Union Government assistance sanctioned, released and utilised for these projects, year-wise;
- (d) the number of water bodies in Karnataka including those in Dakshina Kannada district selected for funding under the Repair, Renovation and Restoration (RRR) component of Har Khet Ko Paani and the present status of their renovation; and

(e) whether the Government has undertaken any assessment of water use efficiency, irrigation coverage or cropping intensity improvements in Dakshina Kannada under Har Khet Ko Paani, if so, the details thereof?

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

(a) to (c): Pradhan Mantri Krishi Sinchayee Yojana (PMKSY) launched during the year 2015-16, aims 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.

PMKSY is an umbrella scheme, consisting of two major components being implemented by Ministry of Jal Shakti, namely, Accelerated Irrigation Benefit Programme (AIBP), and Har Khet Ko Pani (HKKP). HKKP, in turn, consists of Command Area Development and Water Management (CADWM), Surface Minor Irrigation scheme (SMI), Repair-Renovation-Restoration of water bodies (RRR), and Ground Water (GW) component. However, during approval for continuation of PMKSY during 2021-26, GW component was approved only for committed liabilities.

Component-wise details of irrigation projects sanctioned and under implementation in Karnataka, along with the irrigation potential created and Central assistance released during the last five years under PMKSY-HKKP, are given in the enclosed **Statement**. However, these components do not cover Dakshina Kannada district of Karnataka.

Pradhan Mantri Krishi Sinchayee Yojna-Har Khet Ko Pani-Ground Water

Irrigation (PMKSY-HKGP-GW) component has not been implemented in Karnataka during the last five years.

(d): No project for Repair, Renovation and Restoration (RRR) of water bodies has been sanctioned, implemented, or is under implementation in Karnataka under the HKGP.

(e): No. irrigation project has been sanctioned, implemented, or is under implementation in Dakshina Kannada district of Karnataka under the HKGP.

STATEMENT

Details of projects sanctioned and implemented under PMKSY-HKGP in Karnataka

S. No.	Component of PMKSY-HKGP	No. of Projects Sanctioned	Irrigation benefits	Central Assistance (CA) released (Rs. In crore)					
				During 2016-21	2021-22	2022-23	2023-24	2024-25	2025-26
1.	CAD & WM	5 major/medium irrigation projects	42.94 thousand hectare command area have been developed in Karnataka	75.28	0	2.974	0	0	0
2.	SMI	214 surface minor irrigation projects	11.73 thousand hectare irrigation potential developed in Karnataka	-	-	30.00	37.50	37.50	111.54 *

*Mother Sanction

OPERATIONAL MEGA FOOD PARKS IN KARNATAKA

2100. SHRI P. C. MOHAN:

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

- (a) the Mega Food Parks and agro-processing clusters that have become operational in Karnataka and Bengaluru during the last three years along with their locations;
- (b) the number of processing units those have commenced production in these parks during the said period and the share of such units belonging to micro, small and medium enterprises;
- (c) whether delays in last-mile infrastructure, cold storage, warehousing or common processing facilities have affected the utilisation of these parks, if so, the details thereof;
- (d) the steps being taken by the Government to attract private investment and improve occupancy in under-utilised food parks in Karnataka; and
- (e) the details of direct and indirect employment generated through these facilities including in Bengaluru?

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 Ministry of Food Processing Industries (MoFPI) has been implementing the Mega Food Park (MFP) Scheme and Agro Processing Clusters (APC) Scheme, which are component schemes of the Central Sector Umbrella Scheme “Pradhan Mantri Kisan Sampada Yojana (PMKSY)”. The main objectives of the MFP and APC schemes are to create modern infrastructure for the food processing sector along the value chain from farm to market. While APC scheme was continued during 15th FC cycle, MFP scheme has been discontinued with

effect from 01.04.2021. No projects of MFP and APC have become operational during last three years in the State of Karnataka. The details of MFPs and APC projects approved by the ministry in the State of Karnataka are given in the enclosed **Statement**.

(b): 11 food processing units have commenced production in MFP projects approved by the ministry during last 3 years. All these units belong to micro, small and medium enterprises.

(c) to (d): The responsibility of execution, ownership and management of MFPs vests with the Special Purpose Vehicle (SPV) / Implementing Agency (IA). Ministry is regularly monitoring the projects through the Programme Management Agencies (PMAs) and also reviewing the progress of projects by conducting review meetings at the level of Senior Officers and Hon'ble Minister, FPI to facilitate early implementation of projects. The development and utilisation of Mega Food Parks and Agro-Processing Clusters depends upon the timely creation of common infrastructure such as internal roads, cold chain, warehousing, effluent treatment facilities and common processing facilities. The delays in implementation by MFPs and APCs are mainly attributable to factors such as land acquisition issues, delays in statutory clearances, financial constraints of the Special Purpose Vehicles (SPVs), changes in project scope, external factors including the COVID-19 pandemic and challenges in operationalising the requisite number of food processing units.

However, the Government has taken several steps to attract private

investment and improve occupancy in under-utilised MFPs and APCs, including those in Karnataka. To populate the approved MFPs and APCs with food processing units, exclusive Expression of Interest (EOI) for establishment of Food processing units have been called for under the scheme for Creation / Expansion of Food Processing & Preservation Capacities (CEFPPC) of the Ministry and later on, certain percentage of funds have been specifically earmarked for food processing units in Mega Food Parks (MFPs) and Agro processing clusters (APCs). Further to make affordable credit available to Mega Food Parks and APCs food processing units in the Parks, Special Fund of Rs. 2000 crore has also been created with NABARD.

(e): MFPs and APC projects approved in the State of Karnataka have generated 6695 of direct and indirect employment.

STATEMENT

The details of Mega Food Parks approved by the Ministry in the State of Karnataka:

SPV/ IA Name	District	Project Cost (INR in Cr)	Approved Grant (INR in Cr)	Released Grant (INR in Cr)	Status
Integrated Food Park Ltd	Tumkur	144.33	48.72	48.72	Operational
Favorich Infra Pvt Ltd	Mandya	87.1	43.55	37.57	Under Implementation

The details of APCs approved by the Ministry in the State of Karnataka:

SPV/ IA Name	District	Project Cost (INR in Cr)	Approved Grant (INR in Cr)	Released Grant (INR in Cr)	Status
M/s GEM Food Park LLP	Devanagere	40.01	9.77	6.92	Operational
M/s Udupi Food Park	Udupi	16.08	5.23	3.75	Under Implementation
M/s Sri Lakshmibalaji Agro Park Private Ltd	Koppal	36.34	10.00	6.16	Under Implementation

STATUS OF ARHCs IN RAJASTHAN

2101. SHRIMATI MAHIMA KUMARI MEWAR:

SHRI BHOJRAJ NAG:

SHRI KHAGEN MURMU:

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

- (a) the income group identified and targeted under the Affordable Rental Housing Complexes (ARHCs) vertical of the Pradhan Mantri Awas Yojana – Urban (PMAY-U) 2.0 in the country, particularly in Rajasthan;
- (b) whether the Government has set any targets in terms of the number of private/public agencies and the estimated time for their enrolment for the construction of ARHCs; and
- (c) if so, the details thereof?

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) launched Affordable Rental Housing Complexes (ARHCs) as a sub-scheme of Pradhan Mantri Awas Yojana - Urban (PMAY-U) in July 2020 to address the housing need faced by migrant workers, urban poor and informal sector labourers from Economically Weaker Section (EWS)/Low Income Group (LIG) category across the country including Rajasthan. This scheme has been implemented through two models.

Under Model-1, a total of 5,783 Government funded vacant houses have been converted into ARHCs, so far, including 480 dwelling units in Chittorgarh, Rajasthan. Additionally, proposals for converting 7,413 existing Government funded vacant houses into ARHC units have been processed in the States of Gujarat, Himachal Pradesh, Haryana, Madhya Pradesh and Rajasthan. Further, based on the proposals submitted by States/UTs under Model 2, MoHUA has approved proposals for construction of 83,298 new ARHC units in several States with Technology Innovation Grant (TIG) of ₹175.95 crore. Out of this, 36,450 ARHC units have been completed on ground, showcasing rapid on-ground implementation, proactive participation from Public/Private Entities.

Further, based on the learnings of ARHCs, a dedicated vertical of Affordable Rental Housing (ARH) has been provisioned under PMAY-U 2.0 which aims to promote construction of affordable rental housing close to the workplaces of the intended beneficiaries including urban migrants/industrial workers/working women/students/urban poor etc. The ARH vertical is

implemented through two models:

Model-1: Converting existing Government funded vacant houses into ARH through Public Private Partnership mode or by Public Agencies.

Model-2: Construct, Operate and Maintain rental housing by Private/Public Entities for urban poor, working women, employees of Industries, Industrial Estates, Institutions and other eligible EWS/LIG families.

The Scheme Guidelines of PMAY-U 2.0 are available at <https://pmay-urban.gov.in/uploads/guidelines/Operational-Guidelines-of-PMAY-U-2.pdf>.

Under ARH vertical, enabling eco-system is created by incentivizing Public/Private Entities for their maximum participation and leveraging investment for creating affordable rental housing stock across the country. These include fast-tracked, single-window approvals through a green-channel process; 50% additional FAR with free TDR; exemptions from land conversion and statutory charges; and parity of municipal service charges with residential projects to further encourage participation and reduce construction costs. Further, increased TIG of ₹5,000 per sqm. of carpet area has been provisioned to incentivize public and private entities to build new ARH units.

In this regard, an Expression of Interest (EOI) has been issued by the Ministry for submission of project proposals for construction of new ARH units by all interested Public/Private Entities under PMAY-U 2.0. The web link for EOI is at <https://pmay-urban.gov.in/ARH-EOI.pdf>.

COVERAGE AND IMPACT OF UNIFIED PIPELINE TARIFF

2102. SHRI VISHWESHWAR HEGDE KAGERI:

SHRI DAMODAR AGRAWAL:

SHRI ANURAG SHARMA:

SHRI RAMESH AWASTHI:

SHRI BHOJRAJ NAG:

SHRIMATI KAMALJEET SEHRAWAT:

SHRI KALI CHARAN SINGH:

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

- (a) the details of the total coverage of operational natural gas pipelines operating under the Unified Pipeline Tariff regime, district-wise;
- (b) whether districts of the Bundelkhand region, particularly Jhansi and Lalitpur in Uttar Pradesh are presently covered or proposed to be covered and if so, the details thereof;
- (c) the increase in operational natural gas pipeline length achieved during the last year along with the district-wise details of additional pipeline length currently under execution or planned including timelines for completion affecting the Jhansi–Lalitpur region;
- (d) the coverage under the Unified Pipeline Tariff regime during the last year, highlighting inclusion of backward and aspirational districts, State/UT-wise;
- (e) whether the Government proposes to increase the Unified Pipeline coverage, if so, the details thereof, State/UT-wise; and
- (f) whether the Government has assessed the impact of the Unified Pipeline Tariff regime on reducing transportation costs, improving gas accessibility

for households, MSMEs and food processing units and promoting industrial growth in regions like Jhansi and Lalitpur, 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) to (f): Petroleum and Natural Gas Regulatory Board (PNGRB) is the authority to grant authorization to various entities to Lay, build, operate and expand Natural Gas Pipelines (NGPL). As on September 2025, PNGRB has authorized approximately 34,238 km of NGPL network which includes common carrier, spur line, tie-in connectivity and dedicated pipeline across the country to create a National Gas Grid to be completed within periods as specified in the PNGRB authorization, out of which 25,923 km are operational. All the States and Union Territories, except Ladakh, Andaman & Nicobar Island and Lakshwadeep are covered by Natural Gas Pipeline Network authorized by PNGRB. The operational network has increased from 24,945 km as of 30.09.2024 to 25,923 Km as on 30.09.2025, reflecting an increase of 978 km.

The details of the total coverage of operational natural gas pipelines operating under the Unified Pipeline Tariff regime authorized by PNGRB as on 30.09.2025 is given in the enclosed **Statement-I**. The natural gas pipeline currently under execution as on 30.09.2025 is given in the enclosed **Statement-II**.

Further, supply and distribution of natural gas is also achieved through the development of City Gas Distribution (CGD) Network. Laying of pipeline

infrastructure is part of the development of CGD Network, which is carried out by the entities authorized by PNGRB vide their Minimum Work Programme (MWP). After completion of 12/12A CGD bidding round, PNGRB has authorized entities for the development of CGD network in 307 Geographical Areas (GAs), covering the entire mainland area (including backward and inspirational districts) of the country.

The districts of Bundelkhand region including Jhansi and Lalitpur districts in Uttar Pradesh are covered under CGD Network, the details of which is at **Statement-III**. Natural gas is supplied to these regions through the integrated HVJ (Hazira-Vijaipur-Jagdishpur) Pipeline with physical connectivity at two locations i.e. GAIL's delivery terminal at Malanpur and IP-02 (Intermediate Pigging Station), Raksha.

PNGRB has notified the Unified Tariff effective from 01.04.2023 for all pipelines that are part of the National Gas Grid System (*this comprises of ~ 90% of Total Operational Common Carrier Pipelines authorised by PNGRB*). This reform advances the objective of “One Nation, One Grid, One Tariff” and reduces regional disparities in natural gas transportation cost, thereby enhancing competitiveness of MSMEs and food processing units. As part of the move toward a Unified National Tariff structure, PNGRB vide amendment dated 07.07.2025 has also reduced the number of Unified Tariff Zones from three to two. This change aims to create a more balanced tariff system and improve natural gas access, particularly in underserved areas.

PNGRB has notified transportation tariffs of Rs. 54/MMBTU (up to 300

km) and Rs. 102.86/MMBTU (beyond 300 km) effective 1 January 2026. However, CNG and Domestic PNG consumers nationwide will be charged the Zone-1 tariff of Rs. 54/MMBTU, resulting in nearly 50% lower transportation charges for consumers located beyond 300 km. The reform will specially benefit the consumers located in the far-flung areas where currently the additive tariff is applicable. It also facilitates development of gas markets, enhances affordability for urban households and transportation sectors, thereby advancing the adoption of clean energy as part of the government vision to increase the gas utilisation in the country.

STATEMENT-I

The details of the total coverage of operational natural gas pipelines operating under the Unified Pipeline tariff regime authorized by PNGRB as on 30.09.2025 are listed below:

Sl. No.	Name of Pipeline	Entity Authorized	Date of Authorization	Length Authorized (km)	States
1.	Hazira-Vijaipur-Jagdishpur-GREP-Dahej-Vijaipur HVJ/VDPL	GAIL(India) Limited	19.04.2010	6,169	Uttar Pradesh, Madhya Pradesh, Rajasthan And Gujarat, Haryana, Delhi, and Uttarakhand
	Dahej-Vijaipur (DVPL)-Vijaipur-Dadri (GREP) Capacity augmentation		14.02.2011		

2.	Dahej-Uran-Dabhol-Panvel Natural Gas Pipeline		10.05.2010	920	Gujarat, Maharashtra, UT of Dadra & Nagar Haveli and Daman & Diu
3.	Jagdishpur- Haldia-Bokaro-Dhamra Natural Gas Pipeline network,		29.01.2018	3,546	Uttar Pradesh, Bihar, Jharkhand, West Bengal, Odisha, Assam
4.	Dadri-Bawana-Nangal Natural Gas Pipeline,		15.02.2011	921	Punjab, Haryana, Uttar Pradesh, Uttarakhand, Delhi, and Himachal Pradesh
5.	Chainsa-Jhajjar-Hissar Natural Gas Pipeline		13.12.2010	455	Haryana, Rajasthan and Delhi
6.	Dabhol-Bangalore Natural Gas Pipeline.		14.11.2011	1,414	Maharashtra, Karnataka, Goa
7.	KG Basin Natural Gas Pipeline, Baroda Sub Network of Gujarat Regional, Mumbai Regional a. Uran Thal UsarSub Network b. Trombay Sub Network		12.05.2010	878	Andhra Pradesh Gujarat, Maharashtra
8.	Mumbai-Nagpur-Jharsuguda Natural Gas Pipeline		15.05.2020	1755	Maharashtra, Madhya Pradesh, Chhattisgarh and Odisha

9.	Srikakulam Angul Natural Gas pipeline		23.07.2019	690	Andhra Pradesh, Odisha
10.	Dadri-Panipat Natural Gas Pipeline	Indian Oil Corporation Limited	05.01.2011	132	Haryana and Uttar Pradesh
11.	East-West Natural Gas pipeline	Pipeline Infrastructure Limited	21.06.2019	1,459	Andhra Pradesh, Gujarat, Maharashtra, Telangana and Karnataka
12.	GSPL's High Pressure Gujarat Gas Grid	Gujarat State Petronet Limited	27.07.2012	2,860	Gujarat
13.	GSPL's Low Pressure Gujarat Gas Grid		19.03.2013	58	Gujarat
14.	Shahdol-Phulpur Natural Gas pipeline	Reliance Gas Pipelines Limited	11.07.2013	312	Madhya Pradesh and Uttar Pradesh
15.	Mehsana- Bathinda Natural Gas pipeline	GSPL India Gasnet Limited	07.07.2011	1,942.5	Gujarat, Rajasthan, Haryana, Punjab
16.	Bathinda-Jammu-Srinagar Natural Gas pipeline (foreclosed at Gurdaspur)	GSPL India Gasnet Limited	07.07.2011	261	Punjab
17.	Mallavaram-Bhopal-Bhilwara-Vijaipur Natural Gas pipeline	GSPL India Transco Limited	07.07.2011	1,881	Andhra Pradesh, Telangana, Maharashtra, MP, Rajasthan, Gujarat
18.	Uran Trombay Natural Gas pipeline system	Oil and Natural Gas Corporation Limited	03.05.2011	24	Maharashtra
19.	North-East Natural	Indradhanush	17.11.2020	1,656	Assam, Mizoram,

	Gas pipeline grid	Gas Grid Limited			Manipur, Arunachal Pradesh, Tripura, Nagaland, Meghalaya & Sikkim, West Bengal
Total-				27,334	

(Source-PNGRB)

STATEMENT-II**Under Construction Common Carrier Natural Gas Pipelines As on September, 2025:**

(Authorized under Regulations 5/17/18/21(3) of the NGPL Authorization Regulations and Section 42 of the PNGRB, Act, 2006)

S. No.	Name of Natural Gas Pipelines	Name of Authorized Entity	Date of Authorization	Authorized Length (KM)	Authorized Capacity (MMSCMD)	States from which Pipeline passes
1	Ennore-Nellore	GTIL	02.12.2014	220	36.00	Andhra Pradesh, Tamil Nadu
2	Kakinada-Vijayawada-Nellore	IMC	19.02.2018	667	18.00	Andhra Pradesh
3	Kanai-Chhata-Panitar	HPPL	08.07.2019	317	19.20	West Bengal
4	Mumbai-Nagpur-Jharsuguda	GAIL	15.05.2020	1755	16.50	Maharashtra, Madhya Pradesh, Chhattisgarh and Odisha
5	Jamnagar to Dwarka (Gujarat)	GSPL	19.08.2021	100	3.00	Gujarat
	Hazaribagh-Ranchi					Jharkhand

6		IOCL	09.02.2023	68	1.03	
7	Gurdaspur-Jammu	GAIL	12.07.2023	160	3.10	UT of Jammu & Kashmir, Punjab
Total-				3,287		

Partially Commissioned Common Carrier Pipelines - As on September, 2025

(Authorized under Regulations 5/17/18/21(3) of the NGPL Authorization)

S. No.	Name of Natural Gas Pipelines	Entity	Date of Auth.	Auth. Length (KM)	Authorized Capacity (MMSCMD)	Operating Length (KM)	Under Const. Length# (KM)	States from which Pipeline passes
1	Mehsana-Bhatinda	GIGL	07.07.2011	1,942.5	83.11	1285	657.5	Gujarat, Rajasthan, Haryana, Punjab
2	Bhatinda-Gurdaspur	GIGL	07.07.2011	261	42.42	102	159	Punjab
3	Mallavaram-Bhopal-Bhilwara - Vijaipur	GITL	07.07.2011	1,881	78.25	364	1517	Andhra Pradesh, Telangana, Maharashtra, MP, Rajasthan, Gujarat
4	Dabhol-Bangalore	GAIL	14.11.2011	1,414	16.00	1148	266	Maharashtra, Karnataka, Goa
5	Kochi-Koottanad-Bangalore-Mangalore	GAIL	31.05.2012	1,104	16.00	644	460	Kerala, Tamil Nadu, Karnataka, UT of Puducherry
6	Ennore-Tuticorin	IOCL	10.12.2015	1,431	84.67	1094	337	Tamil Nadu, Karnataka, Andhra Pradesh, UT of Puducherry
7	Jagdishpur-Haldia- Bokaro Dhamra- Paradip-Barauni-Guwahati	GAIL	29.01.2018	3,546	23.00	3277	269	Uttar Pradesh, Bihar, Jharkhand, West Bengal, Odisha, Assam
8	North-East Natural Gas Pipeline Grid	IGGL	17.11.2020	1,656	4.75	196	1460	Assam, Mizoram, Manipur, Arunachal Pradesh, Tripura, Nagaland, Meghalaya & Sikkim, West Bengal
9	Srikakulam-Angul	GAIL	23.07.2019	690	6.65	422	268	Andhra Pradesh, Odisha
Total-				13,926		8,532	5393.5	

Note:-#Under Construction length is difference of Authorized length and Operating Length

*Target date of completion is as per the authorization issued to the entity or such other date as extended by the Board.

STATEMENT-III

Sl. No	Geographical Area/ CGD Networks	State/Union Territory	Authorized CGD Entity	Date of Authoriza-tion	Date of Target Completi on	Pipeline Infrastructure- Inch KM		
						MWP Target	Pro-Rata Target	Total
1	Jhansi	Uttar Pradesh	Central UP Gas Limited	26-Feb-14	31-Mar-19	72	72	408
2	Jhansi (EAAA*) District, Bhind, Jalaun , Lalitpur and Datia Districts	Madhya Pradesh and Uttar Pradesh	Adani Total Gas Limited	29-Mar-19	31-Mar-29	1568	1058	372
3	Banda , Chitrakoot and Mahoba	Uttar Pradesh	Indraprastha Gas Limited	13-Apr-22	30-Jun-30	2325	1163	2207
4	Kanpur (EAAA) District, Fatehpur and Hamirpur Districts	Uttar Pradesh	Indraprastha Gas Limited	29-Mar-19	31-Mar-29	1170	790	4228

*Except Area Already Authorized

(Source-PNGRB)

COAL-BASED THERMAL POWER PLANTS

2103. DR. BYREDDY SHABARI:

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

- (a) the number of coal-based thermal power plants in the country during the last ten years, State-wise and year-wise along with their installed, operational, and idle/non-operational capacities;

- (b) the number of such plants where Continuous Emission Monitoring Systems (CEMS) have been installed and are operational, and the timelines for making CEMS functional in remaining plants;
- (c) the details of violations of prescribed emission norms, including penalties imposed, realised and pending, State-wise and year-wise;
- (d) the present status of modernisation and efficiency upgradation of coal-based thermal power plants, including conversion or retrofitting with supercritical and ultra-supercritical technologies; and
- (e) the measures taken by the Government to ensure compliance with emission standards, strengthen real-time monitoring and reporting and improve enforcement and accountability in coal-based thermal power plants?

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

(a): As on 31.12.2025, there are 200 coal and lignite based thermal power plants, of central generation companies (GENCOs), state GENCOS and Independent Power Producers (IPPs), operational in the country with a total of about 226.23 GW of capacity and about 9,42,542.70 MU of generation during the period: Apr'25 to Dec'25. The details of State-Wise, Station-Wise Generation Data for the last ten years (2015-16 to 2024-25) and current financial year 2025-26 (upto Dec'25) are given in the enclosed **Statement-I**.

(b), (c) and (e): (i) State Pollution Control Boards (SPCBs)/ Pollution Control Committees (PCCs) have been directed by Central Pollution Control Board

(CPCB) to ensure installation of Online Continuous Emission & Effluent Monitoring System (OCEMS) in 17 categories of industries (including thermal power plants (TPPs)) and also directed to incorporate specific condition in the Consent to Operate Order (CTO) for OCEMS in these industries, commissioned after 28.02.2017.

(ii) The OCEMS data is primarily for self-monitoring by the industries, which is shared with the CPCB and the concerned SPCB/PCC servers by the industries including TPPs. The list of Industries connected with Central Pollution Control Board (CPCB) server under Power Plant category (as of date 06.02.2026) is given in the enclosed **Statement-II**.

(iii) The environmental compliance of power plants is primarily enforced by the respective State Pollution Control Boards (SPCBs) or Pollution Control Committees (PCCs) through the consent mechanism. Based on emission monitoring carried out by CPCB, CPCB has issued Show-Cause Notice cum Directions to 01 Thermal Power Plant (Unit 2 of M/s Bhavnagar Lignite TPS, GSECL, Gujarat) due to violation of prescribed emission standards.

(iv) The Thermal Power Plants are regulated and monitored through SPCBs as per the provisions of Water (Prevention and Control of Pollution) Act, 1974 and Air (Prevention and Control of Pollution) Act, 1981.

(v) In case of non-compliance beyond the prescribed timelines, the following Environmental Compensation will be levied on non-compliant TPPs:

Non-Compliant operation beyond the Timeline	Environmental Compensations (Rs. Per unit electricity generated)
0-180 days	0.20
181-365 days	0.30
366 days and beyond	0.40

(d): Central Electricity Authority (CEA) has identified 223 units with total capacity of 63,440 MW as potential candidates for Renovation and Modernization/ Life Extension (R&M/LE) works with age older than 20 years as on December, 2022. R&M/LE works in these units have to be implemented in nine phases to avoid any major energy demand- supply gap.

The phasing plan of 223 units along with tentative timelines for implementation of R&M/LE intervention is given as under:

Phase	Timeline	Central Sector Units	Central Sector Capacity	State Sector Units	State Sector Capacity	Private Sector Units	Private Sector Capacity	Total Units	Total Capacity
Phase 1	01-01-2024 to 30-06-2026	11	2,230	25	5,230	1	500	37	7,960
Phase 2	01-07-2026 to 31-12-2028	18	5,170	10	2,140	0	0	28	7,310
Phase 3	01-01-2029 to 30-06-2031	12	2,810	14	3,560	0	0	26	6,370
Phase 4	01-07-2031 to 31-12-2033	8	2,550	15	3,730	2	500	25	6,780
Phase 5	01-01-2034 to 30-06-2036	5	1,630	17	4,330	3	750	25	6,710
Phase 6	01-07-2036 to 31-12-2038	12	5,420	8	2,175	0	0	20	7,595
Phase 7	01-01-2039 to 30-06-2041	5	2,000	16	4,590	4	1,000	25	7,590
Phase 8	01-07-2041 to	5	1,740	9	2,655	9	2,660	23	7,055

	31-12-2043								
Phase 9	01-01-2044 to 30-06-2046	5	2,490	2	460	7	3,120	14	6,070
Total	Overall	81	26,040	116	28,870	26	8,530	223	63,440

The first phase of Renovation and Modernisation (R&M) plan is effective from 01.01.2024 to 30.06.2026. The details of R&M status of 37 units of 7,960 MW installed capacity is given as under:

- i. Central Sector: Out of 11 TPP units of 2,230 MW installed capacity, 8 units of 1,600 MW installed capacity are undergoing need based R&M and remaining 3 units of 630 MW installed capacity are under implementation of R&M programme.
- ii. State Sector: Out of 25 units of 5,230 MW installed capacity, 9 units of 1,890 MW installed capacity are undergoing need based R&M, 10 units of 2,090 MW installed capacity are under implementation of R&M programme, 2 units of 420 MW installed capacity are undergoing R&M and Life extension study. Remaining 4 units of 830 MW installed capacity has been retired.
- iii. Private Sector: 1 unit of 500 MW installed capacity does not intend to carry out R&M as PPA is only for 5 years with minimum allowed capex.

Further, installation of efficient Supercritical/ Ultra Super-critical units over Subcritical Thermal Units is promoted as these units are more efficient and their CO₂ emission per unit of electricity generation is less than subcritical units. This results in corresponding savings in coal consumption and a reduction in greenhouse gas (GHG) emissions. A total capacity of 70,850 MW (102 units) of

Supercritical units and 8,340 MW (12 units) of Ultra-Supercritical units has been commissioned till 31.12.2025.

STATEMENT- I

The details of State-Wise & Coal & Lignite Based Power Station-Wise Generation Data for FY 2025-26 (Till 31.12.2025):

Sl. No.	State	Station Name	Capacity (MW)	Generation (MUs)
			FY 2025-26 (upto Dec 2025)	
A. Coal Based Power Stations				
1	Andhra Pradesh	DAMODARAM SANJEEVAIAH TPS	2,400.00	8,671.23
2		Dr. N. TATA RAO TPS	2,560.00	10,166.20
3		PAINAMPURAM TPP	1,320.00	5,967.75
4		RAYALASEEMA TPS	1,650.00	6,457.22
5		SGPL TPP	1,320.00	7,184.47
6		SIMHADRI	2,000.00	8,189.17
7		SIMHAPURI TPS	600.00	2,032.72
8		THAMMINAPATNAM TPS	1,000.00	1,176.94
9		VIZAG TPP	1,040.00	3,823.75
10	Assam	BONGAIGAON TPP	750.00	3,318.11
11	Bihar	BARAUNI TPS	500.00	2,562.70
12		BARH STPS	3,300.00	12,495.52
13		BUXAR TPP	660.00	372.86
14		KAHALGAON TPS	2,340.00	11,685.04
15		MUZAFFARPUR TPS	390.00	1,832.94
16		NABINAGAR STPP	1,980.00	9,703.99
17		NABINAGAR TPP	1,000.00	4,713.43
18	Chhattisgarh	ADANI POWER LIMITED RAIGARH TPP	600.00	2,829.49
19		ADANI POWER LIMITED RAIPUR TPP	1,370.00	5,992.41
20		AKALTARA TPS	1,800.00	8,681.98
21		BALCO TPS	600.00	2,824.22
22		BANDAKHAR TPP	300.00	1,586.13

Sl. No.	State	Station Name	Capacity (MW)	Generation (MUs)
			FY 2025-26 (upto Dec 2025)	
23		BARADARHA TPS	1,200.00	6,536.33
24		BHILAI TPS	500.00	2,742.08
25		BINJKOTE TPP	600.00	3,194.51
26		CHAKABURA TPP	30.00	152.57
27		DSPM TPS	500.00	2,956.62
28		KASAIPALLI TPP	270.00	1,144.22
29		KORBA STPS	2,600.00	14,707.17
30		KORBA-WEST TPS	1,340.00	5,995.18
31		LARA TPP	1,600.00	8,958.73
32		MARWA TPS	1,000.00	5,029.18
33		NAWAPARA TPP	600.00	2,917.03
34		OP JINDAL TPS	1,000.00	5,713.08
35		PATHADI TPP	600.00	3,237.46
36		RATIJA TPS	100.00	457.26
37		SIPAT STPS	2,980.00	15,560.49
38		SVPL TPP	63.00	264.12
39		TAMNAR TPP	2,400.00	13,408.59
40		UCHPINDA TPP	1,440.00	5,995.78
41		Vedanta Ltd Chhattisgarh TPP	600.00	1,341.71
42	Gujarat	ADANI POWER LIMITED MUNDRA TPP - I & II	2,640.00	10,000.13
43		ADANI POWER LIMITED MUNDRA TPP - III	1,980.00	8,831.15
44		GANDHI NAGAR TPS	630.00	1,018.10
45		MUNDRA UMTTP	4,000.00	6,414.01
46		SABARMATI (D-F STATIONS)	362.00	1,914.16
47		SALAYA TPP	1,200.00	4,420.47
48		SIKKA REP. TPS	500.00	400.11
49		UKAI TPS	1,110.00	4,221.86
50		WANAKBORI TPS	2,270.00	6,065.90
51	Haryana	INDIRA GANDHI STPP	1,500.00	5,686.08
52		MAHATMA GANDHI TPS	1,320.00	5,396.42
53		PANIPAT TPS	710.00	2,446.04

Sl. No.	State	Station Name	Capacity (MW)	Generation (MUs)
			FY 2025-26 (upto Dec 2025)	
54		RAJIV GANDHI TPS	1,200.00	3,064.97
55		YAMUNA NAGAR TPS	600.00	2,727.62
56	Jharkhand	BOKARO TPS `A` EXP	500.00	1,963.47
57		CHANDRAPURA(DVC) TPS	500.00	2,144.20
58		JOJOBERA TPS	240.00	1,270.77
59		KODARMA TPP	1,000.00	4,730.94
60		MAHADEV PRASAD STPP	540.00	2,697.28
61		MAITHON RB TPP	1,050.00	5,113.69
62		NORTH KARANPURA TPP	1,980.00	9,044.77
63		PATRATU STPP	800.00	847.60
64		TENUGHAT TPS	420.00	1,456.07
65	Karnataka	ADANI POWER LIMITED UDUPI TPP	1,200.00	3,430.03
66		BELLARY TPS	1,700.00	5,742.87
67		KUDGI STPP	2,400.00	6,911.58
68		RAICHUR TPS	1,720.00	5,230.82
69		TORANGALLU TPS(SBU-I)	260.00	1,511.21
70		TORANGALLU TPS(SBU-II)	600.00	2,663.13
71		YERMARUS TPP	1,600.00	3,903.28
72	Madhya Pradesh	AMARKANTAK EXT TPS	210.00	1,288.56
73		ANUPPUR TPP	1,250.00	6,519.98
74		BINA TPS	500.00	2,437.56
75		GADARWARA TPP	1,600.00	6,653.80
76		KHARGONE STPP	1,320.00	5,192.55
77		MAHAN TPP	1,200.00	6,008.09
78		NIGRI TPP	1,320.00	7,658.54
79		NIWARI TPP	90.00	411.87
80		SANJAY GANDHI TPS	1,340.00	5,652.13
81		SASAN UMTTP	3,960.00	22,520.93
82		SATPURA TPS	500.00	2,430.94
83		SEIONI TPP	600.00	2,882.09
84		SHREE SINGAJI TPP	2,520.00	9,922.86
85		VINDHYACHAL STPS	4,760.00	24,637.45

Sl. No.	State	Station Name	Capacity (MW)	Generation (MUs)
			FY 2025-26 (upto Dec 2025)	
86	Maharashtra	ADANI POWER LIMITED TIRODA TPP	3,300.00	15,108.77
87		AMRAVATI TPS	1,350.00	7,078.35
88		BELA TPS	270.00	1,432.57
89		BHUSAWAL TPS	1,870.00	6,548.80
90		BUTIBORI TPP	600.00	1,709.13
91		CHANDRAPUR(MAHARASHTRA) STPS	2,920.00	10,176.05
92		DAHANU TPS	500.00	2,112.10
93		DHARIWAL TPP	600.00	3,357.93
94		GEPL TPP Ph-I	120.00	0.00
95		GMR WARORA TPS	600.00	3,280.96
96		JSW RATNAGIRI TPP	300.00	1,381.01
97		KHAPARKHEDA TPS	1,340.00	5,536.51
98		KORADI TPS	2,190.00	9,487.26
99		MAUDA TPS	2,320.00	11,210.86
100		MIHAN TPS	246.01	0.00
101		NASIK TPS	630.00	2,037.55
102		PARAS TPS	500.00	2,064.27
103		PARLI TPS	750.00	1,892.28
104		SHIRPUR TPP	300.00	1,346.37
105		SOLAPUR STPS	1,320.00	4,799.79
106		TROMBAY TPS	750.00	2,873.53
107		WARDHA WARORA TPP	540.00	2,922.14
108	Odisha	DARLIPALI STPS	1,600.00	8,453.12
109		DERANG TPP	1,200.00	6,696.93
110		IB VALLEY TPS	1,740.00	9,227.56
111		JSW Energy Utkal Limited	700.00	2,954.60
112		KAMALANGA TPS	1,050.00	5,874.10
113		Maadurga Thermal Power Company Ltd.	60.00	255.61
114		TALCHER STPS	3,000.00	15,557.89
115		VEDANTA TPP	600.00	1,839.51

Sl. No.	State	Station Name	Capacity (MW)	Generation (MUs)
			FY 2025-26 (upto Dec 2025)	
116	Punjab	GH TPS (LEH.MOH.)	920.00	4,328.35
117		GOINDWAL SAHIB TPP	540.00	2,007.29
118		RAJPURA TPP	1,400.00	7,201.54
119		ROPAR TPS	840.00	3,287.28
120		TALWANDI SABO TPP	1,980.00	8,050.02
121	Rajasthan	ADANI POWER LIMITED KAWAI TPP	1,320.00	5,869.19
122		CHHABRA-I PH-1 TPP	500.00	2,115.16
123		CHHABRA-I PH-2 TPP	500.00	2,383.75
124		CHHABRA-II TPP	1,320.00	4,698.88
125		KALISINDH TPS	1,200.00	4,826.99
126		KOTA TPS	1,240.00	5,357.15
127		SHREE CEMENT LTD TPS	344.00	962.52
128		SURATGARH STPS	1,320.00	5,292.05
129		SURATGARH TPS	1,500.00	4,043.72
130	Tamil Nadu	ITPCL TPP	1,200.00	4,443.04
131		METTUR TPS	840.00	3,296.55
132		METTUR TPS-II	600.00	1,994.92
133		MUTHIARA TPP	1,200.00	3,515.93
134		NORTH CHENNAI TPS STAGE 1	630.00	2,104.63
135		NORTH CHENNAI TPS STAGE 2	1,200.00	3,637.01
136		NTPL TUTICORIN TPP	1,000.00	3,856.63
137		OPG Power Generation Private Limited	414.00	1,475.05
138		TCP Limited	63.50	0.00
139		TUTICORIN (P) TPP	300.00	0.00
140		TUTICORIN TPP ST-IV	525.00	2,095.08
141		TUTICORIN TPS	1,050.00	2,676.38
142		VALLUR TPP	1,500.00	5,705.22
143	Telangana	BHADRADRI TPP	1,080.00	3,703.72
144		KAKATIYA TPS	1,100.00	5,363.87
145		KOTHAGUDEM TPS (NEW)	1,000.00	3,136.48
146		KOTHAGUDEM TPS (STAGE-7)	800.00	2,990.22

Sl. No.	State	Station Name	Capacity (MW)	Generation (MUs)
			FY 2025-26 (upto Dec 2025)	
147		RAMAGUNDEM STPS	2,600.00	9,983.61
148		RAMAGUNDEM-B TPS	62.50	0.00
149		SINGARENI TPP	1,200.00	5,517.65
150		TELANGANA STPP PH-1	1,600.00	6,978.30
151		YADADRI TPS	1,600.00	3,654.68
152	Uttar Pradesh	ANPARA C TPS	1,200.00	6,048.81
153		ANPARA TPS	2,630.00	13,611.31
154		BARKHERA TPS	90.00	239.95
155		DADRI (NCTPP)	1,820.00	6,589.81
156		GHATAMPUR TPP	1,320.00	2,799.99
157		HARDUAGANJ TPS	1,265.00	3,557.74
158		JAWAHARPUR STPP	1,320.00	2,036.71
159		KHAMBARKHERA TPS	90.00	228.75
160		KHURJA TPP	1,320.00	4,274.54
161		KUNDARKI TPS	90.00	244.76
162		LALITPUR TPS	1,980.00	8,979.63
163		MAQSOODPUR TPS	90.00	238.25
164		MEJA STPP	1,320.00	5,863.92
165		OBRA TPS	2,320.00	7,399.77
166		PANKI TPS EXT	660.00	1,344.16
167		PARICHHA TPS	920.00	3,587.16
168		PRAYAGRAJ TPP	1,980.00	9,638.85
169		RIHAND STPS	3,000.00	16,155.39
170		ROSA TPP Ph-I	1,200.00	5,206.89
171		SINGRAULI STPS	2,000.00	10,382.65
172		TANDA TPS	1,760.00	6,960.58
173		UNCHAHAHAR TPS	1,550.00	6,928.81
174		UTRAULA TPS	90.00	230.36
175	West Bengal	BAKRESWAR TPS	1,050.00	6,068.76
176		BANDEL TPS	270.00	1,482.28
177		BUDGE BUDGE TPS	750.00	4,017.60
178		D.P.L. TPS	550.00	2,565.20
179		DURGAPUR STEEL TPS	1,000.00	4,561.11

Sl. No.	State	Station Name	Capacity (MW)	Generation (MUs)
			FY 2025-26 (upto Dec 2025)	
180		FARAKKA STPS	2,100.00	9,239.77
181		HALDIA TPP	600.00	3,761.33
182		HIRANMAYE TPP	300.00	1,309.78
183		KOLAGHAT TPS	840.00	4,055.68
184		MEJIA TPS	2,340.00	11,596.13
185		RAGHUNATHPUR TPP	1,200.00	4,940.40
186		SAGARDIGHI TPS	1,600.00	9,200.70
187		SANTALDIH TPS	500.00	3,097.65
188		SOUTHERN REPL. TPS	135.00	180.45
	Coal Based Sub Total		2,19,610.01	9,20,460.50
B. Lignite Based Power Stations				
1	Gujarat	AKRIMOTA LIG TPS	250.00	90.64
2		BHAVNAGAR CFBC TPP	500.00	1,241.27
3		KUTCH LIG. TPS	150.00	238.96
4		SURAT LIG. TPS	500.00	2,314.49
5	Rajasthan	BARSINGSAR LIGNITE	250.00	1,134.38
6		GIRAL TPS	250.00	0.00
7		JALIPA KAPURDI TPP	1,080.00	4,754.56
8	Tamil Nadu	NEYVELI (EXT) TPS	420.00	1,644.46
9		NEYVELI NEW TPP	1,000.00	4,196.89
10		NEYVELI TPS-II	1,470.00	4,056.18
11		NEYVELI TPS-II EXP	500.00	1,258.45
12		NEYVELI TPS(Z)	250.00	1,151.92
Lignite Based Sub Total			6,620.00	22,082.20
Grand Total (No of Plants =200 Nos)			2,26,230.01	9,42,542.70

The details of State-Wise & Coal & Lignite Based Power Station-Wise

Generation Data for FY 2023-24 and 2024-25:

SI No	State	Station Name	Capacity (MW)	Generation (MUs)	Capacity (MW)	Generatio n (MUs)
			FY 2023-24		FY 2024-25	
A. Coal Based Power Stations						
1	Andhra Pradesh	DAMODARAM SANJEEVAIAH TPS	2,400.00	9,751.63	2,400.00	11,859.81
2		Dr. N.TATA RAO TPS	2,560.00	12,062.94	2,560.00	14,381.73
3		PAINAMPURAM TPP	1,320.00	9,522.77	1,320.00	8,134.65
4		RAYALASEEMA TPS	1,650.00	10,423.04	1,650.00	9,318.22
5		SGPL TPP	1,320.00	9,287.00	1,320.00	9,485.55
6		SIMHADRI	2,000.00	11,641.37	2,000.00	12,233.13
7		SIMHAPURI TPS	600.00	3,098.28	600.00	3,252.71
8		THAMMINAPATNA M TPS	300.00	-	300.00	269.48
9		VIZAG TPP	1,040.00	5,454.21	1,040.00	3,897.66
10	Assam	BONGAIGAON TPP	750.00	5,058.11	750.00	4,787.20
11	Bihar	BARAUNI TPS	710.00	3,151.64	710.00	3,632.02
12		BARH STPS	2,640.00	14,392.04	2,640.00	16,667.03
13		KAHALGAON TPS	2,340.00	16,555.49	2,340.00	16,525.32
14		MUZAFFARPUR TPS	390.00	2,906.20	390.00	2,802.01
15		NABINAGAR STPP	1,980.00	14,411.96	1,980.00	14,044.14
16		NABINAGAR TPP	1,000.00	6,944.47	1,000.00	7,087.23
17	Chhattisgarh	ADANI POWER LIMITED RAIGARH TPP	600.00	3,971.95	600.00	4,370.64
18		ADANI POWER LIMITED RAIPUR TPP	1,370.00	8,687.26	1,370.00	9,395.44
19		AKALTARA TPS	1,800.00	10,716.06	1,800.00	10,630.78

SI No	State	Station Name	Capacity (MW)	Generation (MUs)	Capacity (MW)	Generation (MUs)
			FY 2023-24		FY 2024-25	
20		BALCO TPS	600.00	3,259.83	600.00	4,031.65
21		BANDAKHAR TPP	300.00	2,176.19	300.00	1,958.01
22		BARADARHA TPS	1,200.00	9,004.67	1,200.00	8,917.50
23		BHILAI TPS	500.00	3,875.74	500.00	3,613.86
24		BINJKOTE TPP	600.00	2,949.11	600.00	3,704.52
25		CHAKABURA TPP	30.00	220.13	30.00	189.31
26		DSPM TPS	500.00	4,072.79	500.00	3,733.11
27		KASAIPALLI TPP	270.00	1,508.73	270.00	1,380.66
28		KATGHORA TPP	35.00	-	35.00	-
29		KORBA STPS	2,600.00	20,517.25	2,600.00	20,671.02
30		KORBA-WEST TPS	1,340.00	9,607.08	1,340.00	8,301.97
31		LARA TPP	1,600.00	11,751.56	1,600.00	12,648.07
32		MARWA TPS	1,000.00	7,388.58	1,000.00	6,804.82
33		NAWAPARA TPP	600.00	3,430.44	600.00	3,859.20
34		OP JINDAL TPS	1,000.00	7,517.45	1,000.00	7,293.09
35		PATHADI TPP	600.00	3,872.30	600.00	4,315.03
36		RATIJA TPS	100.00	643.65	100.00	607.61
37		SALORA TPP	135.00	-	135.00	-
38		SIPAT STPS	2,980.00	22,358.74	2,980.00	22,986.72
39		SVPL TPP	63.00	338.82	63.00	381.62
40		SWASTIK KORBA TPP	25.00	-	25.00	-
41		TAMNAR TPP	2,400.00	17,140.60	2,400.00	18,979.52
42		UCHPINDA TPP	1,440.00	7,379.70	1,440.00	7,657.23
43	Gujarat	ADANI POWER LIMITED MUNDRA TPP - I & II	2,640.00	10,639.41	2,640.00	16,762.56
44		ADANI POWER LIMITED MUNDRA TPP - III	1,980.00	11,847.96	1,980.00	11,990.52
45		GANDHI NAGAR TPS	630.00	2,966.65	630.00	2,373.57
46		MUNDRA UMTTP	4,000.00	20,275.93	4,000.00	23,655.33
47		SABARMATI (D-F)	362.00	2,892.14	362.00	2,578.41

SI No	State	Station Name	Capacity (MW)	Generation (MUs)	Capacity (MW)	Generation (MUs)
			FY 2023-24		FY 2024-25	
		STATIONS)				
48		SALAYA TPP	1,200.00	4,029.55	1,200.00	5,707.94
49		SIKKA REP. TPS	500.00	784.77	500.00	889.64
50		UKAI TPS	1,110.00	5,274.58	1,110.00	5,683.31
51		WANAKBORI TPS	2,270.00	12,070.01	2,270.00	10,128.56
52	Haryana	INDIRA GANDHI STPP	1,500.00	8,284.84	1,500.00	8,711.53
53		MAHATMA GANDHI TPS	1,320.00	8,251.07	1,320.00	8,132.51
54		PANIPAT TPS	710.00	3,707.13	710.00	4,489.69
55		RAJIV GANDHI TPS	1,200.00	4,304.34	1,200.00	5,551.36
56		YAMUNA NAGAR TPS	600.00	3,512.77	600.00	3,343.47
57	Jharkhand	BOKARO TPS 'A' EXP	500.00	3,607.92	500.00	3,188.70
58		CHANDRAPURA(DVC) TPS	500.00	3,747.66	500.00	3,479.40
59		JOJOBERA TPS	240.00	1,713.30	240.00	1,685.54
60		KODARMA TPP	1,000.00	7,066.86	1,000.00	7,358.35
61		MAHADEV PRASAD STPP	540.00	3,740.28	540.00	3,886.08
62		MAITHON RB TPP	1,050.00	8,179.04	1,050.00	7,253.28
63		NORTH KARANPURA TPP	1,320.00	5,335.16	1,320.00	9,708.54
64		TENUGHAT TPS	420.00	2,374.59	420.00	2,252.32
65	Karnataka	ADANI POWER LIMITED UDUPI TPP	1,200.00	5,655.83	1,200.00	5,450.40
66		BELLARY TPS	1,700.00	8,208.51	1,700.00	8,182.28
67		KUDGI STPP	2,400.00	12,092.37	2,400.00	12,090.09
68		RAICHUR TPS	1,720.00	7,875.64	1,720.00	8,310.39
69		TORANGALLU TPS(SBU-I)	260.00	1,711.45	260.00	1,595.43

SI No	State	Station Name	Capacity (MW)	Generation (MUs)	Capacity (MW)	Generation (MUs)
			FY 2023-24		FY 2024-25	
70		TORANGALLU TPS(SBU-II)	600.00	2,693.49	600.00	2,825.05
71		YERMARUS TPP	1,600.00	6,229.29	1,600.00	5,914.29
72	Madhya Pradesh	AMARKANTAK EXT TPS	210.00	1,804.17	210.00	1,546.01
73		ANUPPUR TPP	1,250.00	8,429.27	1,250.00	8,515.23
74		BINA TPS	500.00	3,328.98	500.00	3,006.48
75		GADARWARA TPP	1,600.00	9,995.71	1,600.00	9,027.54
76		KHARGONE STPP	1,320.00	7,686.92	1,320.00	7,421.16
77		MAHAN TPP	1,200.00	6,736.17	1,200.00	8,324.39
78		NIGRI TPP	1,320.00	9,840.56	1,320.00	9,357.73
79		NIWARI TPP	90.00	540.25	90.00	526.85
80		SANJAY GANDHI TPS	1,340.00	7,991.71	1,340.00	8,445.18
81		SASAN UMTTP	3,960.00	32,529.74	3,960.00	31,425.10
82		SATPURA TPS	1,330.00	3,900.76	1,330.00	3,756.02
83		SEIONI TPP	600.00	3,596.53	600.00	3,216.46
84		SHREE SINGAJI TPP	2,520.00	14,912.41	2,520.00	15,042.59
85		VINDHYACHAL STPS	4,760.00	37,386.85	4,760.00	36,506.02
86	Maharashtra	ADANI POWER LIMITED TIRODA TPP	3,300.00	21,262.06	3,300.00	21,595.86
87		AMRAVATI TPS	1,350.00	9,758.55	1,350.00	9,278.91
88		BELA TPS	270.00	1,790.43	270.00	1,862.03
89		BHUSAWAL TPS	1,210.00	7,575.38	1,870.00	7,250.32
90		BUTIBORI TPP	600.00	-	600.00	-
91		CHANDRAPUR(MA HARASHTRA) STPS	2,920.00	16,279.77	2,920.00	14,900.57
92		DAHANU TPS	500.00	3,248.48	500.00	3,200.80
93		DHARIWAL TPP	600.00	4,421.55	600.00	4,588.52
94		GEPL TPP Ph-I	120.00	-	120.00	-

SI No	State	Station Name	Capacity (MW)	Generation (MUs)	Capacity (MW)	Generation (MUs)
			FY 2023-24		FY 2024-25	
95		GMR WARORA TPS	600.00	4,374.59	600.00	4,452.36
96		JSW RATNAGIRI TPP	300.00	1,975.40	300.00	1,971.76
97		KHAPARKHEDA TPS	1,340.00	8,267.44	1,340.00	8,811.42
98		KORADI TPS	2,190.00	13,173.34	2,190.00	13,608.83
99		MAUDA TPS	2,320.00	14,906.24	2,320.00	14,264.23
100		MIHAN TPS	246.01	-	246.01	-
101		NASIK (P) TPS	1,350.00	-	1,350.00	-
102		NASIK TPS	630.00	2,647.28	630.00	2,973.62
103		PARAS TPS	500.00	3,596.01	500.00	3,041.57
104		PARLI TPS	750.00	4,103.55	750.00	3,952.75
105		SHIRPUR TPP	300.00	334.11	300.00	1,487.97
106		SOLAPUR STPS	1,320.00	7,181.43	1,320.00	6,830.21
107		TROMBAY TPS	750.00	4,179.09	750.00	3,192.59
108		WARDHA WARORA TPP	540.00	3,850.10	540.00	3,892.91
109	Odisha	DARLIPALI STPS	1,600.00	12,054.96	1,600.00	12,096.12
110		DERANG TPP	1,200.00	8,289.60	1,200.00	9,043.44
111		IB VALLEY TPS	1,740.00	11,799.68	1,740.00	12,769.14
112		UTKAL TPP (IND BARATH)	350.00	262.99	350.00	1,984.08
113		KAMALANGA TPS	1,050.00	7,581.80	1,050.00	7,944.68
114		Maadurga Thermal Power Company Ltd.	-	-	60.00	197.15
115		TALCHER STPS	3,000.00	22,625.01	3,000.00	21,382.44
116		VEDANTA TPP	600.00	2,996.34	600.00	2,442.35
117	Punjab	GH TPS (LEH.MOH.)	920.00	4,639.97	920.00	4,865.76
118		GOINDWAL SAHIB TPP	540.00	2,464.79	540.00	3,061.23
119		RAJPURA TPP	1,400.00	10,344.57	1,400.00	10,085.85

SI No	State	Station Name	Capacity (MW)	Generation (MUs)	Capacity (MW)	Generation (MUs)
			FY 2023-24		FY 2024-25	
120	Rajasthan	ROPAR TPS	840.00	3,953.06	840.00	4,553.78
121		TALWANDI SABO TPP	1,980.00	11,060.46	1,980.00	11,008.59
122		ADANI POWER LIMITED KAWAI TPP	1,320.00	8,881.72	1,320.00	9,177.28
123		CHHABRA-I PH-1 TPP	500.00	3,481.68	500.00	3,411.49
124		CHHABRA-I PH-2 TPP	500.00	2,544.58	500.00	3,590.70
125		CHHABRA-II TPP	1,320.00	7,229.32	1,320.00	8,017.52
126		KALISINDH TPS	1,200.00	7,062.75	1,200.00	7,565.81
127		KOTA TPS	1,240.00	8,482.51	1,240.00	8,796.64
128		SHREE CEMENT LTD TPS	300.00	445.25	300.00	1,377.53
129		SURATGARH STPS	1,320.00	6,489.12	1,320.00	6,952.58
130		SURATGARH TPS	1,500.00	7,084.69	1,500.00	7,655.53
131	Tamil Nadu	ITPCL TPP	1,200.00	7,440.83	1,200.00	6,936.33
132		METTUR TPS	840.00	5,805.22	840.00	4,989.65
133		METTUR TPS - II	600.00	3,202.15	600.00	2,704.65
134		MUTHIARA TPP	1,200.00	5,518.77	1,200.00	5,236.46
135		NORTH CHENNAI TPS	1,830.00	9,986.57	1,830.00	8,306.98
136		NTPL TUTICORIN TPP	1,000.00	5,462.36	1,000.00	5,236.46
137		OPG Power Generation Private Limited	414.00	492.17	414.00	2,323.98
138		TCP Limited	-	-	63.50	-
139		TUTICORIN (P) TPP	300.00	-	300.00	-
140		TUTICORIN TPP ST-IV	525.00	3,041.79	525.00	3,039.92

SI No	State	Station Name	Capacity (MW)	Generation (MUs)	Capacity (MW)	Generation (MUs)
			FY 2023-24		FY 2024-25	
141	Telangana	TUTICORIN TPS	1,050.00	6,485.17	1,050.00	5,941.41
142		VALLUR TPP	1,500.00	6,623.27	1,500.00	8,660.91
143		BHADRADRI TPP	1,080.00	6,953.98	1,080.00	5,332.79
144		KAKATIYA TPS	1,100.00	8,227.68	1,100.00	6,443.45
145		KOTHAGUDEM TPS (NEW)	1,000.00	6,828.34	1,000.00	5,940.32
146		KOTHAGUDEM TPS (STAGE-7)	800.00	6,011.28	800.00	5,538.98
147		RAMAGUNDEM STPS	2,600.00	16,949.35	2,600.00	15,037.78
148		RAMAGUNDEM-B TPS	62.50	258.90	62.50	21.09
149		SINGARENI TPP	1,200.00	8,853.53	1,200.00	7,986.30
150		TELANGANA STPP PH-1	1,600.00	2,830.67	1,600.00	10,404.44
151		YADADRI TPS	-	-	800.00	264.05
152	Uttar Pradesh	ANPARA C TPS	1,200.00	8,161.55	1,200.00	8,160.08
153		ANPARA TPS	2,630.00	17,256.44	2,630.00	17,006.56
154		BARKHERA TPS	90.00	347.29	90.00	387.62
155		DADRI (NCTPP)	1,820.00	9,982.72	1,820.00	9,901.80
156		GHATAMPUR TPP	-	-	660.00	1,053.22
157		HARDUAGANJ TPS	1,265.00	6,428.87	1,265.00	5,430.45
158		JAWAHARPUR STPP	660.00	-	1,320.00	2,405.03
159		KHAMBARKHERA TPS	90.00	339.87	90.00	389.34
160		KHURJA TPP	-	-	660.00	870.80
161		KUNDARKI TPS	90.00	326.46	90.00	374.97
162		LALITPUR TPS	1,980.00	12,352.91	1,980.00	12,551.42
163		MAQSOODPUR TPS	90.00	349.51	90.00	404.43
164		MEJA STPP	1,320.00	8,275.82	1,320.00	8,598.70
165		OBRA TPS	1,660.00	4,810.77	1,660.00	7,975.65

SI No	State	Station Name	Capacity (MW)	Generation (MUs)	Capacity (MW)	Generatio n (MUs)
			FY 2023-24		FY 2024-25	
166		PANKI TPS EXT	-	-	660.00	-
167		PARICHHHA TPS	920.00	5,208.04	920.00	5,439.03
168		PRAYAGRAJ TPP	1,980.00	12,699.02	1,980.00	12,987.15
169		RIHAND STPS	3,000.00	23,399.81	3,000.00	23,426.61
170		ROSA TPP Ph-I	1,200.00	7,609.70	1,200.00	7,402.50
171		SINGRAULI STPS	2,000.00	15,756.09	2,000.00	15,657.40
172		TANDA TPS	1,760.00	10,397.00	1,760.00	10,728.24
173		UNCHAHAR TPS	1,550.00	8,464.35	1,550.00	9,815.70
174		UTRAULA TPS	90.00	338.98	90.00	370.60
175		West Bengal	BAKRESWAR TPS	1,050.00	8,155.93	1,050.00
176	BANDEL TPS		270.00	1,774.69	270.00	2,158.88
177	BUDGE BUDGE TPS		750.00	5,734.98	750.00	5,489.13
178	D.P.L. TPS		550.00	2,375.21	550.00	3,887.17
179	DISHERGARH TPP		12.00	46.52	12.00	41.19
180	DURGAPUR STEEL TPS		1,000.00	7,079.73	1,000.00	7,058.57
181	FARAKKA STPS		2,100.00	13,784.22	2,100.00	14,023.79
182	HALDIA TPP		600.00	4,563.95	600.00	4,790.42
183	HIRANMAYE TPP		300.00	1,861.44	300.00	1,933.85
184	KOLAGHAT TPS		840.00	5,393.77	840.00	5,606.49
185	MEJIA TPS		2,340.00	15,670.77	2,340.00	15,711.73
186	RAGHUNATHPUR TPP		1,200.00	6,954.97	1,200.00	6,576.47
187	SAGARDIGHI TPS		1,600.00	11,527.89	1,600.00	12,734.18
188	SANTALDIH TPS		500.00	3,949.21	500.00	4,133.69
189	SOUTHERN REPL. TPS		135.00	640.68	135.00	439.48
190	TITAGARH TPS	240.00	-	240.00	-	
Coal Based Sub Total			2,10,969.51	12,60,902.62	2,15,193.01	12,98,872.29
B. Lignite Based Power Stations						
1	Gujarat	AKRIMOTA LIG	250.00	451.98	250.00	88.13

SI No	State	Station Name	Capacity (MW)	Generation (MUs)	Capacity (MW)	Generation (MUs)
			FY 2023-24		FY 2024-25	
		TPS				
2		BHAVNAGAR CFBC TPP	500.00	1,874.93	500.00	1,521.86
3		KUTCH LIG. TPS	150.00	404.40	150.00	470.98
4		SURAT LIG. TPS	500.00	3,085.12	500.00	3,164.78
5		BARSINGSAR LIGNITE	250.00	1,692.16	250.00	1,759.56
6	Rajasthan	GIRAL TPS	250.00	0.00	250.00	0.00
7		JALIPA KAPURDI TPP	1,080.00	7,084.30	1,080.00	6,760.62
8		NEYVELI (EXT) TPS	420.00	2,871.16	420.00	3,006.93
9		NEYVELI NEW TPP	1,000.00	7,073.21	1,000.00	6,729.57
10	Tamil Nadu	NEYVELI TPS-II	1,470.00	5,756.11	1,470.00	6,760.01
11		NEYVELI TPS-II EXP	500.00	2,154.85	500.00	1,074.46
12		NEYVELI TPS(Z)	250.00	1,501.57	250.00	1,657.87
Lignite Based Sub Total			6,620.00	33,949.79	6,620.00	32,994.77
Grand Total			2,17,589.51	12,94,852.41	2,21,813.01	13,31,867.06

The details of State-Wise & Coal & Lignite Based Power Station-Wise

Generation Data for FY 2021-22 & 2022-23:

SI No	State	Station Name	Capacity (MW)	Generation (MUs)	Capacity (MW)	Generation (MUs)
			2021-22		2022-23	
A. Coal Based Power Stations						
1	Andhra Pradesh	DAMODARAM SANJEEVAIAH TPS	1,600.00	5,672.41	2,400.00	5,883.05
2		Dr. N.TATA RAO	1,760.00	11,591.18	1,760.00	11,121.58

SI No	State	Station Name	Capacity (MW)	Generation (MUs)	Capacity (MW)	Generation (MUs)
			2021-22		2022-23	
		TPS				
3		PAINAMPURAM TPP	1,320.00	9,331.61	1,320.00	8,897.49
4		RAYALASEEMA TPS	1,650.00	6,828.52	1,650.00	9,313.14
5		SGPL TPP	1,320.00	7,629.01	1,320.00	8,101.71
6		SIMHADRI	2,000.00	11,570.21	2,000.00	12,641.29
7		SIMHAPURI TPS	600.00	0.00	600.00	135.53
8		THAMMINAPATNAM TPS	300.00	422.41	300.00	0.00
9		VIZAG TPP	1,040.00	281.39	1,040.00	4,838.14
10	Assam	BONGAIGAON TPP	750.00	4,201.45	750.00	5,026.24
11		BARAUNI TPS	710.00	2,410.67	710.00	3,622.80
12		BARH STPS	1,980.00	8,821.55	1,980.00	13,138.38
13		KAHALGAON TPS	2,340.00	16,026.71	2,340.00	15,595.60
14	Bihar	MUZAFFARPUR TPS	390.00	2,849.53	390.00	2,991.96
15		NABINAGAR STPP	1,980.00	8,138.21	1,980.00	12,924.67
16		NABINAGAR TPP	1,000.00	5,693.73	1,000.00	6,926.80
17		AKALTARA TPS	1,800.00	9,005.13	1,800.00	10,630.91
18		ADANI POWER LIMITED RAIGARH TPP	600.00	3,704.70	600.00	3,968.28
19		BALCO TPS	600.00	3,438.03	600.00	2,541.09
20		BANDAKHAR TPP	300.00	2,162.84	300.00	1,513.15
21	Chhattisgarh	BARADARHA TPS	1,200.00	8,633.69	1,200.00	7,632.45
22		BHILAI TPS	500.00	3,517.73	500.00	3,791.95
23		BINJKOTE TPP	600.00	1,664.15	600.00	1,452.13
24		CHAKABURA TPP	30.00	104.40	30.00	195.15
25		DSPM TPS	500.00	3,908.44	500.00	3,648.13
26		KASAIPALLI TPP	270.00	1,391.81	270.00	1,139.39
27		KATGHORA TPP	35.00	0.00	35.00	0.00

SI No	State	Station Name	Capacity (MW)	Generation (MUs)	Capacity (MW)	Generation (MUs)
			2021-22		2022-23	
28	Gujarat	KORBA STPS	2,600.00	21,245.37	2,600.00	20,759.68
29		KORBA-WEST TPS	1,340.00	8,778.11	1,340.00	9,686.01
30		LARA TPP	1,600.00	11,365.81	1,600.00	11,685.41
31		MARWA TPS	1,000.00	4,827.36	1,000.00	4,375.48
32		NAWAPARA TPP	600.00	693.79	600.00	2,588.65
33		OP JINDAL TPS	1,000.00	5,225.88	1,000.00	5,990.97
34		PATHADI TPP	600.00	4,024.01	600.00	3,235.81
35		ADANI POWER LIMITED RAIPUR TPP	1,370.00	8,834.61	1,370.00	7,084.49
36		RATIJA TPS	100.00	663.75	100.00	537.07
37		SALORA TPP	135.00	0.00	135.00	0.00
38		SIPAT STPS	2,980.00	21,220.75	2,980.00	21,168.02
39		SVPL TPP	63.00	0.00	63.00	0.00
40		SWASTIK KORBA TPP	25.00	0.00	25.00	0.00
41		TAMNAR TPP	2,400.00	9,587.90	2,400.00	12,977.06
42		UCHPINDA TPP	1,440.00	6,872.61	1,440.00	5,997.92
43	Gujarat	GANDHI NAGAR TPS	630.00	3,313.29	630.00	3,694.55
44		ADANI POWER LIMITED MUNDRA TPP - III	1,980.00	2,982.15	1,980.00	3,784.88
45		ADANI POWER LIMITED MUNDRA TPP - I & II	2,640.00	8,980.02	2,640.00	5,690.16
46		MUNDRA UMTTP	4,000.00	9,088.34	4,000.00	11,730.07
47		SABARMATI (D-F STATIONS)	362.00	2,437.82	362.00	2,798.01
48		SALAYA TPP	1,200.00	0.00	1,200.00	2,056.52
49		SIKKA REP. TPS	500.00	962.12	500.00	1,563.82
50		UKAI TPS	1,110.00	5,027.92	1,110.00	5,431.52

SI No	State	Station Name	Capacity (MW)	Generation (MUs)	Capacity (MW)	Generation (MUs)
			2021-22		2022-23	
51		WANAKBORI TPS	2,270.00	11,092.74	2,270.00	10,847.05
52	Haryana	INDIRA GANDHI STPP	1,500.00	7,051.21	1,500.00	8,268.17
53		MAHATMA GANDHI TPS	1,320.00	7,756.83	1,320.00	8,145.93
54		PANIPAT TPS	710.00	2,754.95	710.00	4,859.39
55		RAJIV GANDHI TPS	1,200.00	2,674.31	1,200.00	6,636.56
56		YAMUNA NAGAR TPS	600.00	2,610.13	600.00	4,226.63
57	Jharkhand	BOKARO TPS `A` EXP	500.00	2,996.83	500.00	3,796.11
58		CHANDRAPURA(DVC) TPS	500.00	3,815.98	500.00	3,478.12
59		JOJOBBERA TPS	240.00	1,615.14	240.00	1,788.09
60		KODARMA TPP	1,000.00	6,930.26	1,000.00	7,269.56
61		MAHADEV PRASAD STPP	540.00	3,724.14	540.00	3,497.06
62		MAITHON RB TPP	1,050.00	7,489.25	1,050.00	7,558.98
		NORTH KARANPURA TPP	-	-	660.00	499.32
63		TENUGHAT TPS	420.00	1,767.12	420.00	2,585.54
64	Karnataka	BELLARY TPS	1,700.00	6,616.60	1,700.00	7,096.67
65		KUDGI STPP	2,400.00	6,709.08	2,400.00	11,330.75
66		RAICHUR TPS	1,720.00	6,700.99	1,720.00	6,582.65
67		TORANGALLU TPS(SBU-I)	260.00	1,428.38	260.00	1,835.47
68		TORANGALLU TPS(SBU-II)	600.00	1,957.41	600.00	2,018.43
69		ADANI POWER LIMITED UDUPI TPP	1,200.00	1,712.43	1,200.00	1,410.93
70		YERMARUS TPP	1,600.00	5,380.37	1,600.00	4,739.40

SI No	State	Station Name	Capacity (MW)	Generation (MUs)	Capacity (MW)	Generation (MUs)
			2021-22		2022-23	
71	Madhya Pradesh	AMARKANTAK EXT TPS	210.00	1,507.83	210.00	1,433.97
72		ANUPPUR TPP	1,200.00	7,715.95	1,200.00	7,518.22
73		BINA TPS	500.00	2,508.67	500.00	2,979.74
74		GADARWARA TPP	1,600.00	7,965.67	1,600.00	9,390.94
75		KHARGONE STPP	1,320.00	6,343.97	1,320.00	5,630.45
76		MAHAN TPP	1,200.00	3,431.14	1,200.00	3,782.92
77		NIGRI TPP	1,320.00	8,381.90	1,320.00	8,036.35
78		NIWARI TPP	90.00	167.99	90.00	318.71
79		SANJAY GANDHI TPS	1,340.00	6,631.59	1,340.00	8,782.77
80		SASAN UMTTP	3,960.00	32,673.14	3,960.00	29,763.91
81		SATPURA TPS	1,330.00	3,449.85	1,330.00	3,968.04
82		SEIONI TPP	600.00	3,708.01	600.00	3,727.99
83		SHREE SINGAJI TPP	2,520.00	9,418.46	2,520.00	13,167.30
84		VINDHYACHAL STPS	4,760.00	35,730.28	4,760.00	37,337.16
85	Maharashtra	AMRAVATI TPS	1,350.00	8,880.99	1,350.00	9,127.46
86		BELA TPS	270.00	0.00	270.00	759.21
87		BHUSAWAL TPS	1,210.00	6,158.13	1,210.00	6,835.02
88		BUTIBORI TPP	600.00	0.00	600.00	0.00
89		CHANDRAPUR(MAHARASHTRA) STPS	2,920.00	14,991.95	2,920.00	15,067.28
90		DAHANU TPS	500.00	3,337.86	500.00	3,498.90
91		DHARIWAL TPP	600.00	3,990.83	600.00	4,229.47
92		GEPL TPP Ph-I	120.00	0.00	120.00	0.00
93		GMR WARORA TPS	600.00	3,478.26	600.00	4,318.74
94		JSW RATNAGIRI TPP	300.00	3,417.94	300.00	676.13
95		KHAPARKHEDA	1,340.00	7,140.51	1,340.00	7,775.49

SI No	State	Station Name	Capacity (MW)	Generation (MUs)	Capacity (MW)	Generation (MUs)
			2021-22		2022-23	
		TPS				
96		KORADI TPS	2,190.00	11,746.63	2,190.00	12,399.53
97		MAUDA TPS	2,320.00	12,205.51	2,320.00	14,714.12
98		MIHAN TPS	246.00	0.00	246.00	0.00
99		NASIK (P) TPS	1,350.00	0.00	1,350.00	0.00
100		NASIK TPS	630.00	2,014.02	630.00	2,666.36
101		PARAS TPS	500.00	2,634.60	500.00	3,069.69
102		PARLI TPS	750.00	2,950.05	750.00	3,927.99
103		SHIRPUR TPP	150.00	0.00	150.00	0.00
104		SOLAPUR STPS	1,320.00	5,081.29	1,320.00	5,879.54
105		ADANI POWER LIMITED TIRODA TPP	3,300.00	21,647.19	3,300.00	22,600.44
106		TROMBAY TPS	750.00	4,550.60	750.00	4,147.53
107		WARDHA WARORA TPP	540.00	2,259.56	540.00	2,784.57
108	Odisha	DARLIPALI STPS	1,600.00	9,129.42	1,600.00	11,317.57
109		DERANG TPP	1,200.00	8,559.39	1,200.00	7,862.69
110		IB VALLEY TPS	1,740.00	10,199.41	1,740.00	11,724.28
111		KAMALANGA TPS	1,050.00	7,530.42	1,050.00	7,080.76
112		TALCHER STPS	3,000.00	22,123.45	3,000.00	23,223.19
113		UTKAL TPP (IND BARATH)	350.00	0.00	350.00	0.00
114		VEDANTA TPP	600.00	2,276.82	600.00	3,323.09
115	Punjab	GH TPS (LEH.MOH.)	920.00	2,007.29	920.00	3,917.16
116		GOINDWAL SAHIB TPP	540.00	1,884.24	540.00	2,141.36
117		RAJPURA TPP	1,400.00	9,654.01	1,400.00	10,379.53
118		ROPAR TPS	840.00	1,734.71	840.00	3,532.26
119		TALWANDI SABO TPP	1,980.00	8,895.57	1,980.00	11,535.85
120	Rajasthan	CHHABRA-II TPP	1,320.00	5,633.26	1,320.00	7,268.77

SI No	State	Station Name	Capacity (MW)	Generation (MUs)	Capacity (MW)	Generation (MUs)
			2021-22		2022-23	
121		CHHABRA-I PH-1 TPP	500.00	2,547.02	500.00	3,192.78
122		CHHABRA-I PH-2 TPP	500.00	2,075.69	500.00	2,338.09
123		KALISINDH TPS	1,200.00	7,144.53	1,200.00	6,109.58
124		ADANI POWER LIMITED KAWAI TPP	1,320.00	8,345.81	1,320.00	8,920.29
125		KOTA TPS	1,240.00	6,904.60	1,240.00	7,979.25
126		SURATGARH STPS	1,320.00	4,474.19	1,320.00	4,683.88
127		SURATGARH TPS	1,500.00	3,721.27	1,500.00	6,474.04
128	Tamil Nadu	ITPCL TPP	1,200.00	3,093.68	1,200.00	2,302.51
129		METTUR TPS	840.00	4,795.92	840.00	5,395.76
130		METTUR TPS - II	600.00	2,763.78	600.00	3,000.69
131		MUTHIARA TPP	1,200.00	1,221.72	1,200.00	2,349.99
132		NORTH CHENNAI TPS	1,830.00	7,868.89	1,830.00	8,574.92
133		NTPL TUTICORIN TPP	1,000.00	4,182.47	1,000.00	5,930.01
134		TUTICORIN (P) TPP	300.00	0.00	300.00	0.00
135		TUTICORIN TPP ST-IV	525.00	0.00	525.00	922.46
136		TUTICORIN TPS	1,050.00	4,962.60	1,050.00	5,717.92
137		VALLUR TPP	1,500.00	7,913.49	1,500.00	9,566.74
138	Telangana	BHADRADRI TPP	1,080.00	5,098.49	1,080.00	6,136.87
139		KAKATIYA TPS	1,100.00	7,141.46	1,100.00	7,570.14
140		KOTHAGUDEM TPS (NEW)	1,000.00	6,376.97	1,000.00	7,184.59
141		KOTHAGUDEM TPS (STAGE-7)	800.00	5,856.82	800.00	4,211.26
142		RAMAGUNDEM-B	62.50	273.39	62.50	271.26

SI No	State	Station Name	Capacity (MW)	Generation (MUs)	Capacity (MW)	Generation (MUs)
			2021-22		2022-23	
		TPS				
143		RAMAGUNDEM STPS	2,600.00	17,450.00	2,600.00	16,059.37
144		SINGARENI TPP	1,200.00	9,352.93	1,200.00	9,304.71
145		ANPARA C TPS	1,200.00	8,270.56	1,200.00	8,129.22
146		ANPARA TPS	2,630.00	17,428.19	2,630.00	18,347.23
147		BARKHERA TPS	90.00	200.16	90.00	290.68
148		DADRI (NCTPP)	1,820.00	5,723.77	1,820.00	10,703.99
149		HARDUAGANJ TPS	1,265.00	1,528.65	1,265.00	5,660.07
150		KHAMBARKHERA TPS	90.00	199.94	90.00	262.15
151		KUNDARKI TPS	90.00	280.07	90.00	319.34
152		LALITPUR TPS	1,980.00	9,551.59	1,980.00	11,334.39
153	Uttar Pradesh	MAQSOODPUR TPS	90.00	198.40	90.00	291.60
154		MEJA STPP	1,320.00	7,572.83	1,320.00	7,366.82
155		OBRA TPS	1,094.00	4,644.41	1,000.00	5,591.02
156		PARICHHA TPS	1,140.00	3,708.94	1,140.00	5,198.64
157		PRAYAGRAJ TPP	1,980.00	11,656.38	1,980.00	12,509.99
158		RIHAND STPS	3,000.00	22,406.34	3,000.00	23,368.30
159		ROSA TPP Ph-I	1,200.00	5,773.63	1,200.00	7,511.05
160		SINGRAULI STPS	2,000.00	14,453.81	2,000.00	15,332.74
161		TANDA TPS	1,760.00	8,616.41	1,760.00	10,039.63
162		UNCHAHAHAR TPS	1,550.00	8,242.66	1,550.00	8,615.27
163		UTRAULA TPS	90.00	242.19	90.00	282.86
164		BAKRESWAR TPS	1,050.00	8,288.17	1,050.00	8,497.25
165		BANDEL TPS	330.00	1,730.12	270.00	1,855.19
166	West Bengal	BUDGE BUDGE TPS	750.00	5,562.04	750.00	5,330.70
167		DISHERGARH TPP	12.00	0.00	12.00	43.50
168		D.P.L. TPS	550.00	2,567.62	550.00	2,707.16

SI No	State	Station Name	Capacity (MW)	Generation (MUs)	Capacity (MW)	Generatio n (MUs)
			2021-22		2022-23	
169		DURGAPUR STEEL TPS	1,000.00	6,138.47	1,000.00	7,096.23
170		DURGAPUR TPS	210.00	215.11	-	-
171		FARAKKA STPS	2,100.00	12,421.57	2,100.00	12,402.37
172		HALDIA TPP	600.00	4,276.69	600.00	4,219.33
173		HIRANMAYE TPP	300.00	1,110.66	300.00	1,878.54
174		KOLAGHAT TPS	1,260.00	4,271.63	840.00	4,970.39
175		MEJIA TPS	2,340.00	14,599.25	2,340.00	15,668.23
176		RAGHUNATHPUR TPP	1,200.00	6,081.72	1,200.00	5,641.39
177		SAGARDIGHI TPS	1,600.00	11,885.63	1,600.00	12,529.57
178		SANTALDIH TPS	500.00	3,904.06	500.00	4,001.79
179		SOUTHERN REPL. TPS	135.00	164.03	135.00	635.69
180		TITAGARH TPS	240.00	0.00	240.00	0.00
Coal Based Sub Total			2,04,559. 50	10,41,487.4 3	2,05,235. 50	11,45,907. 58
B. Lignite Based Power Stations						
1	Gujarat	AKRIMOTA LIG TPS	250.00	589.71	250.00	821.94
2		BHAVNAGAR CFBC TPP	500.00	1656.68	500.00	1340.41
3		KUTCH LIG. TPS	150.00	508.76	150.00	659.73
4		SURAT LIG. TPS	500.00	2928.87	500.00	2904.27
5	Rajasthan	BARSINGSAR LIGNITE	250.00	1627.84	250.00	1716.03
6		GIRAL TPS	250.00	0.00	250.00	0.00
7		JALIPA KAPURDI TPP	1080.00	7134.19	1080.00	7285.68
8	Tamil Nadu	NEYVELI (EXT) TPS	420.00	3266.37	420.00	3114.00
9		NEYVELI NEW TPP	1000.00	6177.93	1000.00	7156.19

SI No	State	Station Name	Capacity (MW)	Generation (MUs)	Capacity (MW)	Generatio n (MUs)
			2021-22		2022-23	
10		NEYVELI TPS-II	1470.00	9623.91	1470.00	8000.26
11		NEYVELI TPS-II EXP	500.00	2041.50	500.00	1972.52
12		NEYVELI TPS(Z)	250.00	1538.28	250.00	1217.31
Lignite Based Sub Total			6620.00	37094.04	6620.00	36188.34
Grand Total			2,11,179.50	10,78,581.47	2,11,855.50	11,82,095.92

The details of State-Wise & Coal & Lignite Based Power Station-Wise Generation Data for FY 2019-20 and FY 2020-21:

SI No	State	Station Name	Capacit y (MW)	Generatio n (MUs)	Capacity (MW)	Generati on (MUs)
			FY 2019-20		FY 2020-21	
A. Coal Based Power Stations						
1	Andhra Pradesh	DAMODARAM SANJEEVAIAH TPS	1,600.00	7,127.55	1,600.00	7,228.27
2		Dr. N.TATA RAO TPS	1,760.00	11,061.93	1,760.00	8,330.96
3		PAINAMPURAM TPP	1,320.00	10,302.97	1,320.00	8,992.83
4		RAYALASEEMA TPS	1,650.00	6,408.90	1,650.00	2,373.87
5		SGPL TPP	1,320.00	8,403.69	1,320.00	9,270.13
6		SIMHADRI	2,000.00	10,649.71	2,000.00	8,679.00
7		SIMHAPURI TPS	600.00	0.00	600.00	0.00
8		THAMMINAPATNAM TPS	300.00	0.00	300.00	126.83
9		VIZAG TPP	1,040.00	2,961.32	1,040.00	1,143.82
10	Assam	BONGAIGAON	750.00	3,929.96	750.00	2,976.74

SI No	State	Station Name	Capacity (MW)	Generation (MUs)	Capacity (MW)	Generation (MUs)
			FY 2019-20		FY 2020-21	
		TPP				
11	Bihar	BARAUNI TPS	710.00	228.69	710.00	1,362.95
12		BARH II	1,320.00	8,219.09	1,320.00	7,803.80
13		KAHALGAON TPS	2,340.00	16,504.46	2,340.00	13,231.15
14		MUZAFFARPUR TPS	610.00	2,904.66	610.00	2,468.93
15		NABINAGAR STPP	660.00	2,616.70	1,320.00	4,734.79
16		NABINAGAR TPP	750.00	4,887.16	750.00	4,264.52
17	Chhattisgarh	AKALTARA TPS	1,800.00	10,309.80	1,800.00	10,475.04
18		ADANI POWER LIMITED RAIGARH TPP	600.00	483.99	600.00	2,877.03
19		BALCO TPS	600.00	3,497.96	600.00	3,781.65
20		BANDAKHAR TPP	300.00	2,062.18	300.00	2,090.95
21		BARADARHA TPS	1,200.00	6,439.02	1,200.00	8,073.35
22		BHILAI TPS	500.00	2,745.97	500.00	3,209.98
23		BINJKOTE TPP	600.00	2,683.49	600.00	1,866.84
24		CHAKABURA TPP	30.00	235.35	30.00	204.38
25		DSPM TPS	500.00	3,847.87	500.00	3,336.85
26		KASAIPALLI TPP	270.00	1,695.85	270.00	1,404.55
27		KATGHORA TPP	35.00	0.00	35.00	0.00
28		KORBA-III	240.00	1,308.74	-	-
29		KORBA STPS	2,600.00	19,793.34	2,600.00	21,332.59
30		KORBA-WEST TPS	1,340.00	8,699.78	1,340.00	9,379.24
31		LARA TPP	800.00	2,752.24	1,600.00	6,096.63
32		MARWA TPS	1,000.00	4,356.14	1,000.00	4,542.20

SI No	State	Station Name	Capacity (MW)	Generation (MUs)	Capacity (MW)	Generation (MUs)
			FY 2019-20		FY 2020-21	
33		NAWAPARA TPP	600.00	1,926.84	600.00	1,963.01
34		OP JINDAL TPS	1,000.00	2,341.80	1,000.00	4,397.99
35		PATHADI TPP	600.00	3,480.50	600.00	4,568.84
36		ADANI POWER LIMITED RAIPUR TPP	1,370.00	5,831.21	1,370.00	6,540.99
37		RATIJA TPS	100.00	714.20	100.00	483.68
38		SALORA TPP	135.00	0.00	135.00	0.00
39		SIPAT STPS	2,980.00	22,530.32	2,980.00	23,524.78
40		SVPL TPP	63.00	313.10	63.00	0.00
41		SWASTIK KORBA TPP	25.00	0.00	25.00	0.00
42		TAMNAR TPP	2,400.00	7,119.61	2,400.00	8,667.68
43		UCHPINDA TPP	1,440.00	2,822.97	1,440.00	4,820.53
44	Gujarat	GANDHI NAGAR TPS	630.00	1,709.10	630.00	1,464.48
45		MUNDRA TPS	4,620.00	29,825.01	4,620.00	25,664.98
46		MUNDRA UMTTP	4,000.00	26,495.39	4,000.00	26,208.53
47		SABARMATI (D-F STATIONS)	362.00	2,317.99	362.00	1,403.80
48		SALAYA TPP	1,200.00	4,589.86	1,200.00	4,048.87
49		SIKKA REP. TPS	500.00	2,711.25	500.00	1,836.22
50		UKAI TPS	1,110.00	5,781.18	1,110.00	4,601.92
51		WANAKBORI TPS	2,270.00	5,581.26	2,270.00	6,408.75
52	Haryana	INDIRA GANDHI STPP	1,500.00	3,842.82	1,500.00	3,654.73
53		MAHATMA GANDHI TPS	1,320.00	5,888.87	1,320.00	4,873.03
54		PANIPAT TPS	920.00	1,972.80	710.00	1,218.49
55		RAJIV GANDHI	1,200.00	2,316.12	1,200.00	1,636.91

SI No	State	Station Name	Capacity (MW)	Generation (MUs)	Capacity (MW)	Generation (MUs)
			FY 2019-20		FY 2020-21	
		TPS				
56		YAMUNA NAGAR TPS	600.00	2,741.24	600.00	2,611.42
57	Jharkhand	BOKARO 'B' TPS	210.00	94.03	210.00	18.59
58		BOKARO TPS 'A' EXP	500.00	2,689.99	500.00	3,271.47
59		CHANDRAPURA(DVC) TPS	630.00	3,425.71	500.00	3,268.59
60		JOJOBERA TPS	240.00	1,464.39	240.00	1,417.27
61		KODARMA TPP	1,000.00	6,459.72	1,000.00	7,508.95
62		MAHADEV PRASAD STPP	540.00	3,029.42	540.00	3,113.78
63		MAITHON RB TPP	1,050.00	6,488.20	1,050.00	6,383.36
64		TENUGHAT TPS	420.00	2,420.62	420.00	2,237.96
65	Karnataka	BELLARY TPS	1,700.00	4,050.40	1,700.00	3,094.68
66		KUDGI STPP	2,400.00	4,604.36	2,400.00	4,711.33
67		RAICHUR TPS	1,720.00	8,532.64	1,720.00	3,927.85
68		TORANGALLU TPS(SBU-I)	260.00	1,130.77	260.00	1,007.73
69		TORANGALLU TPS(SBU-II)	600.00	1,863.53	600.00	1,389.74
70		ADANI POWER LIMITED UDUPI TPP	1,200.00	3,277.94	1,200.00	2,350.12
71		YERMARUS TPP	1,600.00	376.78	1,600.00	3,379.79
72	Madhya Pradesh	AMARKANTAK EXT TPS	210.00	1,691.61	210.00	1,632.45
73		ANUPPUR TPP	1,200.00	6,267.72	1,200.00	6,654.31
74		BINA TPS	500.00	2,513.68	500.00	1,686.39
75		GADARWARA TPP	800.00	1,076.12	1,600.00	4,497.00
76		KHARGONE STPP	1,320.00	959.11	1,320.00	4,340.13

SI No	State	Station Name	Capacity (MW)	Generation (MUs)	Capacity (MW)	Generation (MUs)
			FY 2019-20		FY 2020-21	
77		MAHAN TPP	1,200.00	3,281.04	1,200.00	2,889.61
78		NIGRI TPP	1,320.00	6,356.69	1,320.00	8,106.40
79		NIWARI TPP	90.00	243.25	90.00	170.23
80		SANJAY GANDHI TPS	1,340.00	6,604.20	1,340.00	8,616.32
81		SASAN UMTTP	3,960.00	33,340.92	3,960.00	33,387.69
82		SATPURA TPS	1,330.00	5,276.35	1,330.00	4,505.80
83		SEIONI TPP	600.00	2,901.09	600.00	3,677.23
84		SHREE SINGAJI TPP	2,520.00	8,647.04	2,520.00	5,928.37
85		VINDHYACHAL STPS	4,760.00	35,659.46	4,760.00	36,997.85
86	Maharashtra	AMRAVATI TPS	1,350.00	3,196.28	1,350.00	2,835.89
87		BELA TPS	270.00	0.00	270.00	0.00
88		BHUSAWAL TPS	1,210.00	5,317.27	1,210.00	4,801.30
89		BUTIBORI TPP	600.00	0.00	600.00	0.00
90		CHANDRAPUR(MAHARASHTRA) STPS	2,920.00	16,028.86	2,920.00	16,097.12
91		DAHANU TPS	500.00	3,347.43	500.00	3,206.13
92		DHARIWAL TPP	600.00	3,378.10	600.00	4,228.79
93		GEPL TPP Ph-I	120.00	0.00	120.00	0.00
94		GMR WARORA TPS	600.00	4,138.84	600.00	3,934.82
95		JSW RATNAGIRI TPP	1,200.00	7,868.77	1,200.00	6,199.03
96		KHAPARKHEDA TPS	1,340.00	7,260.45	1,340.00	7,930.84
97		KORADI TPS	2,400.00	9,466.38	2,400.00	8,430.42
98		MAUDA TPS	2,320.00	10,403.74	2,320.00	6,694.84
99		MIHAN TPS	246.00	0.00	246.00	0.00
100		NASIK (P) TPS	1,350.00	0.00	1,350.00	0.00

SI No	State	Station Name	Capacity (MW)	Generation (MUs)	Capacity (MW)	Generation (MUs)
			FY 2019-20		FY 2020-21	
101		NASIK TPS	630.00	2,359.70	630.00	737.11
102		PARAS TPS	500.00	2,773.98	500.00	3,368.79
103		PARLI TPS	750.00	2,434.21	750.00	2,408.06
104		SHIRPUR TPP	150.00	0.00	150.00	0.00
105		SOLAPUR STPS	1,320.00	817.22	1,320.00	3,586.06
106		ADANI POWER LIMITED TIRODA TPP	3,300.00	23,254.40	3,300.00	18,049.49
107		TROMBAY TPS	750.00	4,758.17	750.00	3,586.29
108		WARDHA WARORA TPP	540.00	198.36	540.00	2,078.85
109	Odisha	DARLIPALI STPS	800.00	421.11	800.00	4,775.89
110		DERANG TPP	1,200.00	5,199.79	1,200.00	5,936.33
111		IB VALLEY TPS	1,740.00	6,495.79	1,740.00	8,643.13
112		KAMALANGA TPS	1,050.00	5,865.43	1,050.00	7,101.19
113		STERLITE TPP	1,200.00	585.71	1,200.00	3,033.78
114		TALCHER (OLD) TPS	460.00	3,378.28	460.00	3,405.51
115		TALCHER STPS	3,000.00	19,261.20	3,000.00	21,897.14
116		UTKAL TPP (IND BARATH)	350.00	0.00	350.00	0.00
117	Punjab	GH TPS (LEH.MOH.)	920.00	915.99	920.00	905.76
118		GOINDWAL SAHIB TPP	540.00	1,312.74	540.00	1,282.71
119		RAJPURA TPP	1,400.00	8,757.21	1,400.00	7,951.49
120		ROPAR TPS	840.00	1,051.62	840.00	883.52

SI No	State	Station Name	Capacity (MW)	Generation (MUs)	Capacity (MW)	Generation (MUs)
			FY 2019-20		FY 2020-21	
121		TALWANDI SABO TPP	1,980.00	8,864.11	1,980.00	6,971.31
122	Rajasthan	CHHABRA TPP	2,320.00	13,515.68	2,320.00	14,421.24
123		KALISINDH TPS	1,200.00	5,728.09	1,200.00	6,089.98
124		ADANI POWER LIMITED KAWAI TPP	1,320.00	8,000.29	1,320.00	8,590.50
125		KOTA TPS	1,240.00	6,513.16	1,240.00	5,192.46
126		SURATGARH TPS	2,160.00	4,690.34	2,160.00	2,443.87
127		ITPCL TPP	1,200.00	7,235.28	1,200.00	4,819.06
128	Tamil Nadu	METTUR TPS	840.00	4,619.22	840.00	3,544.11
129		METTUR TPS - II	600.00	2,596.36	600.00	1,418.37
130		MUTHIARA TPP	1,200.00	3,559.82	1,200.00	2,297.10
131		NORTH CHENNAI TPS	1,830.00	9,047.66	1,830.00	6,458.77
132		TUTICORIN (JV) TPP	1,000.00	4,844.41	1,000.00	5,290.62
133		TUTICORIN (P) TPP	300.00	0.00	300.00	0.00
134		TUTICORIN TPS	1,050.00	5,303.36	1,050.00	4,132.38
135		VALLUR TPP	1,500.00	5,674.72	1,500.00	4,369.00
		BHADRADRI TPP	-	-	810.00	1,670.75
136	Telangana	KAKATIYA TPS	1,100.00	7,554.74	1,100.00	6,322.47
137		KOTHAGUDEM TPS	420.00	2,295.57	-	-
138		KOTHAGUDEM TPS (NEW)	1,000.00	7,167.84	1,000.00	6,316.18
139		KOTHAGUDEM TPS (STAGE-7)	800.00	3,578.51	800.00	6,109.56
140		RAMAGUNDEM-B TPS	62.50	398.09	62.50	285.95
141		RAMAGUNDEM	2,600.00	17,126.0	2,600.00	16,711.5

SI No	State	Station Name	Capacity (MW)	Generation (MUs)	Capacity (MW)	Generation (MUs)
			FY 2019-20		FY 2020-21	
		STPS		5		5
142		SINGARENI TPP	1,200.00	9,226.98	1,200.00	7,344.30
143	Uttar Pradesh	ANPARA C TPS	1,200.00	7,539.56	1,200.00	8,666.50
144		ANPARA TPS	2,630.00	17,047.66	2,630.00	15,279.04
145		BARKHERA TPS	90.00	90.84	90.00	184.19
146		DADRI (NCTPP)	1,820.00	6,546.43	1,820.00	3,957.75
147		HARDUAGANJ TPS	605.00	3,274.14	605.00	2,142.65
148		KHAMBARKHERA TPS	90.00	79.81	90.00	188.10
149		KUNDARKI TPS	90.00	125.18	90.00	246.58
150		LALITPUR TPS	1,980.00	7,174.91	1,980.00	7,289.49
151		MAQSOODPUR TPS	90.00	102.56	90.00	190.83
152		MEJA STPP	660.00	1,050.67	1,320.00	4,054.65
153		OBRA TPS	1,094.00	3,695.92	1,094.00	4,698.93
154		PARICHHA TPS	1,140.00	3,835.22	1,140.00	3,677.32
155		PRAYAGRAJ TPP	1,980.00	9,120.88	1,980.00	10,751.13
156		RIHAND STPS	3,000.00	23,359.27	3,000.00	23,398.68
157		ROSA TPP Ph-I	1,200.00	6,039.70	1,200.00	6,751.18
158		SINGRAULI STPS	2,000.00	15,331.89	2,000.00	14,959.51
159		TANDA TPS	1,100.00	3,958.39	1,760.00	5,738.68
160		UNCHAHAHAR TPS	1,550.00	8,526.46	1,550.00	7,156.40
161		UTRAULA TPS	90.00	119.42	90.00	261.35
162	West Bengal	BAKRESWAR TPS	1,050.00	7,002.77	1,050.00	7,896.57
163		BANDEL TPS	330.00	860.04	330.00	1,170.80
164		BUDGE BUDGE TPS	750.00	5,798.13	750.00	5,422.69
165		D.P.L. TPS	550.00	2,233.33	550.00	2,787.96

SI No	State	Station Name	Capacit y (MW)	Generatio n (MUs)	Capacity (MW)	Generati on (MUs)
			FY 2019-20		FY 2020-21	
166		DURGAPUR STEEL TPS	1,000.00	6,319.02	1,000.00	5,780.98
167		DURGAPUR TPS	210.00	437.85	210.00	135.82
168		FARAKKA STPS	2,100.00	13,132.63	2,100.00	11,928.60
169		HALDIA TPP	600.00	4,430.09	600.00	4,224.94
170		HIRANMAYE TPP	300.00	10.02	300.00	433.86
171		KOLAGHAT TPS	1,260.00	2,871.42	1,260.00	1,769.36
172		MEJIA TPS	2,340.00	12,540.81	2,340.00	12,828.81
173		RAGHUNATHPUR TPP	1,200.00	5,030.71	1,200.00	5,225.69
174		SAGARDIGHI TPS	1,600.00	6,695.31	1,600.00	9,596.12
175		SANTALDIH TPS	500.00	3,693.99	500.00	3,442.98
176		SOUTHERN REPL. TPS	135.00	339.27	135.00	89.89
177		TITAGARH TPS	240.00	0.00	240.00	0.00
Coal Based Sub Total			1,99,272.50	9,61,218.23	2,02,662.50	9,50,937.55
B. Lignite Based Power Stations						
1	Gujarat	AKRIMOTA LIG TPS	250.00	740.25	250.00	435.05
2		BHAVNAGAR CFBC TPP	500.00	596.27	500.00	1,201.05
3		KUTCH LIG. TPS	290.00	883.25	150.00	809.43
4		SURAT LIG. TPS	500.00	3,359.81	500.00	2,975.71
5	Rajasthan	BARSINGSAR LIGNITE	250.00	1,528.01	250.00	1,451.70
6		GIRAL TPS	250.00	0.00	250.00	0.00
7		JALIPA KAPURDI TPP	1,080.00	5,875.54	1,080.00	7,026.83
8	Tamil Nadu	NEYVELI (EXT)	420.00	3,328.54	420.00	2,786.96

SI No	State	Station Name	Capacity (MW)	Generation (MUs)	Capacity (MW)	Generation (MUs)
			FY 2019-20		FY 2020-21	
		TPS				
9		NEYVELI NEW TPP	500.00	547.87	1,000.00	3,349.84
10		NEYVELI TPS-I	500.00	2,711.74	0.00*	531.64
11		NEYVELI TPS-II	1,470.00	10,356.22	1,470.00	6,955.54
12		NEYVELI TPS-II EXP	500.00	1,613.71	500.00	2,095.81
13		NEYVELI TPS(Z)	250.00	1,437.55	250.00	886.12
Lignite Based Sub Total			6,760.00	32,978.76	6,620.00	30,505.68
Grand Total			2,06,032.50	9,94,196.99	2,09,282.50	9,81,443.23

(*) All the units of NEYVELI TPS-I were retired by 30.09.2020. Hence the monitored capacity on 31.03.2021 is 0 MW

The details of State-Wise & Coal & Lignite Based Power Station-Wise

Generation Data for FY 2017-2018 & FY 2018-19:

SI No	State	Station Name	Capacity (MW)	Generation (MUs)	Capacity (MW)	Generation (MUs)
			2017-18		2018-19	
A. Coal Based Power Stations						
1	Andhra Pradesh	SIMHADRI	2,000.00	11,773.71	2,000.00	12,449.08
2		DAMODARAM SANJEEVAIAH TPS	1,600.00	4,939.92	1,600.00	6,957.21
3		Dr. N.TATA RAO TPS	1,760.00	10,821.55	1,760.00	10,885.93
4		RAYALASEEMA TPS	1,650.00	6,924.70	1,650.00	6,637.55
5		PAINAMPURAM TPP	1,320.00	9,833.58	1,320.00	8,369.17
6		SGPL TPP	1,320.00	8,970.59	1,320.00	9,736.08
7		SIMHAPURI TPS	600.00	25.02	600.00	99.46

SI No	State	Station Name	Capacity (MW)	Generation (MUs)	Capacity (MW)	Generation (MUs)
			2017-18		2018-19	
8		THAMMINAPATNAM TPS	300.00	587.30	300.00	36.59
9		VIZAG TPP	1,040.00	3,326.14	1,040.00	949.10
10	Assam	BONGAIGAON TPP	500.00	1,732.17	750.00	2,824.21
11	Bihar	BARH II	1,320.00	9,272.35	710.00	44.85
12		KAHALGAON TPS	2,340.00	16,316.65	1,320.00	9,845.23
13		MUZAFFARPUR TPS	610.00	1,750.61	2,340.00	16,485.91
14		NABINAGAR TPP	500.00	1,060.94	610.00	3,039.78
15		BARAUNI TPS	810.00	39.48	750.00	2,754.75
16	Chhattisgarh	BHILAI TPS	500.00	3,877.77	500.00	3,426.23
17		KORBA STPS	2,600.00	20,477.94	2,600.00	20,083.42
18		LARA TPP	800.00	0.00	800.00	262.91
19		SIPAT STPS	2,980.00	23,009.82	2,980.00	23,907.12
20		DSPM TPS	500.00	4,042.97	500.00	3,828.15
21		KORBA-II	200.00	545.24	200.00	226.10
22		KORBA-III	240.00	1,242.20	240.00	1,317.27
23		KORBA-WEST TPS	1,340.00	9,283.64	1,340.00	9,472.41
24		MARWA TPS	1,000.00	5,720.00	1,000.00	6,415.52
25		AKALTARA TPS	1,800.00	5,806.98	1,800.00	7,912.22
26		ADANI POWER LIMITED RAIGARH TPP	600.00	572.13	600.00	0.00
27		BALCO TPS	600.00	2,313.07	600.00	2,768.07
28		BANDAKHAR TPP	300.00	2,223.84	300.00	2,137.60
29		BARADARHA TPS	1,200.00	6,536.81	1,200.00	6,729.62
30		BINJKOTE TPP	600.00	673.97	600.00	1,464.92
31		CHAKABURA TPP	30.00	268.75	30.00	241.55
32		KASAIPALLI TPP	270.00	1,905.36	270.00	1,900.36
33		KATGHORA TPP	35.00	0.00	35.00	0.00
34		NAWAPARA TPP	600.00	2,741.13	600.00	3,095.17
35		OP JINDAL TPS	1,000.00	4,221.47	1,000.00	3,349.21
36		PATHADI TPP	600.00	4,139.42	600.00	4,293.08
37		ADANI POWER	1,370.00	1,367.92	1,370.00	2,830.89

SI No	State	Station Name	Capacity (MW)	Generation (MUs)	Capacity (MW)	Generation (MUs)
			2017-18		2018-19	
		LIMITED RAIPUR TPP				
38		RATIJA TPS	100.00	743.06	100.00	799.10
39		SALORA TPP	135.00	0.00	135.00	0.00
40		SVPL TPP	63.00	27.13	63.00	12.44
41		SWASTIK KORBA TPP	25.00	0.00	25.00	0.00
42		TAMNAR TPP	2,400.00	6,684.29	2,400.00	7,044.63
43		UCHPINDA TPP	1,080.00	1,438.78	1,440.00	1,953.26
44	Delhi	BADARPUR TPS	705.00	1,556.97	-	-
45		I.P. T.P.S.	247.50	0.00	-	-
46		RAJGHAT TPS	135.00	0.00	135.00	0.00
47	Gujarat	GANDHI NAGAR TPS	870.00	3,741.98	630.00	3,703.99
48		SIKKA REP. TPS	740.00	2,677.54	500.00	2,725.93
49		UKAI TPS	1,350.00	6,768.96	1,110.00	6,936.96
50		WANAKBORI TPS	1,470.00	7,704.68	1,470.00	8,343.14
51		MUNDRA TPS	4,620.00	21,907.95	4,620.00	23,912.38
52		MUNDRA UMTTP	4,000.00	26,514.87	4,000.00	26,839.30
53		SABARMATI (C STATION)	60.00	0.01	60.00	0.00
54		SABARMATI (D-F STATIONS)	362.00	2,638.77	362.00	2,785.64
55		SALAYA TPP	1,200.00	2,682.42	1,200.00	0.00
56	Haryana	INDIRA GANDHI STPP	1,500.00	7,734.53	1,500.00	7,387.28
57		FARIDABAD TPS.	170.00	0.00	-	-
58		PANIPAT TPS	1,360.00	2,579.45	920.00	3,378.89
59		RAJIV GANDHI TPS	1,200.00	4,681.01	1,200.00	3,852.19
60		YAMUNA NAGAR TPS	600.00	3,448.13	600.00	3,321.63
61		MAHATMA GANDHI TPS	1,320.00	7,325.47	1,320.00	6,898.35
62	Jharkhand	BOKARO TPS `A`	500.00	2,924.25	210.00	688.44

SI No	State	Station Name	Capacity (MW)	Generation (MUs)	Capacity (MW)	Generation (MUs)
			2017-18		2018-19	
		EXP				
63		BOKARO 'B' TPS	210.00	573.94	500.00	2,920.75
64		CHANDRAPURA(DV C) TPS	1,120.00	4,075.82	1,120.00	3,560.59
65		KODARMA TPP	1,000.00	5,911.30	1,000.00	6,278.75
66		PATRATU TPS	770.00	0.00	770.00	0.00
67		TENUGHAT TPS	420.00	1,933.31	420.00	1,689.05
68		JOJOBERA TPS	240.00	1,618.38	240.00	1,519.04
69		MAHADEV PRASAD STPP	540.00	2,909.92	540.00	2,876.22
70		MAITHON RB TPP	1,050.00	7,345.34	1,050.00	7,267.81
71	Karnataka	KUDGI STPP	2,400.00	3,945.19	2,400.00	7,566.33
72		BELLARY TPS	1,700.00	4,021.14	1,700.00	4,059.06
73		RAICHUR TPS	1,720.00	10,834.52	1,720.00	8,917.98
74		YERMARUS TPP	1,600.00	997.45	1,600.00	790.93
75		TORANGALLU TPS(SBU-I)	260.00	1,675.06	260.00	1,319.47
76		TORANGALLU TPS(SBU-II)	600.00	2,338.10	600.00	2,484.62
77		ADANI POWER LIMITED UDUPI TPP	1,200.00	6,181.32	1,200.00	5,214.35
78	Madhya Pradesh	VINDHYACHAL STPS	4,760.00	37,495.73	800.00	0.00
79		AMAR KANTAK	40.00	0.00	4,760.00	37,539.00
80		AMARKANTAK EXT TPS	450.00	1,728.15	40.00	0.00
81		SANJAY GANDHI TPS	1,340.00	7,543.08	450.00	1,636.16
82		SATPURA TPS	1,642.50	5,020.85	1,340.00	8,680.63
83		SHREE SINGAJI TPP	1,200.00	3,954.09	1,642.50	7,472.97
84		ANUPPUR TPP	1,200.00	6,225.05	2,520.00	7,753.38
85		BINA TPS	500.00	2,465.28	1,200.00	6,689.60
86		MAHAN TPP	600.00	2,918.23	500.00	2,503.79

SI No	State	Station Name	Capacity (MW)	Generation (MUs)	Capacity (MW)	Generation (MUs)
			2017-18		2018-19	
87		NIGRI TPP	1,320.00	7,688.93	1,200.00	3,220.09
88		NIWARI TPP	45.00	87.88	1,320.00	7,330.28
89		SASAN UMTTP	3,960.00	31,792.52	45.00	77.38
90		SEIONI TPP	600.00	1,666.87	3,960.00	32,877.27
91	Maharashtra	MAUDA TPS	2,320.00	7,971.14	600.00	2,500.55
92		SOLAPUR STPS	660.00	1,397.56	2,320.00	11,878.13
93		BHUSAWAL TPS	1,470.00	6,623.87	1,320.00	1,783.67
94		CHANDRAPUR(MAHARASHTRA) STPS	3,340.00	14,798.22	1,470.00	6,595.75
95		KHAPARKHEDA TPS	1,340.00	6,179.19	3,340.00	15,850.79
96		KORADI TPS	3,020.00	9,387.08	1,340.00	7,471.18
97		NASIK TPS	880.00	2,887.88	3,020.00	8,429.52
98		PARAS TPS	555.00	3,116.32	880.00	2,316.16
99		PARLI TPS	1,420.00	3,067.31	555.00	2,628.25
100		AMRAVATI TPS	1,350.00	4,771.38	1,420.00	2,842.07
101		BELA TPS	270.00	80.51	1,350.00	4,074.09
102		BUTIBORI TPP	600.00	3,306.31	270.00	149.37
103		DAHANU TPS	500.00	3,534.27	600.00	2,212.73
104		DHARIWAL TPP	600.00	2,393.27	500.00	3,617.02
105		GEPL TPP Ph-I	120.00	0.00	600.00	3,228.90
106		GMR WARORA TPS	600.00	3,746.10	120.00	0.00
107		JSW RATNAGIRI TPP	1,200.00	6,731.26	600.00	3,895.25
108		MIHAN TPS	246.00	0.00	1,200.00	8,019.75
109		NASIK (P) TPS	1,350.00	1.69	246.00	0.00
110		SHIRPUR TPP	150.00	4.74	1,350.00	0.00
111		ADANI POWER LIMITED TIRODA TPP	3,300.00	17,596.24	150.00	0.00
112		TROMBAY TPS	1,400.00	4,940.50	3,300.00	21,665.55
113		WARDHA WARORA TPP	540.00	1,129.70	1,400.00	5,018.74
114	Odisha	TALCHER (OLD)	460.00	3,780.71	540.00	1,052.44

SI No	State	Station Name	Capacity (MW)	Generation (MUs)	Capacity (MW)	Generation (MUs)
			2017-18		2018-19	
		TPS				
115		TALCHER STPS	3,000.00	22,976.99	460.00	3,606.84
116		IB VALLEY TPS	420.00	2,840.33	3,000.00	21,242.30
117		DERANG TPP	1,200.00	3,657.42	420.00	3,085.46
118		KAMALANGA TPS	1,050.00	5,583.99	1,200.00	4,213.60
119		STERLITE TPP	1,200.00	1,074.47	1,050.00	6,690.02
120		UTKAL TPP(IND BARATH)	350.00	0.00	1,200.00	828.09
121		GH TPS (LEH.MOH.)	920.00	2,944.50	350.00	0.00
122		GND TPS(BHATINDA)	440.00	301.33	920.00	2,485.15
123		ROPAR TPS	1,260.00	2,274.36	840.00	1,669.99
124	Punjab	GOINDWAL SAHIB TPP	540.00	1,541.00	540.00	2,445.49
125		RAJPURA TPP	1,400.00	9,110.04	1,400.00	9,123.71
126		TALWANDI SABO TPP	1,980.00	8,556.82	1,980.00	10,639.92
127		CHHABRA TPP	1,660.00	7,630.44	2,320.00	10,379.13
128		KALISINDH TPS	1,200.00	6,691.18	1,200.00	5,550.40
129		KOTA TPS	1,240.00	7,213.05	1,240.00	7,921.01
130	Rajasthan	SURATGARH TPS	1,500.00	4,964.36	1,500.00	7,168.92
131		ADANI POWER LIMITED KAWAI TPP	1,320.00	5,067.15	1,320.00	7,599.26
132		TUTICORIN (JV) TPP	1,000.00	5,412.83	1,000.00	5,486.62
133		VALLUR TPP	1,500.00	7,167.72	1,500.00	7,706.87
134		ENNORE TPS	450.00	0.00	450.00	0.00
135		METTUR TPS	1,440.00	7,558.60	840.00	5,807.22
136	Tamil Nadu	NORTH CHENNAI TPS	1,830.00	10,062.78	600.00	3,153.10
137		TUTICORIN TPS	1,050.00	5,247.18	1,830.00	10,711.12
138		ITPCL TPP	1,200.00	5,724.29	1,050.00	6,306.31
139		MUTHIARA TPP	1,200.00	3,906.24	1,200.00	5,544.59

SI No	State	Station Name	Capacity (MW)	Generation (MUs)	Capacity (MW)	Generation (MUs)
			2017-18		2018-19	
140		TUTICORIN (P) TPP	300.00	0.00	1,200.00	3,221.74
141	Telangana	RAMAGUNDEM STPS	2,600.00	18,867.65	300.00	0.00
142		KAKATIYA TPS	1,100.00	7,392.30	2,600.00	18,547.91
143		KOTHAGUDEM TPS	720.00	3,871.07	1,100.00	7,727.37
144		KOTHAGUDEM TPS (NEW)	1,000.00	7,131.20	720.00	3,611.15
145		RAMAGUNDEM-B TPS	62.50	474.84	1,800.00	9,210.48
146		SINGARENI TPP	1,200.00	9,575.16	62.50	423.03
147	Uttar Pradesh	DADRI (NCTPP)	1,820.00	9,933.39	1,200.00	8,698.48
148		MEJA STPP	660.00	8.22	1,820.00	10,533.54
149		RIHAND STPS	3,000.00	23,530.54	660.00	69.61
150		SINGRAULI STPS	2,000.00	14,781.83	3,000.00	22,686.80
151		TANDA TPS	440.00	3,277.98	2,000.00	14,798.21
152		UNCHAHAHAR TPS	1,550.00	7,092.48	440.00	2,371.80
153		ANPARA TPS	2,630.00	16,618.51	1,550.00	7,241.00
154		HARDUAGANJ TPS	720.00	3,850.52	2,630.00	20,140.46
155		OBRA TPS	1,372.00	4,313.90	660.00	3,141.52
156		PANKI TPS	210.00	338.69	1,094.00	3,648.03
157		PARICHHA TPS	1,140.00	6,427.09	1,140.00	4,978.88
158		ANPARA C TPS	1,200.00	8,397.10	1,200.00	8,236.75
159		BARKHERA TPS	90.00	190.36	90.00	148.70
160		KHAMBARKHERA TPS	90.00	181.51	90.00	141.20
161		KUNDARKI TPS	90.00	192.12	90.00	203.67
162		LALITPUR TPS	1,980.00	8,565.92	1,980.00	5,449.92
163		MAQSOODPUR TPS	90.00	167.48	90.00	141.28
164		PRAYAGRAJ TPP	1,980.00	5,635.06	1,980.00	7,759.32
165		ROSA TPP Ph-I	1,200.00	7,718.80	1,200.00	4,340.90
166		UTRAULA TPS	90.00	192.93	90.00	196.09
167	West Bengal	DURGAPUR STEEL TPS	1,000.00	6,503.85	1,000.00	6,293.54
168		DURGAPUR TPS	350.00	947.10	350.00	981.28

SI No	State	Station Name	Capacity (MW)	Generation (MUs)	Capacity (MW)	Generation (MUs)
			2017-18		2018-19	
169		FARAKKA STPS	2,100.00	13,356.91	2,100.00	14,846.44
170		MEJIA TPS	2,340.00	12,478.48	2,340.00	12,744.35
171		RAGHUNATHPUR TPP	1,200.00	2,279.47	1,200.00	3,208.40
172		BAKRESWAR TPS	1,050.00	7,486.77	1,050.00	7,182.26
173		BANDEL TPS	450.00	1,926.03	450.00	1,315.39
174		D.P.L. TPS	940.00	2,524.46	940.00	2,442.23
175		KOLAGHAT TPS	1,260.00	4,749.84	1,260.00	4,422.88
176		SAGARDIGHI TPS	1,600.00	6,341.75	1,600.00	6,051.94
177		SANTALDIH TPS	980.00	2,941.59	980.00	3,552.62
178		BUDGE BUDGE TPS	750.00	6,033.39	750.00	6,011.69
179		CHINAKURI TPS	30.00	0.00	30.00	0.00
180		HALDIA TPP	600.00	4,525.89	600.00	4,614.74
181		HIRANMAYE TPP	300.00	27.48	300.00	80.71
182		NEW COSSIPORE TPS	160.00	0.00	160.00	0.00
183		SOUTHERN REPL. TPS	135.00	303.76	135.00	283.78
184		TITAGARH TPS	240.00	0.00	240.00	0.00
Coal Based Sub Total			1,98,395.50	9,51,754.51	2,00,305.00	9,87,681.83
B. Lignite Based Power Stations						
1	Gujarat	AKRIMOTA LIG TPS	250.00	1,357.12	250.00	1,188.45
2		BHAVNAGAR CFBC TPP	500.00	480.15	500.00	588.95
3		KUTCH LIG. TPS	290.00	1,297.78	290.00	1,205.39
4		SURAT LIG. TPS	500.00	3,271.72	500.00	3,521.75
5	Rajasthan	BARSINGSAR LIGNITE	250.00	1,648.81	250.00	1,357.10
6		GIRAL TPS	250.00	0.00	250.00	0.00
7		JALIPA KAPURDI TPP	1,080.00	6,855.95	1,080.00	6,700.10
8	Tamil Nadu	NEYVELI (EXT) TPS	420.00	3,247.15	420.00	2,949.65
9		NEYVELI NEW TPS	0.00	0.00	0.00	0.00

SI No	State	Station Name	Capacity (MW)	Generation (MUs)	Capacity (MW)	Generation (MUs)
			2017-18		2018-19	
10		NEYVELI TPS-I	600.00	3,379.73	500.00	3,105.90
11		NEYVELI TPS-II	1,470.00	10,262.56	1,470.00	10,744.54
12		NEYVELI TPS-II EXP	500.00	2,009.90	500.00	1,931.31
13		NEYVELI TPS(Z)	250.00	1,025.27	250.00	1,290.36
Lignite Based Sub Total			6,360.00	34,836.14	6,260.00	34,583.50
Grand Total			2,04,755.50	9,86,590.65	2,06,565.00	10,22,265.33

The details of State-Wise & Coal & Lignite Based Power Station-Wise

Generation Data for FY 2015-16 & FY 2016-17:

SI No	State	Station Name	Capacity (MW)	Generati on (MUs)	Capacity (MW)	Generatio n (MUs)
			FY 2015-16		FY 2016-17	
A. Coal Based Power Stations						
1	Andhra Pradesh	DAMODARAM SANJEEVAIAH TPS	1,600.00	5,013.38	1,600.00	8,804.65
2		Dr. N.TATA RAO TPS	1,760.00	12,072.53	1,760.00	11,652.38
3		PAINAMPURAM TPP	1,320.00	6,889.03	1,320.00	9,059.40
4		RAYALASEEMA TPS	1,050.00	7,292.52	1,050.00	6,711.64
5		SGPL TPP	-	-	1,320.00	1,658.60
6		SIMHADRI	2,000.00	14,469.64	2,000.00	14,173.49
7		SIMHAPURI TPS	600.00	4,122.85	600.00	1,617.72
8		THAMMINAPATNAM TPS	300.00	1,699.09	300.00	1,373.63
9		VIZAG TPP	1,040.00	464.71	1,040.00	3,282.53
10	Assam	BONGAIGAON TPP	250.00	117.12	500.00	1,680.27
11	Bihar	BARAUNI TPS	210.00	0.00	310.00	131.42
12		BARH STPS St-II	1,320.00	4,769.88	1,320.00	7,642.01
13		KAHALGAON TPS	2,340.00	15,275.13	2,340.00	15,947.93

SI No	State	Station Name	Capacity (MW)	Generati on (MUs)	Capacity (MW)	Generatio n (MUs)
			FY 2015-16		FY 2016-17	
14		MUZAFFARPUR TPS	415.00	781.87	610.00	793.49
15		NABINAGAR TPP	250.00	0.13	500.00	0.00
16	Chhattis garh	AKALTARA TPS	1,200.00	6,367.66	1,200.00	6,732.49
17		ADANI POWER LIMITED RAIGARH TPP	600.00	1,054.81	600.00	2,819.44
18		BALCO TPS	600.00	1,580.97	600.00	3,193.38
19		BANDAKHAR TPP	300.00	216.22	300.00	1,405.40
20		BARADARHA TPS	1,200.00	2,477.12	1,200.00	7,188.39
21		BHILAI TPS	500.00	3,549.63	500.00	3,651.19
22		BINJKOTE TPP	-	-	300.00	0.00
23		CHAKABURA TPP	30.00	259.93	30.00	242.94
24		DSPM TPS	500.00	3,985.52	500.00	3,982.40
25		KASAIPALLI TPP	270.00	1,906.35	270.00	2,012.43
26		KATGHORA TPP	35.00	0.00	35.00	0.00
27		KORBA STPS	200.00	794.47	2,600.00	20,364.88
28		KORBA-II	240.00	1,444.23	200.00	893.64
29		KORBA-III	2,600.00	20,429.17	240.00	1,396.99
30		KORBA-WEST TPS	1,340.00	9,045.59	1,340.00	9,235.86
31		MARWA TPS	500.00	10.69	1,000.00	2,554.67
32		NAWAPARA TPP	-	-	600.00	714.27
33		OP JINDAL TPS	1,000.00	5,146.22	1,000.00	4,482.79
34		PATHADI TPP	600.00	2,984.65	600.00	4,448.61
35		ADANI POWER LIMITED RAIPUR TPP	1,370.00	790.23	1,370.00	763.34
36		RATIJA TPS	50.00	272.67	100.00	432.03
37		SALORA TPP	-	-	135.00	0.00
38		SIPAT STPS	2,980.00	22,286.31	2,980.00	23,778.93
39		SVPL TPP	63.00	59.03	63.00	303.06
40		SWASTIK KORBA TPP	25.00	0.00	25.00	0.00
41		TAMNAR TPP	2,400.00	4,405.48	2,400.00	4,797.70

SI No	State	Station Name	Capacity (MW)	Generati on (MUs)	Capacity (MW)	Generatio n (MUs)
			FY 2015-16		FY 2016-17	
42		UCHPINDA TPP	720.00	123.04	720.00	137.59
43	Delhi	BADARPUR TPS	705.00	2,241.44	705.00	1,704.85
44		I.P. T.P.S.	-	-	247.50	0.00
45		RAJGHAT TPS	135.00	46.60	135.00	0.00
46	Gujarat	GANDHI NAGAR TPS	870.00	2,731.94	870.00	2,172.33
47		ADANI POWER LIMITED MUNDRA TPP - III	1,980.00	14,247.89	1,980.00	12,985.04
48		ADANI POWER LIMITED MUNDRA TPP - I & II	2,640.00	18,745.07	2,640.00	17,313.39
49		MUNDRA UMTTP	4,000.00	25,679.75	4,000.00	27,460.24
50		SABARMATI (C STATION)	60.00	51.81	60.00	0.00
51		SABARMATI (D-F STATIONS)	362.00	2,389.46	362.00	2,759.10
		SALAYA TPP	1,200.00	4,985.84	1,200.00	5,213.21
53		SIKKA REP. TPS	740.00	1,203.75	740.00	2,148.22
54		UKAI TPS	1,350.00	5,555.01	1,350.00	5,296.15
55		WANAKBORI TPS	1,470.00	5,663.95	1,470.00	3,929.62
56		FARIDABAD TPS.	-	-	170.00	0.00
57	Haryana	INDIRA GANDHI STPP	1,500.00	5,798.20	1,500.00	5,473.77
58		MAHATMA GANDHI TPS	1,320.00	4,952.22	1,320.00	2,895.70
59		PANIPAT TPS	920.00	1,704.89	1,360.00	2,205.93
60		RAJIV GANDHI TPS	1,200.00	4,634.49	1,200.00	3,856.75
61		YAMUNA NAGAR TPS	600.00	4,056.70	600.00	3,424.24
62	Jharkha nd	BOKARO TPS `A` EXP	500.00	0.30	500.00	208.00
63		BOKARO `B` TPS	630.00	1,859.93	630.00	1,456.68
64		CHANDRAPURA(DV	890.00	5,078.72	1,250.00	5,642.70

SI No	State	Station Name	Capacity (MW)	Generati on (MUs)	Capacity (MW)	Generatio n (MUs)
			FY 2015-16		FY 2016-17	
		C) TPS				
65		JOJOBERA TPS	360.00	2,519.59	240.00	2,274.02
66		KODARMA TPP	1,000.00	3,326.82	1,000.00	3,801.77
67		MAHADEV PRASAD STPP	540.00	2,925.90	540.00	3,257.47
68		MAITHON RB TPP	1,050.00	7,206.18	1,050.00	7,356.63
69		PATRATU TPS	770.00	594.02	770.00	385.88
70		TENUGHAT TPS	420.00	2,636.74	420.00	1,423.30
71		BELLARY TPS	1,700.00	6,133.82	1,700.00	6,402.37
72		KUDGI STPP	-	-	1,600.00	25.49
73		RAICHUR TPS	1,720.00	11,423.63	1,720.00	11,495.67
74	Karnataka	TORANGALLU TPS(SBU-I)	260.00	2,184.71	260.00	1,714.95
75		TORANGALLU TPS(SBU-II)	600.00	4,571.51	600.00	2,700.39
76		ADANI POWER LIMITED UDUPI TPP	1,200.00	8,086.45	1,200.00	7,875.42
77		YERMARUS TPP	800.00	1.05	1,600.00	246.54
78		AMAR KANTAK	-	-	40.00	0.00
79		AMARKANTAK EXT TPS	210.00	1,785.72	450.00	1,481.04
80		ANUPPUR TPP	1,200.00	2,890.72	1,200.00	3,760.16
81		BINA TPS	500.00	1,307.77	500.00	812.85
82		MAHAN TPP	600.00	0.00	600.00	2,629.20
83		NIGRI TPP	1,320.00	5,346.18	1,320.00	7,266.96
84	Madhya Pradesh	NIWARI TPP	45.00	141.96	45.00	237.26
85		SANJAY GANDHI TPS	1,340.00	7,052.76	1,340.00	6,843.25
86		SASAN UMTTP	3,960.00	31,262.34	3,960.00	29,414.72
87		SATPURA TPS	1,330.00	5,508.86	1,642.50	3,644.90
88		SEIONI TPP	600.00	3.96	600.00	311.25
89		SHREE SINGAJI TPP	1,200.00	4,250.48	1,200.00	2,474.65
90		VINDHYACHAL	4,760.00	31,319.93	4,760.00	32,206.94

SI No	State	Station Name	Capacity (MW)	Generati on (MUs)	Capacity (MW)	Generatio n (MUs)
			FY 2015-16		FY 2016-17	
		STPS				
91	Maharashtra	ADANI POWER LIMITED TIRODA TPP	3,300.00	20,079.70	3,300.00	17,642.56
92		AMRAVATI TPS	1,350.00	6,179.55	1,350.00	1,874.70
93		BELA TPS	270.00	0.00	270.00	0.00
94		BHUSAWAL TPS	1,420.00	8,086.67	1,470.00	6,120.56
95		BUTIBORI TPP	600.00	4,030.17	600.00	3,742.52
96		CHANDRAPUR(MAHARASHTRA) STPS	3,340.00	12,361.37	3,340.00	14,941.77
97		DAHANU TPS	500.00	3,824.84	500.00	3,742.55
98		DHARIWAL TPP	600.00	369.16	600.00	1,541.71
99		EMCO WARORA TPS	-	-	600.00	3,703.42
100		GEPL TPP Ph-I	120.00	0.00	120.00	0.00
101		GMR WARORA TPS	600.00	4,006.78	-	-
102		JSW RATNAGIRI TPP	1,200.00	8,395.10	1,200.00	6,681.86
103		KHAPARKHEDA TPS	1,340.00	8,157.50	1,340.00	7,714.77
104		KORADI TPS	1,940.00	3,041.69	3,020.00	5,853.85
105		MAUDA TPS	1,660.00	1,875.66	2,320.00	4,305.65
106		MIHAN TPS	246.00	0.00	246.00	0.00
107		NASIK (P) TPS	270.00	0.00	810.00	0.72
108		NASIK TPS	630.00	4,327.81	880.00	3,328.71
109		PARAS TPS	500.00	3,512.44	555.00	2,988.82
110		PARLI TPS	1,380.00	1,320.21	1,420.00	1,627.09
111		SOLAPUR STPS	-	-	660.00	0.00
112		TROMBAY TPS	1,400.00	5,428.92	1,400.00	4,980.93
113		WARDHA WARORA TPP	540.00	1,857.44	540.00	1,394.90
114	Odisha	DERANG TPP	1,200.00	6,243.60	1,200.00	6,515.30
115		IB VALLEY TPS	420.00	3,117.33	420.00	3,235.67
116		KAMALANGA TPS	1,050.00	6,235.01	1,050.00	5,932.79

SI No	State	Station Name	Capacity (MW)	Generati on (MUs)	Capacity (MW)	Generatio n (MUs)
			FY 2015-16		FY 2016-17	
117		STERLITE TPP	-	-	600.00	7,801.53
118		TALCHER (OLD) TPS	460.00	3,730.75	460.00	3,759.53
119		TALCHER STPS	3,000.00	23,966.53	3,000.00	22,847.48
120		UTKAL TPP(IND BARATH)	350.00	21.58	350.00	0.00
121		VEDANTA TPP	2,400.00	8,077.03	-	-
122		GH TPS (LEH.MOH.)	920.00	3,138.22	920.00	2,736.39
123	Punjab	GND TPS(BHATINDA)	440.00	918.30	440.00	698.58
124		GOINDWAL SAHIB TPP	540.00	54.39	540.00	223.91
125		RAJPURA TPP	1,400.00	7,703.31	1,400.00	9,441.76
126		ROPAR TPS	1,260.00	3,959.03	1,260.00	2,776.36
127		TALWANDI SABO TPP	1,980.00	3,241.80	1,980.00	7,078.84
128	Rajasthan	CHHABRA TPP	1,000.00	4,472.07	1,660.00	6,826.93
129		KALISINDH TPS	1,200.00	5,982.76	1,200.00	5,944.12
130		ADANI POWER LIMITED KAWAI TPP	1,320.00	8,684.82	1,320.00	8,289.27
131		KOTA TPS	1,240.00	7,789.95	1,240.00	7,486.79
132		SURATGARH TPS	1,500.00	5,953.32	1,500.00	4,474.99
133	Tamil Nadu	ENNORE TPS	450.00	442.31	450.00	191.99
134		ITPCL TPP	600.00	1,131.38	1,200.00	4,975.70
135		METTUR TPS	1,440.00	9,903.94	1,440.00	9,177.43
136		MUTHIARA TPP	1,200.00	2,788.76	1,200.00	3,749.10
137		NORTH CHENNAI TPS	1,830.00	10,947.51	1,830.00	10,092.30
138		TUTICORIN (JV) TPP	1,000.00	3,558.11	1,000.00	6,252.04
139		TUTICORIN (P) TPP	300.00	800.40	300.00	23.62
140		TUTICORIN TPS	1,050.00	7,082.47	1,050.00	5,547.59
141		VALLUR TPP	1,500.00	7,716.79	1,500.00	9,210.86

SI No	State	Station Name	Capacity (MW)	Generati on (MUs)	Capacity (MW)	Generatio n (MUs)
			FY 2015-16		FY 2016-17	
142	Telangana	KAKATIYA TPS	1,100.00	3,632.00	1,100.00	6,578.52
143		KOTHAGUEDEM TPS	720.00	4,433.29	720.00	3,964.11
144		KOTHAGUEDEM TPS (NEW)	1,000.00	6,636.28	1,000.00	6,586.16
145		RAMAGUNDEM-B TPS	62.50	399.40	62.50	453.70
146		RAMAGUNDEM STPS	2,600.00	20,250.59	2,600.00	19,597.52
147		SINGARENI TPP	600.00	1.17	1,200.00	4,099.33
148	Uttar Pradesh	ANPARA C TPS	1,200.00	8,638.30	1,200.00	8,451.36
149		ANPARA TPS	2,630.00	12,168.82	2,630.00	15,219.41
150		BARKHERA TPS	90.00	340.33	90.00	391.92
151		DADRI (NCTPP)	1,820.00	10,047.65	1,820.00	8,765.46
152		HARDUAGANJ TPS	665.00	3,786.35	720.00	3,825.11
153		KHAMBARKHERA TPS	90.00	320.78	90.00	375.30
154		KUNDARKI TPS	90.00	374.44	90.00	460.80
155		LALITPUR TPS	1,320.00	27.76	1,980.00	3,953.51
156		MAQSOODPUR TPS	90.00	312.59	90.00	417.24
157		OBRA TPS	1,278.00	3,959.86	1,372.00	3,842.06
158		PANKI TPS	210.00	535.99	210.00	762.60
159		PARICHHA TPS	1,140.00	6,767.63	1,140.00	6,139.11
160		PRAYAGRAJ TPP	660.00	234.78	1,320.00	4,468.48
161		RIHAND STPS	3,000.00	21,054.66	3,000.00	21,959.62
162		ROSA TPP Ph-I	1,200.00	7,059.64	1,200.00	7,913.90
163		SINGRAULI STPS	2,000.00	16,270.51	2,000.00	15,219.06
164		TANDA TPS	440.00	3,125.98	440.00	3,241.42
165		UNCHAHAHAR TPS	1,050.00	7,013.10	1,550.00	6,993.65
166		UTRAULA TPS	90.00	411.37	90.00	415.02
167	West Bengal	BAKRESWAR TPS	1,050.00	6,669.45	1,050.00	7,050.54
168		BANDEL TPS	450.00	1,108.02	450.00	1,885.02
169		BUDGE BUDGE TPS	750.00	5,793.34	750.00	5,410.75
170		CHINAKURI TPS	30.00	0.00	30.00	0.00
171		D.P.L. TPS	880.00	1,983.35	940.00	2,143.41

SI No	State	Station Name	Capacity (MW)	Generati on (MUs)	Capacity (MW)	Generatio n (MUs)
			FY 2015-16		FY 2016-17	
172		DURGAPUR STEEL TPS	1,000.00	4,440.54	1,000.00	6,655.77
173		DURGAPUR TPS	340.00	904.28	350.00	592.72
174		FARAKKA STPS	2,100.00	12,360.43	2,100.00	13,743.98
175		HALDIA TPP	600.00	3,633.26	600.00	4,015.49
176		KOLAGHAT TPS	1,260.00	5,766.12	1,260.00	6,038.00
177		MEJIA TPS	2,340.00	11,985.29	2,340.00	12,936.78
178		NEW COSSIPORE TPS			160.00	0.00
179		RAGHUNATHPUR TPP	1,200.00	257.54	1,200.00	2,016.51
180		SAGARDIGHI TPS	1,100.00	2,715.22	1,600.00	4,877.43
181		SANTALDIH TPS	980.00	3,697.01	980.00	3,667.33
182		SOUTHERN REPL. TPS	135.00	531.26	135.00	410.68
183	TITAGARH TPS	240.00	663.83	240.00	232.81	
Coal Based Sub Total			1,78,326.50	8,62,015.25	1,92,075.50	9,10,135.81
B. Lignite Based Power Stations						
1	Gujarat	AKRIMOTA LIG TPS	250.00	1,427.42	250.00	1,392.90
2		BHAVNAGAR CFBC TPP	0.00	0.00	500.00	55.47
3		KUTCH LIG. TPS	290.00	1,621.38	290.00	1,483.92
4		SURAT LIG. TPS	500.00	3,077.99	500.00	3,178.22
5	Rajastha n	BARSINGSAR LIGNITE	250.00	1,285.56	250.00	1,463.25
6		GIRAL TPS	250.00	275.15	250.00	0.00
7		JALIPA KAPURDI TPP	1,080.00	7,215.82	1,080.00	6,622.49
8	Tamil Nadu	NEYVELI (EXT) TPS	420.00	3,269.52	420.00	3,328.33
9		NEYVELI NEW TPP	0.00	0.00	0.00	0.00
10		NEYVELI TPS(Z)	250.00	1,476.81	250.00	1,078.69
11		NEYVELI TPS-I	600.00	3,161.04	600.00	3,696.52
12		NEYVELI TPS-II	1,470.00	10,582.62	1,470.00	11,052.08

SI No	State	Station Name	Capacity (MW)	Generati on (MUs)	Capacity (MW)	Generatio n (MUs)
			FY 2015-16		FY 2016-17	
13		NEYVELI TPS-II EXP	500.00	851.13	500.00	1,373.25
Lignite Based Sub Total			5,860.00	34,244.44	6,360.00	34,725.12
Grand Total			1,84,186.50	8,96,259.69	1,98,435.50	9,44,860.93

STATEMENT-II

Power Plants with Online Continuous Emission and Effluent Monitoring

System (OCEMS):

SI. No.	Power Plant Name	State	City
1	KTA POWERS PVT LTD	Rajasthan	JHUNJHUNU
2	JASRASAR GREEN POWER ENERGY PRIVATE LIMITED	Rajasthan	NOKHA
3	Khurja Super Thermal Power Project, THDC INDIA LIMITED	UP	Khurja
4	SARDARSHASHAR AGRI ENERGY PVT. LTD.	Rajasthan	SARDARSHASHAR
5	TNA RENEWABLE ENERGY PRIVATE LIMITED	Rajasthan	Bhadra
6	KPC Gas Power corporation Limited (KPC-GPCL)	Karnataka	Bidadi
7	North Chennai Thermal Power Station - I	Tamil Nadu	Chennai
8	Maharashtra State Power Generation Co. Limited, Gas Turbine Power Station, MSPGCL, Uran.	Maharashtra	Uran
9	Rosa Power Supply Co. Ltd._Stage-2	UP	Shahjahanpur
10	Adhunik Power and Natural Resources Ltd.	Jharkhand	SERAIKELLA KHARSAWAN
11	Nabha Power Ltd,	Punjab	Rajpura
12	Pragati Power Station	Delhi	New Delhi
13	Bokaro Power Supply Co. Pvt Ltd	Jharkhand	Bokaro
14	ZAUROMIRA ENERGY LTD TIRUNALVELI	Tamil Nadu	TIRUNALVELI

Sl. No.	Power Plant Name	State	City
15	Maithon Power Ltd	Jharkhand	Dhanbad
16	GLOBAL POWER TECH EQUIPMENTS LTD.	Tamil Nadu	TIRUVANNAMAL AI
17	IND-BARATH POWER GENCOM LTD	Tamil Nadu	NAGAPATTINAM
18	J.KPower LTD (J.K CEMENT) - CHITTORGARH	Rajasthan	CHITTORGARH
19	NEYVELI LIGNITE CORPORATION LTD., TPS-2	Tamil Nadu	KUNANKURUCHI
20	RAGHU RAMA RENEWABLE ENERGY LTD.	Tamil Nadu	RAMANATHAPU RAM
21	Adani Power Limited [Formerly known as Adani Electricity Mumbai Limited, Adani Dahanu Thermal Power Station (ADTPS)/ (M/s. Reliance Infrastructure Limited, Dahanu Thermal Power Station)]	Maharashtra	PALGHAR
22	SAI REGENCY POWER CORPORATION PVT LTD	Tamil Nadu	RAMANATHAPU RAM
23	SAI WARDHA POWER LTD	Maharashtra	CHANDRAPUR
24	TERRA ENERGY LIMITED	Tamil Nadu	CUDDALORE
25	TAMILNADU NEWSPRINT AND PAPERS LTD	Tamil Nadu	KARUR
26	Jhajjar power Limited	Haryana	jhajjar
27	ACC Kymore 25 MW UNIT 1	Madhya Pradesh	Kymore
28	CESC Ltd - Budge Budge Generating Station	West Bengal	Pujali
29	M/s India Power Corporation Ltd (Formerly Dishergarh Power Supply Co. Ltd.)	West Bengal	ASANSOL
30	Southern Generating Station	West Bengal	Kolkata
31	Titagarh Generating Station	West Bengal	Titagarh
32	NAVA LIMITED (Formerly Known as Nava Bharat Ventures Ltd.)	Orissa	MERAMANDALI
33	Suratgarh Super Thermal Power Station (RRVUNL)	Rajasthan	Suratgarh
34	SAI LILAGAR POWER LTD.	Chhattisgarh	BILASPUR
35	Sri Jyoti Renewable Energy Pvt Ltd	Haryana	Bhiwani
36	Sanjay Gandhi Thermal Power Station	Madhya Pradesh	Magdhar

Sl. No.	Power Plant Name	State	City
37	Sasan Power Limited	Madhya Pradesh	Singrauli
38	Grasim Industries Ltd , Power Plant Division Renukoot	UP	Renukoot
39	ARKAY ENERGY LTD	Tamil Nadu	RAMNAD
40	COROMANDEL ELECTRIC COMPANY LTD	Tamil Nadu	RAMANATHAPU RAM
41	Bajaj Energy Power Ltd_barkhera	UP	Pilibhit
42	Bajaj Energy Pvt Limited_Kundarki,Gonda	UP	Gonda
43	Bajaj Energy Power Ltd_Khambarkhera	UP	Khambarkhera
44	Bajaj Energy Power Ltd_,UTRAULA,Balrampur	UP	UTRAULA
45	Bajaj Energy Power Ltd_MQSOODPUR	UP	MAQSOODPUR
46	Ultra tech Cement Ltd Vikram cement	Madhya Pradesh	Vikram Nagar
47	Vidharba Industries Power Ltd - Buttibori	Maharashtra	Nagpur
48	METTUR THERMAL POWER STATION	Tamil Nadu	METTUR

49	M/s. North Chennai Thermal Power Station, Stage II,	Tamil Nadu	Tiruvallur
50	OPG POWER GENERATION	Tamil Nadu	THIRUVALLUR
51	PPNPOWER	Tamil Nadu	NAGAPATTINUM
52	JSW Energy (Barmer) Limited formerly Known Raj waste power	Rajasthan	Barmer
53	ROSA POWER SUPPLY CO LTD STAGE 1	UP	Shahjahanpur
54	KSK Mahanadi Power Company Limited	Chattisgarh	Champa
55	SHRIRAM NON CONVENTIONAL ENERGY LTD	Tamil Nadu	THANJAVUR
56	SHRIRAM POWERGEN LTD	Tamil Nadu	DINDIGUL
57	SYNERGY SHAKTHI RENEWABLE ENERGY LTD	Tamil Nadu	POCHAMPALLI
58	Talwandi Sabo Power Ltd	Punjab	BHATINDA
59	TCP POWER PLANT GUMMIDIPOONDI	Tamil Nadu	THIRUVALLUR
60	Tuticorin Thermal Power Station	Tamil Nadu	THOOTHUKUDI
61	JINDAL POWER LTD - RAIGARH	Chattisgarh	RAIGARH
62	Durgapur Steel Thermal Power station	West Bengal	Burdwan
63	TheRaymondLtd	Madhya Pradesh	Chhindwara

64	Hanuman Agro Industries Limited	Chattisgarh	Nawapara-rajim
65	SRF Limited	Rajasthan	Bhiwadi
66	Tripura gas based Power Plant, NEEPCO Ltd	Tripura	Monarchak
67	Agartala Gas Turbine Combine Cycle Power Plant, NEEPCO Ltd	Tripura	Agartala
68	Gulbarga Power PVT LTD	Karnataka	Gulbarga
69	Amarkanatak Thermal Power Station,Chachai MP	Madhya Pradesh	CHACHAI
70	Bharathi Cement Corporation Pvt.Ltd	Andhra Pradesh	Kadapa
71	Banswara Syntex Limited	Rajasthan	Banswara
72	CHHABRA THERMAL POWER PLANT	Rajasthan	Chhabra
73	D.B. Power Limited	Chattisgarh	Badadarha
74	GMR EMCO ENERGY LIMITED	Maharashtra	Warora
75	Gemco Energy Limited	Haryana	Bhiwani
76	Guru Hargobind Thermal Plant	Punjab	Bathinda
77	GRASIM ENERGY CENTER 2	Madhya Pradesh	UJJAIN
78	Torrent Power Ltd SUGEN Mega Power Plant	Gujarat	Surat
79	Torrent Power Limited DGEN Mega Power Project	Gujarat	Bharuch
80	National Capital Power Project - Dadri	UP	Dadri
81	ACC Limited-Wadi Cement Works CPP	Karnataka	Kalaburagi
82	Jabalpur MSW Pvt. Ltd.	Madhya Pradesh	Jabalpur
83	Jaypee Nigrie Super Thermal Power Plant 2 x 660 MW (A unit of Jaiprakash Power Ventures Limited)	Madhya Pradesh	Singrauli
84	JSW Energy Ltd 860 MW Power Plant	Karnataka	Bellary
85	Kothagudem Thermal power Station old station	Telangana	Palvanha
86	Star Cement Meghalaya Limited (43 MW TPP) (Formerly known as Meghalaya Power Ltd.)	Meghalaya	Jowai
87	MEJIA THERMAL POWER STATION	West Bengal	BANKURA
88	Pragati - III Combined Cycle Power Project, Bawana	Delhi	New Delhi
89	Reliance Infrastructure Limited,SAMALKOT	Andhra Pradesh	SAMALKOT
90	Rajasthan Textile & Weaving Mills	Rajasthan	Bhawani Mandi
91	Andhra Pradesh Gas Power Corporation Ltd	Andhra	West Godavari

		Pradesh	
92	NITIN SPINNERS - THERMAL POWER PLANT	Rajasthan	HAMIRGARH
93	Kothagudem Thermal Power Station	Telangana	Paloncha
94	Topworth Urja & Metals Limited	Maharashtra	Nagpur
95	Vardhman Fabrics	Madhya Pradesh	Budhni
96	Vidarbha Industries Power Ltd	Maharashtra	NAGPUR
97	Eastern India Powertech Ltd - Giddi	Jharkhand	Giddi-C
98	Vardhman Yarns-Power Division	Madhya Pradesh	Mandideep
99	Gujarat State Electricity Corporation Ltd Formally GEB, (Wanakbori Thermal Power Station)	Gujarat	Galteshwar
100	Usha Martin Ltd, Thermal Power Plant	Jharkhand	Ranchi
101	Kakatiya Thermal Power Project - Stage-II	Telangana	Warangal
102	TAQA Neyveli Power Company Pvt Ltd	Tamil Nadu	Cuddalore
103	ARS Energy Pvt Ltd	Tamil Nadu	Tiruvallur
104	Himatsingka Captive Power Plant	Karnataka	Hassan
105	Kalisindh Thermal Power Plant	Rajasthan	Jhalawar
106	Durgapur Thermal Power Station	West Bengal	Durgapur
107	Maithan Alloys Ltd	Meghalaya	Shillong
108	Sukhbir Agro Energy Ltd.	UP	Ghazipur
109	Chandrapur Super Thermal Power Station Unit	Maharashtra	CHANDRAPUR
110	GMR WARORA ENERGY LIMITED	Maharashtra	Chandrapur
111	Shyam Century Ferrous Ltd	Meghalaya	Shillong
112	Vandana Vidyuth Ltd	Chattisgarh	Bilaspur
113	INDSIL ENERGY AND ELECTROCHEMICALS PRIVATE LTD	Chattisgarh	RAIPUR
114	NTPC Limited Faridabad	Haryana	Faridabad
115	NTPC Limited Kawas Gas Power Plant	Gujarat	Surat
116	NTPC Ltd Barh (Stage - I , Unit - I)	Bihar	Patna
117	NTPC Limited Anta Gas Power Station	Rajasthan	Anta
118	NTPC Tanda Thermal Power Project	UP	Ambedkarnagar
119	NTPC Limited Rihand Superthermal Power	UP	RIHANDNAGAR
120	NTPC Limited Kahalgaon Super Thermal Power Station	Bihar	Bhagalpur
121	NTPC Limited Farakka Super Thermal Power Station	West Bengal	Murshidabad

122	Dongamahua Captive Power Plant JSPL	Chattisgarh	Raigarh
123	Grasim Energy Center-4_40 MW	Madhya Pradesh	UJJAIN
124	NTPC Limited Singrauli Super Thermal Power Station	UP	SONEBHADRA
125	NTPC Limited Korba Super Thermal Power Station	Chattisgarh	KORBA
126	Kesoram Cements Captive Power Plant	Telangana	Basantnagar
127	Koderma Thermal Power Plant_Banjhedih	Jharkhand	KODERMA
128	THE DURGAPUR PROJECTS LIMITED	West Bengal	DURGAPUR
129	MEIL Anpara Energy Limited (FORMERLY KNOWN AS LANCO ANPARA POWER LIMITED)	UP	ANPARA
130	Nava Bharat Energy India Ltd	Telangana	Paloncha
131	BHUSAWAL THERMAL POWER STATION_Unit 2&3	Maharashtra	BHUSAWAL
132	BHUSAWAL THERMAL POWER STATION_Unit 4& 5	Maharashtra	BHUSAWAL
133	Panipat Thermal Power Station	Haryana	Panipat
134	Bhushan Energy Limited	Orissa	ANGUL
135	Assam Gas Based Power Plant (North Eastern Electric Power Corporation Ltd)	Assam	Bokuloni
136	VASAVADATTA CEMENT POWER PLANT	Karnataka	SEDAM
137	NTPC Limited Ramagundam Super Thermal Power Station	Telangana	Jyotinagar
138	NTPC Limited Ltd, Vindhyachal Super Thermal Power Project	Madhya Pradesh	Vindhyanagar
139	NTPC Limited Auraiya Gas Power Station	UP	Auraiya
140	NTPC Limited Badarpur Thermal Power Station	Delhi	New Delhi
141	NTPC Limited Talcher Super Thermal Power Station	Orissa	Angul
142	NTPC Limited Mouda Super Thermal Power Station	Maharashtra	Nagpur
143	NTPC Limited Simhadri Super Thermal Power Station	Andhra Pradesh	Visakhapatnam
144	NTPC Limited Sipat Super Thermal Power	Chattisgarh	Bilaspur
145	NTPC Limited Talcher Thermal Power Station	Orissa	Angul
146	NTPC Limited Jhanor - Gandhar Gas Power Project	Gujarat	Gandhar

147	NTPC - Rajiv Gandhi Combined Cycle Power Plant	Kerala	Kayamkulam
148	NTPC Limited Feroz Gandhi Unchahar Thermal Power Station	UP	Raebareli
149	Kuttalam Gas Turbine Power Station, Tamilnadu Generation and Distribution Corporation Limited	Tamil Nadu	Nagapattinam
150	Dhariwal Infrastructure Limited,	Maharashtra	Chandrapur
151	Valuthur Gas Turbine Power Station	Tamil Nadu	Ramanathapuram
152	M/s Nuvoco Vistas Corporation Limited (NVCL)(Formerly known as Nirma Limited)	Rajasthan	Beawar
153	KUTTALAM GAS TURBINE POWER STATION, TAMILNADU GENERATION AND DISTRIBUTION CORPORATION LIMITED	Tamil Nadu	KUTTALAM
154	NEYVELI LIGNITE CORPORATION LIMITED	Tamil Nadu	CUDDALORE
155	PIONEER POWER LIMITED	Tamil Nadu	RAMANATHAPURAM
156	Harduaganj Tapiya Vidyut Pariyojna, (2X250 Megawatt Vistar Pariyojna)	UP	Aligarh
157	Panki Thermal Power Station	UP	Kanpur
158	East Delhi Waste Processing Company Private Limited (formerly East Delhi Waste Power Corporation Private Limited)	Delhi	Delhi
159	TAMILNADU NEWSPRINT AND PAPERS LIMITED UNIT II (CAPTIVE CO GENERATION PLANT)	Tamil Nadu	Manapparai
160	COASTAL ENERGEN PVT LTD	Tamil Nadu	TUTICORIN
161	JK Lakshmi Cement -Sirohi Power Plant	Rajasthan	Tehsil Pindwara
162	GMR Kamalanga Energy Ltd	Orissa	Kamalanga
163	Shree Raipur Cement Plant (A unit of Shree cement Ltd.)	Chattisgarh	Raipur
164	NTPC SAIL POWER COMPANY LIMITED(A JOINT VENTURE OF NATIONAL THERMAL POWER CORPORATION & STEEL AUTHORITY OF INDIA LIMITED), Captive Power Plant-2	Chattisgarh	Bhilai
165	NTPC-SAIL Power Company Limited (P) Limited.(CPP-II)	Orissa	Rourkela
166	Haldia Energy Limited	West Bengal	East Medinipur

167	Ind-Barath Energies (Thoothukudi) Limited	Tamil Nadu	Thoothukudi
168	Ind Barath Thermal Power Plant	Tamil Nadu	Thoothukudi
169	MADRAS ATOMIC POWER STATION	Tamil Nadu	Kancheepuram
170	RAJIV GANDHI THERMAL POWER PLANT	Haryana	KHEDAR,BARW ALA
171	Hira Power and Steels Limited Unit-II	Chattisgarh	Raipur
172	Shri Bajarang Power & Ispat Limited-TMT Division	Chattisgarh	Raipur
173	Ramagundam Thermal Station(T.S. Power Generation Corporation Ltd)	Telangana	Ramagundam
174	Rayalaseema Thermal Power Plant	Andhra Pradesh	Kadapa
175	SURYADEV ALLOYS AND POWER PVT LTD	Tamil Nadu	THIRUVALLUR
176	Indian Metals & Ferro Alloys Ltd (80MW)	Orissa	Choudwar
177	NARORA ATOMIC POWER STATION NPCIL	UP	Narora
178	Finolex Industries Limited	Maharashtra	Ratnagiri
179	DAMODAR VALLEY CORPORATION, CHANDRAPURA THERMAL POWER STATION	Jharkhand	Chandrapura
180	Kutch Lignite Thermal Power Station	Gujarat	Khanot
181	Ukai Thermal Power Station	Gujarat	Tapi
182	Uttran Gas Based Power Station	Gujarat	Surat
183	Dhuvaran Gas Power Station	Gujarat	Anand
184	Sikka Thermal Power Station	Gujarat	Sikka
185	Indraprastha Power Generation Co. Ltd	Delhi	Delhi
186	Gujarat State Electricity Corporation Ltd	Gujarat	Gandhinagar
187	Sagardighi Thermal power Project West -Bengal PDCL	West Bengal	Sagardighi
188	Maharashtra State Power Generation Company Ltd-Nashik Thermal Power Station	Maharashtra	Nashik
189	INDUSTRIAL ENERGY LIMITED - PH-6	Jharkhand	Jamshedpur
190	HINDALCO INDUSTRIES LTD.RENUSAGAR POWER DIVISION	UP	RENUSAGAR
191	MARUTI CLEAN COAL AND POWER Ltd.	Chattisgarh	Bandhakar
192	SPECTRUM COAL & POWER LTD.	Chattisgarh	Ratija
193	SUDHA BIO POWER PVT LTD	Chattisgarh	Mohtarai
194	ACB(INDIA)LIMITED (KNOWN AS ARYAN COAL BENEFIACTION PVT LTD) 30 MW	Chattisgarh	Kasaipali
195	Dr.Narla Tatarao Thermal Power Station	Andhra	Ibrahimpattanam

		Pradesh	
196	Prakash industries Ltd	Chhattisgarh	Champa
197	MMS Steel & Power Private Limited	Tamil Nadu	Nagapattinam
198	RAMGARH GAS THERMAL POWER PLANT	Rajasthan	Jaisalmer
199	The Ramco Cements Limited	Tamil Nadu	Ariyalur
200	Rajasthan Rajya Vidyut Utpadan Nigam Ltd	Rajasthan	Dholpur
201	Thirumakotai (k) Gas Turbine Power Station	Tamil Nadu	Thiruvarur
202	PUNJAB STATE POWER CORPORATION LIMITED/GURU GOVIND SINGH SUPER THERMAL PLANT	Punjab	Roopnagar
203	SARDA ENERGY & MINERALS LTD (POWER)	Chhattisgarh	RAIPUR
204	Gujarat Industries Power Company Limited	Gujarat	Vadodara
205	INDRA POWERGEN PVT. LTD	Chhattisgarh	SURAJPUR
206	INLAND POWER LIMITED	Jharkhand	RANCHI
207	KALINDI POWER AND STEEL LTD.	Chhattisgarh	MAHASAMUND
208	N.R. ISPAT & POWER LTD	Chhattisgarh	Chhattisgarh
209	NEERAJ POWER P LTD.	Chhattisgarh	Simga
210	Lanco Amarkantak Power Ltd.	Chhattisgarh	Korba
211	SHANTI G D ISPAT & POWER PVT. LTD.	Chhattisgarh	CHAMPA
212	Shyam Warehousing and Power Plant	Chhattisgarh	Janjgirâ€“Champa
213	MAHAVIR ENERGY AND COAL BENFICATION LTD	Chhattisgarh	RAIGARH
214	ONGC TRIPURA POWER COMPANY LIMITED	Tripura	Palatana
215	BHUBANESHWAR POWER PRIVATE LIMITED	Orissa	CUTTACK
216	Kota Super Thermal Power Station (KSTPS)	Rajasthan	Kota
217	NLC Tamilnadu Power Limited	Tamil Nadu	Thoothukudi
218	Adani Power Rajasthan Limited	Rajasthan	Baran
219	M/s AMNS Khopoli Limited (Formerly known as M/s Uttam Galva Steel Limited)	Maharashtra	Naringi Khopoli
220	IL&FS TamilNadu Power Company Ltd	Tamil Nadu	Bhuvanagiri Taluk
221	Bakreswar Thermal Power Project	West Bengal	Sadaipur
222	BANDEL THERMAL POWER STATION	West Bengal	TRIBENI
223	SKS POWER GENERATION LTD	Chhattisgarh	KHARSIA
224	ACB (INDIA)LIMITED 2*135 MW	Chhattisgarh	Chakabura
225	Adani power limited (formerly Raipur Energy	Chhattisgarh	Raikheda

	Limited)		
226	Eco Tech Papers	Assam	Guwahati
227	Atal Bihari Vajpayee Thermal Power Station (Formerly Chhatisgarh State Power Generation Company Limited)	Chhattisgarh	Marwa
228	Simhapuri Energy limited	Andhra Pradesh	Thamminapatna m
229	NTPC TAMILNADU ENERGY COMPANY LTD.	Tamil Nadu	TIRUVALLUR
230	AURO ENERGY	Tamil Nadu	THANJAVUR
231	Shriram Fertilisers & Chemicals(Power Plant)	Rajasthan	Kota
232	WEST BOKARO COLLIERY POWER PLANT	Jharkhand	Ramgarh
233	Mahan Energen Limited(Formerly Known as Essar Power MP Limited)	Madhya Pradesh	Bandhaura
234	SBQ Steels LTD_Captive Power Plants	Andhra Pradesh	Ankulapaturu
235	CLP India Pvt. Ltd. (Formerly Known as Gujarat Paguthan Energy Corporation Pvt.Ltd)	Gujarat	Bharuch
236	Jindal India Thermal Power Ltd	Orissa	Angul
237	Parichha Thermal Power Project	UP	Jhansi
238	Sitapuram Power Limited	Telangana	Suryapet
239	Malu Paper Mill Ltd.(News print/Writing printing Div. Unit-III)	Maharashtra	Nagpur
240	HALDIA ENERGY LIMITED	West Bengal	HALDIA
241	Chattisgarh State Electricity Board	Chattisgarh	Korba
242	Satpura Thermal Power Station, M P power Generation Co Ltd	Madhya Pradesh	betul
243	OPG Energy Pvt Ltd.	Tamil Nadu	Nagapattinam
244	Chattisgarh State Electricity Board, Korba Thermal Power Station (East), Korba	Chattisgarh	Korba
245	BOKARO THERMAL POWER STATION	Jharkhand	BOKARO
246	VS LIGNITE POWER PVT LTD	Rajasthan	BIKANER
247	SOUTHERN ENERGY DEVELOPMENT CORPORATION LTD	Tamil Nadu	TIRUVALLUR
248	VEDANTA LTD THERMAL POWER DIVISION	Tamil Nadu	THOOTHUKUDI
249	TATA CHEMICAL LTD MITHAPUR	Gujarat	MITHAPUR
250	SHREE AMBIKA SUGARS LTD. (POWER DIVISION)	Tamil Nadu	CUDDALORE

251	Brahmapuram Diesel Power Plant	Kerala	Ernakulam
252	GUJARAT INDUSTRIES POWER COMPANY LIMITED (Surat Lignite Power Plant)	Gujarat	Vadodara
253	GVK Power (Goindwal Sahib) Limited	Punjab	Tarn Taran
254	TRN Energy Private Limited(1x300MW)	Chattisgarh	Raigarh
255	Lalitpur Power Generation Company Limited	UP	Lalitpur
256	Lanco Tanjore Power Company Limited	Tamil Nadu	Thiruvudaimaruthur Taluk
257	RattanIndia Power Ltd, Amravati	Maharashtra	Amravati
258	IGSTPP ARAVALI POWER COMPANY PRIVATE LIMITED	Haryana	Jhajjar
259	SESHASAYEE PAPER AND BOARDS LTD., UNIT : TIRUNELVELI (CO-GEN PLANT)	Tamil Nadu	TIRUNELVELI
260	DIVINE VIDYUT LIMITED	Jharkhand	Palgam
261	Emami Cement Ltd,Baloda bazar.	Chattisgarh	Baloda Bazar
262	Indo Rama Synthetics Ltd.	Maharashtra	Butibori
263	Jaypee Bina Thermal Power Plant	Madhya Pradesh	Bina
264	Kalpataru Power Transmission Limited	Rajasthan	TONK
265	Khaperkheda Thermal Power Station Unit I to IV	Maharashtra	Saoner
266	Khaperkheda Thermal Power Station, Unit 5	Maharashtra	Khaperkheda
267	Kolaghat Thermal Power Station,WBPDCL	West Bengal	Midnapore
268	Koradi Thermal Power Station	Maharashtra	Nagpur
269	MSPGCL-Paras Thermal Power Station	Maharashtra	PARAS
270	Vedanta Limited (Thermal Power Plant)	Orissa	Jharsuguda
271	Sembcorp Energy India Limited (Project 2) (formerly known as Sembcorp Gayatri Power Limited)	Andhra Pradesh	Muthukur
272	TORRENT POWER LTD	Gujarat	AHMEDABAD
273	Urjankur Shree Datta Power Company Ltd.	Maharashtra	Kolhapur
274	Urjankur Shree Tatyasaheb Kore Warna Power Company Ltd	Maharashtra	Panhala
275	Tata Power Company Limited	Jharkhand	Jamshedpur
276	Kaveri Gas Power Ltd	Tamil Nadu	MAYILADUTHURAI
277	Chhattisgarh State Power Generation Company Limited-Korba (East) Dr Shyama Prasad	Chattisgarh	Korba

	Mukharjee Thermal Power Station Korba(East),Dist Korba		
278	Empee Power Company (India) Ltd	Andhra Pradesh	Nayudupeta
279	Meenakshi Energy Limited	Andhra Pradesh	Nellore
280	The Tata Power Company Limited (Formerly known as Coastal Gujarat Power Limited)	Gujarat	Mundra
281	Deen Bandhu Chhotu Ram Thermal Power Project	Haryana	YamunaNagar
282	Mangalam Cement Ltd_power plant	Rajasthan	Kota
283	Animesh Ispat Pvt. Ltd.,Formerly Known as South Asian Industries Limited	Chattisgarh	Baloda Bazar
284	Vandana Global Ltd., (CPP)	Chattisgarh	Raigarh
285	NLC INDIA LTD. (FORMELY NEYVELI LIGNITE CORPORATION LTD.)	Rajasthan	BIKANER
286	Obra Thermal Power Station	UP	Sonebhadra
287	Anpara Thermal Power Plant	UP	Anpara
288	Saheli Exports Pvt. Ltd.	Tamil Nadu	Kuttalam
289	NTPC Limited Kudgi Super Thermal power Project	Karnataka	Bijapur
290	NTPC Limited Solapur Super Thermal Power	Maharashtra	Solapur
291	RAMNIK POWER & ALLOYS PVT. LTD.	Madhya Pradesh	BALAGHAT
292	GRASIM INDUSTRIES LTD.	Gujarat	BHARUCH
293	Jagdamba Power & Alloys Ltd	Chattisgarh	Siltara
294	Maharashtra State Power Generation Company (Mahagenco)-Thermal Power Station,Parli Unit 6 , 7.	Maharashtra	PARLI
295	Tenughat Thermal Power Station	Jharkhand	Bokaro
296	Bhadreshwar Vidyut Private limited, Formerly known as OPGS POWER GUJARAT PRIVATE LIMITED	Gujarat	BHADRESHWAR
297	Maharashtra State Power Generation Company (Mahagenco)-Thermal Power Station,Parli Unit 8	Maharashtra	PARLI
298	Santaldih Thermal Power Station (WBPDC)	West Bengal	Purulia
299	SRI DAMODARAM SANJEEVAIAH THERMAL POWER STATION POWER STATION (ANDHRA PRADESH POWER DEVELOPMENT COMPANY	Andhra Pradesh	Nelatur Village

	LIMITED)		
300	Essar Power Gujarat Limited	Gujarat	Mota Mandha
301	AMNS Power Hazira Ltd Formerly (ESSAR POWER HAZIRA LTD. (EPHL)	Gujarat	Hazira
302	ACC Limited, Kymore, 25MW CPP (Unit2)	Madhya Pradesh	Kymore
303	NLC Limited TPS-II Expansion	Tamil Nadu	Neyveli
304	Thermal Power Plant of Ambuja Cement Ltd	Gujarat	Kodinar
305	Arcelor Mittal Nippon Steel India Limited (CPP)	Orissa	Paradeep
306	Raichur Thermal Power Station	Karnataka	Raichur
307	Kozhikode Diesel Power Project Kerala State Electricity Board Limited	Kerala	Kozhikode
308	Hinduja National Power Corporation Limited	Andhra Pradesh	Visakhapatnam
309	Bongaigaon Thermal Power Project (NTPC)	Assam	Kokrajhar
310	SHREE SINGAJI THERMAL POWER PROJECT, Stage -I-MPPGCL	Madhya Pradesh	Dongaliya
311	Kanti Bijlee Utpadan Nigam Limited	Bihar	Muzaffarpur
312	WELSPUN CAPTIVE POWER GENERATION LTD	Gujarat	ANJAR
313	RAGHUNATHPUR THERMAL POWER STATION-DAMODARVALLEYCO	West Bengal	RAGHUNATHPUR
314	WELSPUN CORP LTD-Old Welspun Gujarat stahl rohernL	Gujarat	ANJAR
315	KALPATARU POWER TRANSMISSION LTD-BIOMASS	Rajasthan	Padampur
316	PRAYAGRAJ POWER GENERATION COMPANY LIMITED	UP	Prayagraj
317	SEMBCORP ENERGY INDIA LIMITED-old name Thermal Powertech Corporation India Ltd	Andhra Pradesh	Nelaturu
318	Tata Power Compnay Limited	Maharashtra	Mahul Road
319	Suryaa Chambal Power Ltd	Rajasthan	Ladpura
320	Yermarus Thermal Power Station	Karnataka	Bijapur
321	Barauni Thermal Power Station	Bihar	Begusarai
322	Jhabua Power Limited	Madhya Pradesh	Ghansore
323	NLC India Limited,Thermal Power Station_II	Tamil Nadu	Cuddalore
324	National Aluminium Company_NALCO(CPP)	Orissa	Angul

325	Sanjog Sugars & Eco Power Private Limited	Rajasthan	Sangaria
326	Hiranmaye Energy Ltd	West Bengal	Kasberia
327	A2Z INFRA ENGINEERING LIMITED	Punjab	NAKODAR
328	Balkrishna Industries Limited	Gujarat	Kutch
329	Mahendra Power Private Limited	Chattisgarh	Champa
330	Star Wire(india) vidyut Pvt Ltd	Haryana	Mahendargarh
331	MB Power (Madhya Pradesh) Limited	Madhya Pradesh	Jaithari
332	Singareni Collieries Company Ltd.	Telangana	MANCHERIAL
333	The India Cements Limited-Wadapally(55 MW CPP)	Telangana	Nalgonda
334	RattanIndia Nashik Power Limited	Maharashtra	NASHIK
335	Abhinav Steel and Power Ltd.	UP	Jaunpur
336	Bhartiya Rail Bijli Company Limited, BRBCL	Bihar	Aurangabad
337	MADHYA BHARAT PAPERS LIMITED	Chattisgarh	Champa
338	M/s. R.K.M Powergen Pvt. Ltd.	Chattisgarh	Janjgir&Champa
339	ACC CEMENT LTD TIKARIA	UP	Amethi
340	ALTEN POWER PVT LTD	Tamil Nadu	Sivagangai
341	M/s. Chemplast Limited,Coal Power Plan	Tamil Nadu	Mettur
342	Simbhaoli Power Pvt.Ltd.(Power Div.)	UP	Simbhaoli
343	Jubilant Ingrevia Ltd. - Power Plant (Formerly: Jubilant Life Sciences Limited_Power Plant)	UP	Bhartigram
344	The Andhra Sugars Limited (Power Division)	Andhra Pradesh	Saggonda
345	Adani Power Limited, Udupi (formerly Udupi Power Corporation Limited, Adani Power, Udipi)	Karnataka	UDUPI
346	Chhattisgarh Steel and Power Limited	Chattisgarh	Amjhar
347	NTPC SAIL POWER COMPANY LIMITED(A JOINT VENTURE OF NATIONAL THERMAL POWER CORPORATION & STEEL AUTHORITY OF INDIA LIMITED) - Expansion PP3	Chattisgarh	Bhilai
348	NTPC-SAIL Power Company Limited.CPP_II	West Bengal	Durgapur
349	The Chengalrayan Co-generation Power Plant (18MW)	Tamil Nadu	Ulundurpettai
350	Vellore Co-operative Sugar Mills Limited(Co- Gen Plant- 15MW)	Tamil Nadu	Katpadi

351	Mettur Thermal Power Station-II	Tamil Nadu	Mettur
352	Rashmi Metaliks Limited (Power Division)	West Bengal	Khargapur
353	Sarda Metals & Alloys Ltd	Andhra Pradesh	VIZIANAGARAM
354	BSES Kerala Power Ltd	Kerala	Pathalam
355	Spectrum Power Generation Limited	Andhra Pradesh	Kakinada
356	M/s Barauni Thermal Power Station (BTPS), (A unit of NTPC) (former Name BSPGCL-Bihar State Power Generation Company Limited -BTPS_Unit 8-9)	Bihar	Patna
357	HINDALCO IndustriesLtd.	Orissa	Sambalpur
358	Meja Urja Nigam Private Limited	UP	Allahabad
359	Kothagudem Thermal Power Station, Stage-VI (500MW),KTPS, VI th Stage,	Telangana	Khammam
360	Kothagudem Thermal Power Station, Stage-VII (800MW)	Telangana	Khammam
361	Kothari Sugars and Chemicals limited	Tamil Nadu	Sathamangalam
362	Cauvery Power Generation Chennai Pvt Ltd.	Tamil Nadu	Billakuppam village
363	Bhavnagar Energy Co. Ltd.	Gujarat	Bhavnagar
364	The India Cements Limited -Captive Power Plant	Tamil Nadu	Tirunelveli
365	Hindustan Zinc Ltd, ZAWAR CPP	Rajasthan	Udaipur
366	ArcelorMittal Nippon Steel India Private Limited- Power Division (525MW) [Formerly known as ArcelorMittal Nippon Steel India Limited-Power Division (525MW)]	Gujarat	Surat
367	Shalivahana Green Energy Ltd (6 MW Biomass power plant)	Telangana	Mancheria
368	Guru Nanak Dev thermal Plant, Punjab State Power Corporation Limited, Bathinda	Punjab	Bhatinda
369	Balrampur Chini Mills Ltd (Power Division Balrampur)	UP	Balrampur
370	UltraTech Cement Ltd. Unit: Sidhi Cement Works(2x60 MW TPP)	Madhya Pradesh	Sidhi
371	RSWM LIMITED	Rajasthan	Banswara
372	Jindal Pipes Limited	UP	Hapur

373	Shri Girija Alloy & Power (I) Private Limited	Andhra Pradesh	Peddapuram
374	Ultratech Cement Limited (Unit : Birla White)	Rajasthan	Bhopalgarh
375	PERAMBALUR CO-GENERATION POWER PLANT(18MW)	Tamil Nadu	Eraiur
376	Puducherry Power Corporation Limited	Puducherry	TR Pattinam
377	Gadarwara Super Thermal Power Station	Madhya Pradesh	Gadarwara
378	Nuvoco Vistas Corporation Limited	Rajasthan	Chittorgarh
379	VAYUNANDANA POWER LIMITED	Maharashtra	GADCHIROLI
380	S.M.Environmental Technologies Pvt Ltd.	Rajasthan	Baran
381	ORIENT GREEN POWER COMPANY (RAJASTHAN) PRIVATE LIMITED	Rajasthan	BARAN
382	ORISSA METALIKS PRIVATE LIMITED (POWER DIVISON)	West Bengal	MIDNAPORE
383	JAI BALAJI INDUSTRIES LIMITED 2	Chattisgarh	RASMADA
384	NTPC Limited, Lara Super Thermal Power Project	Chattisgarh	Raigarh
385	Nabi nagar Super Thermal Power Project	Bihar	Aurangabad
386	INDRAJIT POWER Pvt Ltd.(Phas I &II),(Formerly Known as M/s. Indrajit Infrastructure Pvt. Ltd.)	Maharashtra	Wardha
387	ACC Limited Jamul Cement Works	Chattisgarh	Bhilai
388	Darlipali Super Thermal Power Project (NTPC Ltd.)	Orissa	Sundargarh
389	Ratnagiri Gas & Power Pvt. Ltd.	Maharashtra	Ratnagiri
390	ACC Limited, Captive Power Plant,Madukkarai	Tamil Nadu	Coimbatore
391	Lakwa Thermal Power Station	Assam	Sonari
392	Transtech Green Power Pvt. Ltd.	Rajasthan	sanchore
393	SURATGARH SUPERCRITICAL THERMAL POWERPLANT2x660MW_RAJASTHAN RAJYAVIDYUTUTPADANNL	Rajasthan	SURATGARH
394	Adani power limited (Formerly Known as M/s Raigarh Energy Generation Limited)	Chattisgarh	Raigarh
395	Shree Singaji Thermal Power Project, Dongalia, Stage-II(2X660 MW)	Madhya Pradesh	KHANDWA
396	Triveni Engineering & Industries Limited	UP	Khatauli
397	TAMILNADU NEWSPRINT AND PAPERS LTD (BOILER PLANT)	Tamil Nadu	KALLAKURICHI
398	JSW STEEL LIMITED., CPP-II, SALEM WORKS	Tamil Nadu	Mettur

399	Neyveli New Thermal Power Station	Tamil Nadu	Cuddalore
400	Penna Cement Industries Ltd - Power Plant	Telangana	Wadapalli
401	Rana Power Limited	UP	MORADABAD
402	NTPC Khargone Super Thermal Power Project	Madhya Pradesh	Khargone
403	Sai Lilagar Power Generation Limited (Formerly known M/s Arasmetta Captive Power Company Private Limited)	Chhattisgarh	Janjgir“Champa
404	Birla Corporation Limited - 27 MW Power Plant	Rajasthan	Chittorgarh
405	GMDC	Gujarat	Kutch
406	Jindal Urban Waste Management (Guntur) Limited	Andhra Pradesh	Guntur
407	Indian Metals & Ferro Alloys Ltd (120MW)	Orissa	Choudwar
408	Ambuja Cement Limited_Rawan	Chhattisgarh	Rawan
409	BLA Power Pvt.Ltd	Madhya Pradesh	GADARWARA
410	Odisha Power Generation Corporation (2X660 MW ITPS)	Orissa	Jharsuguda
411	M/s Sunil Sponge Private Limited	Chhattisgarh	Raipur
412	Jindal Power Limited(Formerly Simhapuri Energy Limited)	Andhra Pradesh	Tirupati
413	MONGIA POWER PRIVATE LIMITED	Jharkhand	GIRIDIH
414	1X660MW HARDUAGANJ THERMAL POWER PLANT EXTN. II	UP	KASIMPUR
415	Lanco Kondapalli Power Plant	Andhra Pradesh	Ibrahimpattanam
416	MVK Industries Private Limited (Formerly known as - M/s KVK Bio Energy Private Limited)	Chhattisgarh	Janjgir
417	Sukhbir Agro Energy Ltd	Haryana	Kaithal
418	Nayara Energy Limited (Captive Power Plant) (OLD NAME:- Vadinar Power Company Limited)	Gujarat	Vadinar
419	Gujarat State Energy Generation Limited	Gujarat	Surat
420	North Karanpura Super Thermal Power Project	Jharkhand	Tandwa
421	Indeen Bio Power Limited	Rajasthan	Tonk
422	Adani Power Limited	Gujarat	Mundra
423	Adani Power Limited	Maharashtra	Gondia
424	JSW Energy Limited	Maharashtra	Post jaigad -

			Taluka & Dist- Ratnagiri
425	Sri Andal Paper Mills Private Limited Power Division	Tamil Nadu	Sathyamangal am
426	SEPC Power Private Limited	Tamil Nadu	THOOTHUKU DI
427	Adani Power (Jharkhand) Limited	Jharkhand	Godda
428	Telangana Super Thermal Power Project (NTPC Ltd)	Telangana	Ramagundam
429	KPC Gas Power Corporation Ltd, 1X370 MW Yelahanka Combined Cycle Power Plant	Karnataka	Bangalore North
430	Antony lara renewable energy Pvt. limited	Maharashtra	Moshi Pimpri Chinchwad
431	Kakatiya Thermal Power Project, stage - I	Telangana	JAYASHANKA R BHUPLALAPA LLY
432	JSW Energy Limited, (Captive Power Plant),	Andhra Pradesh	Gadivemula Mondal
433	TRIVENI ENGINEERING AND INDUSTRIES LTD	UP	Deoband
434	jagannath power and infra pvt ltd	Orissa	dhenkanal
435	The hind Samachar limited	Haryana	Kurukshetra
436	SHRI BAJRANG CHEMICAL DISTILLERY LLP	Chhattisgarh	Arang
437	Fatehabad Bio Energy LLP	Haryana	Bhuna
438	Jind Bio Energy LLP	Haryana	Pillukhera
439	Greenergy Bio Refineries Private Limited	Karnataka	Ranebennur
440	PRAGATI POWER STATION 330 MW COMBINED CYCLE GAS TURBINE	Delhi	DELHI
441	MAADURGA THERMAL POWER COMPANY LIMITED	Orissa	BOINCHUA
442	Namrup Thermal Power Station	Assam	Dibrugarh
443	CHATTARGARH RENEWABLE ENERGY PVT. LTD.	Rajasthan	Bikaner
444	SHIKHAR COMMODITIES	Chhattisgarh	BILASPUR
445	Rajasthan Atomic Power Station (Unit-3 & 4)	Rajasthan	Rawatbhata
446	Rajasthan Atomic Power Station (Unit-2)	Rajasthan	BENGU
447	Jindal Urban Waste Management (Ahmedabad)	Gujarat	Ahmedabad

	Limited		
448	Jabalpur MSW Pvt. Limited	Madhya Pradesh	Jabalpur

VARIATIONS ON PILOT DUTY NORMS

2104. COM. SELVARAJ V.:

SHRI SUBBARAYAN K.:

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

- (a) whether it is a fact that the Government had previously given certain dispensation/variations to the airlines on pilots duty and rest period norms and if so, the details thereof;
- (b) whether the relief on pilot's duty norms has been withdrawn so that the safety is not compromised, if so, the details thereof and if not, the reasons therefor; and
- (c) the steps being taken/proposed to be taken by the Directorate General of Civil Aviation (DGCA) for a periodic review of the recruitment of pilots by airlines?

**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): Yes, Directorate General of Civil Aviation (DGCA) has granted certain variations to airlines from CAR Section 7, Series J, Part III based on operational constraints related to night duty, number of landings, weekly rest, consecutive night duties and others.

These variations/dispensations were granted for a limited period of six months i.e. upto 30th April 2026 after due consideration of safety risk analysis subject to further review.

Further, as requested by M/s Indigo, temporary exemption from the provisions of Clauses 3.11 and 6.1.4 of FDTL CAR 7/J/III has been granted up to 10.02.2026 solely to support operational stabilization in view of public interest.

(c): Recruitment of pilots is carried out by airlines based on their operational requirement, network and aircraft fleet. DGCA has been regularly interacting with the operator and obtaining weekly and fortnightly reports on critical operational and manpower parameters to monitor operational stability and ensure continued regulatory oversight.

MEKEDATU DAM PROJECT

2105. KUMARI SUDHA R.:

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

- (a) whether it is true that building any new dam across Cauvery River upstream, particularly in Karnataka would adversely impact farming operations and hit the livelihoods of farmers in Cauvery Delta districts particularly in Mayiladuthurai Lok Sabha Constituency and if so, the details thereof;
- (b) whether the Union Government has given its in-principle nod to build a new dam by name 'Mekedatu' across the River Cauvery and if so, the details thereof; and
- (c) whether the Union Government has provided environmental clearance for

Mekedatu dam project and if so, the details and current status thereof?

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

(a) to (c): In exercise of the powers conferred by section 6A of ISWRD Act, 1956 the Central Government notified vide notification number S.O. 2236(E) dated 01, June, 2018 the Cauvery Water Management Scheme, inter alia, constituting the Cauvery Water Management Authority (CWMA) and Cauvery Water Regulation Committee (CWRC) to give effect to the decision of the Cauvery Water Disputes Tribunal as modified by the Hon'ble Supreme Court vide its order, dated 16, February 2018.

Further, Central Water Commission (CWC) has recently published the guidelines for "Appraisal of Water Resources Projects in the Cauvery Basin" to streamline the process of approval of Water Resources Projects falling under Cauvery Basin for the state of Tamil Nadu, Karnataka, Kerala and Puducherry ensuring conformity or otherwise of the proposed water utilization in the project vis-à-vis the CWDT Award (as modified by the Hon'ble Supreme Court).

The Detailed Project Report (DPR) has been received in Central Water Commission (CWC) from Cauvery Water Management Authority (CWMA) for appraisal.

The project authority is required to take all statutory approvals including environmental clearance from concerned departments before implementation of the project.

INCLUSION OF BIJU EXPRESSWAY IN NHAI NETWORK

2106. SHRI PRADEEP PUROHIT:

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

- (a) whether the Government is aware that National Highway-130CD (Visakhapatnam–Raipur) and National Highway-53 (Kolkata–Mumbai via Sambalpur and Nagpur) are major national corridors and both intersect with connect to the Biju Expressway at Block Sohela under Bargarh district of Odisha;
- (b) whether the Government is further aware that Biju Expressway serves as a critical strategic and economic link for Western Odisha, connecting multiple districts and facilitating interstate trade, tourism, defence mobility and industrial development;
- (c) whether the Government proposes to include Biju Expressway under the National Highways Authority of India (NHAI) network, in view of its strategic connectivity with NH-130CD and NH-53;
- (d) if so, the details of the proposal, timeline for inclusion, upgradation and funding pattern thereof; and
- (e) if not, the reasons therefor and the steps being taken to upgrade and maintain this important corridor in public interest?

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

- (a) to (e): Government in Ministry of Road Transport & Highways undertakes Feasibility Study/Detailed Project Report (DPR) for

improvement/widening/construction of National Highways/Expressways in the country including the State of Odisha. Decision for project implementation and investment is taken based on the outcome of DPR, requirement of connectivity, traffic density and synergy with PM Gati Shakti National Master Plan. Biju Expressway is constructed by the State Government of Odisha and there is no proposal to include Biju Expressway under the network of National Highways as of now.

STATUS OF CENTRAL VISTA PROJECT AND COMMON

CENTRAL SECRETARIAT

2107. SHRI KISHORI LAL:

SHRI BAPI HALDAR:

PROF. SOUGATA RAY:

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

- (a) the details and the present status of the construction of Central Vista Projects;
- (b) the details of the buildings constructed so far for the Common Central Secretariat;
- (c) the details of the demolition of the existing Government buildings across Rajpath/Kartavya Path;
- (d) the expected schedule for the completion of the Central Vista Projects;
- (e) whether the Government can accommodate all the Central Government Offices in the proposed Common Central Secretariat and if so, the details

thereof;

(f) the total amount of funds earmarked for the construction of the Central Vista Projects;

(g) the current status of projects completed out of the total number of sanctioned projects; and

(h) the total estimated cost of the project at the beginning and project-wise price escalation?

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

(a) and (b): The details and the present status of construction of Central Vista Projects and the details of the buildings constructed so far for the Common Central Secretariat are as follows:

Redevelopment of Kartavya Path	Completed in September 2022
New Parliament Building	Completed in May 2023
Construction of Vice-President Enclave	Completed in June 2024
Construction of CCS-3	Completed in August 2025
Construction of CCS- 1&2	Completed in February 2026
Construction of CCS-6&7	Construction in progress
Construction of CCS-8&9	Construction in progress

Construction of CCS-10	Construction in progress
Comprehensive Conservation, retrofitting of North block Building (Yuge Yugeen Bharat Museum)	Construction in progress
Comprehensive Conservation, retrofitting of South block Building	Tender invited
Construction of CCS-4&5	Tender invited

(c): IGNCa, Raksha Bhawan, Old Vice President Residence and Vigyan Bhawan Annexe have been demolished.

(d): The expected schedule for the completion of the Central Vista Projects-

Construction of CCS-6&7	March, 2027
Construction of CCS-8&9	December, 2027
Construction of CCS-10	September, 2026
Construction of CCS-4&5	April, 2028
Comprehensive Conservation, retrofitting Of North block Building (Yuge Yugeen Bharat Museum)	August, 2027
Comprehensive	March, 2028

Conservation, retrofitting Of South block Building	

(e): The proposed Common Central Secretariat buildings are designed to accommodate all the Ministries & Departments of Government of India in Delhi.

(f): The total sanctioned amount is Rs. 13169.61 Cr.

(g): The current status of projects completed out of the total sanctioned projects-

Redevelopment of Kartavya Path	Completed in September 2022
New Parliament Building	Completed in May 2023
Construction of Vice-President Enclave	Completed in June 2024
Construction of CCS-3	Completed in August 2025
Construction of CCS- 1&2	Completed in February 2026

(h): The total original sanctioned amount is Rs. 12762.49 Cr. Now, revised sanctioned amount is Rs. 13169.61 Cr.

उत्तर प्रदेश में जल जीवन मिशन के अंतर्गत प्राप्त किए गए लक्ष्य

2108. श्री उज्जवल रमण सिंह:

क्या **जल शक्ति** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार ने उत्तर प्रदेश में जल जीवन मिशन के अंतर्गत निर्धारित लक्ष्यों को प्राप्त कर लिया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) विगत तीन वर्षों के दौरान प्रयागराज जिले में मिशन के अंतर्गत प्रदान किए गए कार्यात्मक घरेलू नल कनेक्शनों (एफएचटीसी) की स्थिति क्या है;

(ग) विगत तीन वित्तीय वर्षों में प्रत्येक वर्ष के दौरान उत्तर प्रदेश में इस मिशन के अंतर्गत आवंटित, जारी की गई और उपयोग की गई निधियों का ब्यौरा क्या है;

(घ) क्या उत्तर प्रदेश में, विशेषकर प्रयागराज जिले में इस मिशन के कार्यान्वयन में किसी कमी अथवा विलंब की सूचना मिली है; और

(ङ) यदि हां, तो तत्संबंधी ब्यौरा क्या है और उक्त मुद्दे के समाधान के लिए क्या कदम उठाए गए हैं?

जल शक्ति मंत्रालय में राज्य मंत्री; तथा रेल मंत्रालय में राज्य मंत्री (श्री वी. सोमन्ना):

(क): भारत सरकार देश के सभी ग्रामीण परिवारों को निर्धारित गुणवत्ता की पर्याप्त मात्रा (55 एलपीसीडी) में नियमित और दीर्घकालिक आधार पर सुरक्षित तथा पीने योग्य नल जल आपूर्ति का प्रावधान करने के लिए प्रतिबद्ध है। इस दिशा में, भारत सरकार ने जल जीवन मिशन (जेजेएम) शुरू किया, जिसे अगस्त 2019 से राज्यों/संघ राज्य क्षेत्रों की भागीदारी से कार्यान्वित किया जाना है।

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 सहायता करती है।

जल जीवन मिशन के शुभारंभ के बाद से ग्रामीण परिवारों तक नल जल 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। अब तक, सूचित किए गए अनुसार, जेजेएम के तहत 12.55 करोड़ से अधिक और ग्रामीण परिवारों को नल जल

कनेक्शन प्रदान किए गए हैं। इस प्रकार, 28.01.2026 तक, देश के 19.36 करोड़ ग्रामीण परिवारों में से 15.79 करोड़ (81.57%) से अधिक परिवारों के पास उनके घरों में नल जल आपूर्ति होने की सूचना है।

उत्तर प्रदेश राज्य द्वारा सूचित किए गए अनुसार, 15.08.2019 को राज्य में जेजेएम की शुरुआत में, केवल 5.16 लाख (1.93%) ग्रामीण परिवारों के पास नल जल कनेक्शन थे। तब से, लगभग 2.38 करोड़ और ग्रामीण परिवारों को नल जल कनेक्शन प्रदान किए गए हैं। इस प्रकार, 28.01.2026 तक, राज्य के 2.67 करोड़ ग्रामीण परिवारों में से लगभग 2.43 करोड़ (91.04%) ग्रामीण परिवारों को नल जल आपूर्ति का प्रावधान उपलब्ध है।

(ख): पिछले तीन वर्षों के दौरान प्रयागराज जिले में मिशन के तहत प्रदान किए गए कार्यशील पारिवारिक नल कनेक्शनों (एफएचटीसी) की स्थिति जेजेएम-आईएमआईएस डैशबोर्ड पर उपलब्ध है (लिंक नीचे दिया गया है):

<https://ejalsliakti.gov.in/jjmreport/JJMIndia.aspx>

(ग): पिछले तीन वित्तीय वर्षों में से प्रत्येक वर्ष के दौरान उत्तर प्रदेश में मिशन के अंतर्गत आवंटित, जारी की गई और उपयोग की गई निधियों का ब्यौरा भी उपर्युक्त लिंक पर उपलब्ध है।

(घ): उत्तर प्रदेश राज्य द्वारा दी गई सूचना के अनुसार, प्रयागराज जिले सहित राज्य में जेजेएम के कार्य के संबंध में देरी के मुख्य कारण कोविड-19 महामारी, पाइपलाइन को बिछाने अथवा नाली/सड़क को काटने के लिए विभिन्न विभागों (जैसे रेलवे, एनएच, पीडब्ल्यूडी और एक्सप्रेसवे) से एनओसी प्राप्त करने में देरी, परियोजना के लिए भूमि अधिग्रहण में देरी, समय पर सामग्री की अनुपलब्धता (जैसे डीआई पाइप आदि) हैं।

(ङ): उत्तर प्रदेश सहित पूरे देश में जेजेएम की योजना बनाने और कार्यान्वित करने के लिए तेजी से कई कदम उठाए गए हैं, जिनमें अन्य बातों के साथ-साथ संयुक्त चर्चा और राज्यों/संघ राज्य क्षेत्रों की कार्यपूरिपूर्णता योजनाओं और वार्षिक कार्य योजनाओं (एएपी) को अंतिम रूप देना,

कार्यान्वयन की नियमित समीक्षा, क्षमता निर्माण के लिए कार्यशालाएं/सम्मेलन/वेबिनार, प्रशिक्षण, ज्ञान का आदान-प्रदान, तकनीकी सहायता प्रदान करने के लिए बहु-विषयक टीम द्वारा क्षेत्र दौरे आदि शामिल हैं। जेजेएम के कार्यान्वयन के लिए एक विस्तृत कार्यसंबंधी दिशानिर्देश; ग्रामीण परिवारों में सुरक्षित पेयजल उपलब्ध कराने के लिए ग्राम पंचायतों और वीडब्ल्यूएससी के लिए मार्गदर्शिका और जल जीवन मिशन की प्रभावी योजना और कार्यान्वयन को सुविधाजनक बनाने के लिए आंगनवाड़ी केंद्रों, आश्रमशालाओं और स्कूलों में पाइपगत आपूर्ति प्रदान करने के लिए एक विशेष अभियान संबंधी दिशानिर्देश राज्यों/संघ राज्य क्षेत्रों के साथ साझा किए गए हैं। ऑनलाइन निगरानी के लिए, जेजेएम-एकीकृत प्रबंधन सूचना प्रणाली (आईएमआईएस) और जेजेएम-डैशबोर्ड स्थापित किए गए हैं।

FINANCIAL STRESS OF DISCOMs

2109. SUSHRI KANGNA RANAUT:

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

- (a) the present financial position of Power Distribution Companies (DISCOMs) in the country, including broad indicators such as Aggregate Technical and Commercial (AT&C) losses, outstanding dues and accumulated losses;
- (b) the steps and schemes undertaken by the Government to address the financial stress of DISCOMs including reforms related to tariff rationalisation, loss reduction, payment discipline and operational efficiency;
- (c) the progress achieved so far under these initiatives including improvements in financial performance, reduction in losses and enhancement of service delivery; and
- (d) the further measures proposed by the Government to ensure long-term

financial stability and viability of DISCOMs while safeguarding consumer interests?

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

(a): As per the PFC's 14th Annual Integrated Rating and Ranking report on Power Distribution Utilities, the DISCOM-wise AT&C loss, accumulated surplus/loss and total borrowings as on 31.03.2025 are given in the enclosed **Statement**.

(b) to (d): (i) Government of India has been supporting the States to improve the financial viability of their distribution utilities through various initiatives. Some of the key initiatives taken are as under:

- i. Revamped Distribution Sector Scheme (RDSS) has been launched in the year 2021 with the objective of improving the quality and reliability of supply of power through a financially sustainable and operationally efficient distribution sector. The release of funds under the scheme is linked to performance of the States/ distribution utilities against financial and operational parameters.
- ii. Additional borrowing space of 0.5% of Gross State Domestic Product (GSDP) has been made available to State Governments, which is conditional upon them undertaking specific reforms in the power sector including financial performance of the distribution utilities.
- iii. Additional Prudential Norms have been laid down for sanctioning of loans to State-owned power utilities based on performance of power distribution

utilities against prescribed conditions.

- iv. Rules for implementation of Fuel and Power Purchase Costs Adjustment (FPPCA) and cost-reflective tariff have been framed so as to ensure that all prudent costs for supply of electricity are passed through.
- v. Rules and Standard Operating Procedure have been issued for proper subsidy accounting and their timely payment.
- vi. To improve payment discipline in the power sector value chain, Electricity (Late Payment Surcharge and Related Matters) Rules, 2022 were promulgated, 2022 which entail obligations upon the DISCOMs to clear their legacy dues as existing on 03.06.2022 in a phased manner and time bound clearance of current dues.

(ii) With concerted efforts of Central and State Governments, the Aggregate Technical and Commercial (AT&C) losses at national level have reduced from 21.91% in FY21 to 15.04% in FY25 while the national Average Cost of Supply - Average Revenue Realized (ACS-ARR) gap has narrowed from Rs. 0.69/kWh to Rs. 0.06/kWh. These collective efforts have also resulted in DISCOMs achieving a profit after tax (PAT) of Rs 2,701 crore for the first time.

(iii) Financial liabilities of State owned distribution utilities are the contingent liabilities of the respective State Government and need to be recognized as such. In order to ensure long-term financial stability for DISCOMs while safeguarding consumer interests, various measures have been envisaged in the draft National Electricity Policy (NEP) 2026, and Electricity (Amendment) Bill 2025 such as making it mandatory for Electricity Regulatory Commissions (ERCs) to determine

cost-reflective tariffs, linking tariffs to a suitable index for automatic annual revision which operates if no tariff order is passed by the State Commission, strengthening of dispute resolution mechanism to reduce burden on ERCs and enable faster dispute resolution, flexibility to State Governments to continue to support specific consumer categories by providing advance subsidies on their behalf ensuring that no consumer group is unduly burdened etc.

STATEMENT

DISCOM wise financial and operational parameters as on 31.03.2025

State/ DISCOM	AT&C Loss (%)	ACS-ARR Gap (Rs./kWh)	Accumulated Surplus/ (Loss) (Rs Cr)	Total Borrowings (Rs Cr)
State Sector	15.40	0.11	(6,77,561)	7,11,402
Andaman & Nicobar Islands	24.14	2.22	-	-
Andaman & Nicobar PD	24.14	2.22	-	-
Andhra Pradesh	7.87	(0.15)	(29,420)	77,583
APCPDCL	7.95	(0.62)	(9,688)	21,204
APEPDCL	7.70	(0.02)	(7,155)	20,693
APSPDCL	7.99	(0.01)	(12,577)	35,687
Arunachal Pradesh	46.20	0.00	-	-
Arunachal PD	46.20	0.00	-	-
Assam	15.44	(0.26)	(1,028)	1,131
APDCL	15.44	(0.26)	(1,028)	1,131
Bihar	15.51	(0.41)	(16,526)	14,002
NBPDCL	14.49	(0.57)	(4,917)	6,509
SBPDCL	16.35	(0.28)	(11,608)	7,494
Chhattisgarh	14.25	(0.19)	(10,423)	5,428
CSPDCL	14.25	(0.19)	(10,423)	5,428
Delhi	8.36	(0.86)	-	-
NDMC	8.36	(0.86)	-	-
Goa	10.39	0.20	-	-
Goa PD	10.39	0.20	-	-
Gujarat	8.25	(0.40)	7,355	258
DGVCL	4.26	(0.46)	2,507	26

MGVCL	8.37	(0.24)	877	9
PGVCL	12.73	(0.44)	2,276	208
UGVCL	6.16	(0.33)	1,695	15
Haryana	11.76	0.10	(27,915)	20,311
DHBVNL	12.20	0.03	(13,052)	12,099
UHBVNL	11.12	0.20	(14,862)	8,213
Himachal Pradesh	19.44	0.23	(3,391)	7,024
HPSEBL	19.44	0.23	(3,391)	7,024
Jharkhand	28.19	0.95	(20,512)	22,381
JBVNL	28.19	0.95	(20,512)	22,381
Karnataka	11.92	0.69	(34,980)	47,993
BESCOM	12.50	1.21	(13,819)	22,611
CHESCOM	8.76	0.36	(4,064)	5,410
GESCOM	13.48	0.10	(5,661)	6,147
HESCOM	12.14	0.23	(11,398)	12,251
MESCOM	10.02	(0.00)	(37)	1,575
Kerala	6.61	(0.17)	(38,648)	17,638
KSEBL	6.61	(0.17)	(38,648)	17,638
TCED	6.94	(0.13)	-	-
Ladakh	26.82	(0.89)	-	-
Ladakh PD	26.82	(0.89)	-	-
Madhya Pradesh	22.76	(0.04)	(71,394)	49,239
MPMaKVVCL	29.60	0.22	(30,900)	18,176
MPPaKVVCL	12.78	(0.36)	(12,503)	14,184
MPPoKVVCL	26.66	0.02	(27,992)	16,878
Maharashtra	17.69	0.56	(35,671)	90,659
BEST	5.07	0.60	-	-
MSEDCL	18.09	(0.70)	(35,671)	90,659
Manipur	12.90	(0.20)	(290)	745
MSPDCL	12.90	(0.20)	(290)	745
Meghalaya	17.52	0.13	(4,962)	1,474
MePDCL	17.52	0.13	(4,962)	1,474
Mizoram	32.31	(0.34)	-	-
Mizoram PD	32.31	(0.34)	-	-
Nagaland	48.86	(0.50)	-	-
Nagaland PD	48.86	(0.50)	-	-
Puducherry	14.72	(0.64)	-	-
Puducherry PD	14.72	(0.64)	-	-
Punjab	19.21	(0.30)	(3,404)	17,411
PSPCL	19.21	(0.30)	(3,404)	17,411

Rajasthan	15.18	(0.04)	(90,303)	98,488
AVVNL	9.22	(0.45)	(25,563)	26,126
JdVVNL	21.42	0.02	(34,689)	36,793
JVVNL	13.75	0.18	(30,052)	35,569
Sikkim	21.84	0.33	-	-
Sikkim PD	21.84	0.33	-	-
Tamil Nadu	10.96	(0.19)	(1,19,153)	1,01,782
TNPDCL	10.96	(0.19)	(1,19,153)	1,01,782
Telangana	19.84	0.27	(69,741)	59,230
TSNPDCL	23.22	0.53	(21,399)	21,885
TSSPDCL	18.51	0.17	(48,342)	37,345
Tripura	29.61	1.40	(991)	842
TSECL	29.61	1.40	(991)	842
Uttar Pradesh	19.54	0.73	(1,00,858)	61,395
DVVNL	19.70	1.03	(33,974)	16,412
KESCO	14.29	1.09	(5,232)	2,243
MVVNL	17.70	1.11	(25,236)	14,338
PaVVNL	11.91	(0.29)	(8,782)	6,562
PuVVNL	30.70	1.30	(27,634)	21,840
Uttarakhand	15.08	0.06	(5,482)	1,729
UPCL	15.08	0.06	(5,482)	1,729
West Bengal	17.17	(0.03)	174	14,658
WBSEDCL	17.17	(0.03)	174	14,658
Private Sector	10.05	(0.64)	30,351	14,975
Delhi	6.48	(1.13)	22,184	2,914
BRPL	6.70	(0.89)	12,892	894
BYPL	7.15	(0.95)	5,650	701
TPDDL	5.70	(1.58)	3,642	1,319
Gujarat	3.63	(0.42)	3,892	3,562
Torrent Power Ahmedabad	3.80	(0.30)	3,206	3,354
Torrent Power Surat	3.24	(0.67)	686	208
Maharashtra	4.99	(2.04)	1,245	3,818
AEML	4.99	(2.04)	1,245	3,818
Odisha	17.81	0.18	1,263	4,531
TPNODL	12.51	(0.06)	480	1,006
TPSODL	23.36	0.82	219	1,498
TPWODL	17.64	0.36	301	1,093
TPCODL	19.11	(0.09)	262	933
Uttar Pradesh	8.48	(0.15)	1,561	0
NPCL	8.48	(0.15)	1,561	0

West Bengal	4.68	0.19	205	151
IPCL	4.68	0.19	205	151
Grand Total	15.04	0.06	(6,47,210)	7,26,378

उन्नत यातायात प्रबंधन प्रणाली

2110. श्री नारायण तातू राणे:

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

- (क) क्या राष्ट्रीय राजमार्गों और एक्सप्रेसवे पर इंटेलिजेंट ट्रांसपोर्टेशन सिस्टम (आईटीएस) कार्य कर रहे हैं और यदि हां. तो उनके कार्यान्वयन के मुख्य उद्देश्य क्या हैं;
- (ख) देश के विभिन्न क्षेत्रों. विशेषकर महाराष्ट्र में उन्नत यातायात प्रबंधन प्रणाली (एटीएमएस) के कार्यान्वयन में वर्तमान प्रगति क्या है;
- (ग) दुर्घटनाओं. यातायात नियमों के उल्लंघनों और घटना अनुक्रिया समय को कम करने में व्हीकल-टू-एवरीथिंग (वी2एक्स) कम्युनिकेशन तैनात करने के संभावित लाभ क्या हैं;
- (घ) क्या राष्ट्रीय राजमार्गों और एक्सप्रेसवे पर आईटीएस समाधानों के चरणबद्ध कार्यान्वयन के लिए कोई विशिष्ट समय-सीमा निर्धारित की गई है और यदि हां. तो तत्संबंधी ब्यौरा क्या है; और
- (ङ) देश में विशेषकर महाराष्ट्र में कार्यान्वित अथवा विकसित की जा रही स्टैंड अलोन एटीएमएस परियोजनाओं का ब्यौरा क्या है?

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

(क), (ख) और (ङ): सरकार का सड़क परिवहन और राजमार्ग मंत्रालय राष्ट्रीय राजमार्गों पर सड़क सुरक्षा में सुधार और दुर्घटनाओं को कम करने के उद्देश्य से इंटेलिजेंट ट्रांसपोर्टेशन सिस्टम (आईटीएस) या एडवांस्ड ट्रैफिक मैनेजमेंट सिस्टम (एटीएमएस) की तैनाती की परिकल्पना करती है। सिस्टम आर्किटेक्चर में एआई-आधारित वीडियो इंसिडेंट डिटेक्शन एंड एनफोर्समेंट सिस्टम (वीआईडीईएस), ऑटोमेटिक नंबर प्लेट रिकग्निशन (एएनपीआर) कैमरे, पीटीजेड कैमरे और इलेक्ट्रॉनिक निगरानी, प्रवर्तन, घटनाओं का शीघ्र पता लगाने और वास्तविक समय में फील्ड

प्रतिक्रिया के लिए निगरानी कैमरों की तैनाती शामिल है।

उन्नत यातायात प्रबंधन प्रणाली (एटीएमएम) को चालू और भविष्य की राजमार्ग परियोजनाओं में एकीकृत करके और स्टैंडअलोन एटीएम कॉरिडोर को क्रियान्वित करके चरणबद्ध तरीके से कार्यान्वयन किया जा रहा है। राष्ट्रीय राजमार्ग / राष्ट्रीय एक्सप्रेसवे जहां स्टैंडअलोन एटीएम कॉरिडोर कार्यान्वयन के लिए लिए गए हैं, वे निम्नानुसार हैं:

गलियारे का नाम	लंबाई (किमी)	स्वीकृत लागत (करोड़ रुपये में) जीएसटी को छोड़कर	राज्य(राज्यों)
बेंगलोर – मैसूर (विस्तार)	117	3.63	कर्नाटक
द्वारका एक्सप्रेसवे	58	16.65	दिल्ली, हरियाणा
दिल्ली आगरा	180	49.03	उत्तर प्रदेश
लखनऊ रिंग रोड	103	55.69	उत्तर प्रदेश
यूईआर-II	75	28.00	दिल्ली, हरियाणा

एटीएमएस की सुविधा को राजमार्ग परियोजनाओं के हिस्से के रूप में भी लागू किया गया है। एनएच खंडों पर ऐसे एटीएमएस सुविधाओं की सूची **विवरण** में संलग्न है।

(ग) और (घ): सरकार देश में सड़क सुरक्षा को उच्च प्राथमिकता देती है। सड़क दुर्घटनाओं के कारण होने वाली मौतों को कम करने और सड़क सुरक्षा बढ़ाने के लिए, संचार मंत्रालय के माध्यम से सरकार ने राष्ट्रीय आवृत्ति आवंटन योजना (एनएफएपी-2025) में 5875-5925 मेगाहर्ट्ज की आवृत्ति सीमा में 50 मेगाहर्ट्ज को इंटेलिजेंट ट्रांसपोर्टेशन सिस्टम (वी2एक्स) उपयोग के लिए निर्धारित किया है।

विवरण

क्र.सं	राज्य/ आरओ	परियोजना का नाम	एनएच सं. (पुराना/नया)	कुल लंबाई
1.	छत्तीसगढ़/आरओ रायपुर	एनएच-30 के रायपुर-सिमगा खंड का 4/6 लेन का निर्माण।	200/30	48.58
2.	छत्तीसगढ़/आरओ रायपुर	छत्तीसगढ़ राज्य में भारतमाला योजना के तहत हाइब्रिड वार्षिकी मोड पर एनएच-111 (नया एनएच-130) के पथरापली-कटघोरा खंड (किमी 53+300 (डिजाइन चैनेज) से किमी 92+600 (डिजाइन चैनेज) तक) के 4-लेन पेव्ड शोल्डर वाले हिस्से का निर्माण कार्य किया जाना है।	एनएच-130 (नया)	48.58
3.	छत्तीसगढ़/आरओ रायपुर	एनएच-111 (नया एनएच 130) के बिलासपुर-पाथरापाली खंड (0.00 किमी से 53.300 किमी तक) का 4-लेन निर्माण एचएएम मोड के तहत करना	130	53.3
4.	छत्तीसगढ़/आरओ रायपुर	रायपुर से कोडेबोड तक 10.200 किमी से 43.400 किमी तक सड़क का 4 लेन का निर्माण।	एनएच-30 (पुराना-43)	33.2
5.	छत्तीसगढ़/आरओ रायपुर	कोडेबोड़-धमतरी किमी.43.400 से किमी.82.209 तक 4-लेन	एनएच-30 (पुराना-43)	38.809
6.	जम्मू/ आरओ जम्मू	काजीगुंड-बनिहाल खंड का 4-लेन का निर्माण	एनएच-44/एनएच-1ए	16.25
7.	जम्मू/ आरओ जम्मू	क्यूईपीलेन	एनएच-44/एनएच-1ए	16.25
8.	महाराष्ट्र / आरओ मुंबई	एनएच-561ए के अहिल्यानगर से घोगरगांव, पैकेज-I (अहिल्यानगर से मिराजगांव टेंभुरनी) खंड को चार लेन का बनाना	एनएच-561ए	38.775
9.	महाराष्ट्र / आरओ मुंबई	एनएच-561ए के घोगरगांव से अहिल्यानगर-सोलापुर जिला सीमा, पैकेज-II (अहिल्यानगर से मिराजगांव टेंभुरनी) को चार लेन का बनाना	एनएच-561ए	41.615
10.	महाराष्ट्र / आरओ मुंबई	पुणे-सतारा खंड का 6 लेन का निर्माण (अनुमोदित लंबाई 140/350 किमी)	एनएच-4 / एनएच-48	140.35
11.	महाराष्ट्र / आरओ मुंबई	एनएच-166 के बोरगांव-वाटंबरे खंड (किमी. 224.000 से किमी. 276.000 तक) का चार लेन का निर्माण (पैकेज - II) एचएएम आधार पर करना	एनएच-166	52
12.	महाराष्ट्र / आरओ मुंबई	एनएच-166 के वाटंबरे-मंगलवेधा खंड (276.000 किमी से 321.600 किमी तक) का चार लेन का निर्माण (पैकेज - III) एचएएम आधार पर करना	एनएच-166	45.6

13.	महाराष्ट्र / आरओ मुंबई	एनएच-166 के मंगलवेधा-सोलापुर खंड (किमी. 321.600 से किमी. 378.100 तक) का चार लेन का निर्माण (पैकेज-IV) एचएएम आधार पर करना	एनएच-166	56.5
14.	महाराष्ट्र / आरओ मुंबई	एनएच-150ई के अक्कलकोट सोलापुर खंड (99.400 किमी से 138.352 किमी तक) का एचएएम आधार पर चार लेन का निर्माण	एनएच-150ई	38.952
15.	महाराष्ट्र / आरओ मुंबई	एनएच-166 के 182.556 किमी से 224.00 किमी तक के सांगली बोरगांव खंड का चार लेन का निर्माण (पैकेज I) एचएएम आधार पर करना	एनएच-166	41.444
16.	महाराष्ट्र / आरओ मुंबई	सिन्नर-शिरडी खंड का चार लेन का निर्माण	एनएच-160	50.943
17.	मध्य प्रदेश/ आरओ भोपाल	8 लेन वाला दिल्ली-मुंबई एक्सप्रेसवे	एनई-4	244.5
18.	मध्य प्रदेश/ आरओ भोपाल	आगरा - ग्वालियर खंड	44 (नया)	103
19.	मध्य प्रदेश/ आरओ भोपाल	ग्वालियर - शिवपुरी खंड	46 (नया)	125.43
20.	मध्य प्रदेश/ आरओ भोपाल	ग्वालियर बाईपास खंड	44 (नया)	42.033
21.	मध्य प्रदेश/ आरओ भोपाल	शिवपुरी - गुना खंड	46 (नया)	97.7
22.	मध्य प्रदेश/ आरओ भोपाल	ग्वालियर - झांसी खंड	44 (नया)	82.455
23.	मध्य प्रदेश/ आरओ भोपाल	शिवपुरी - झांसी खंड	27 (नया)	75.3
24.	मध्य प्रदेश/ आरओ भोपाल	झांसी खजुराहो पैकेज-1	39	76.61
25.	मध्य प्रदेश/ आरओ भोपाल	झांसी खजुराहो पैकेज-2	39	8.919
26.	मध्य प्रदेश/ आरओ भोपाल	मध्य प्रदेश राज्य में एनएचडीपी चरण II के तहत ईपीसी मोड पर एनएच-7 के सिवनी-एमपी/एमएच सीमा के विच्छेदित खंड (लंबाई 28.70 किमी) को किमी 624.480 से किमी 653.225 तक चार लेन का बनाना।	पुराना एनएच 7 नया एनएच 44	28.745
27.	मध्य प्रदेश/ आरओ भोपाल	रीवा-कटनी-जबलपुर पैकेज-1	07/30	63.3
28.	मध्य प्रदेश/ आरओ भोपाल	रीवा-कटनी-जबलपुर पैकेज-2	07/30	0
29.	मध्य प्रदेश/ आरओ भोपाल	रीवा सिरमौर खंड. एनएच-135 बी के किमी. 0.000 से किमी. 36.710 तक	135 बी	36.71
30.	मध्य प्रदेश/ आरओ भोपाल	किमी 2.800 से किमी 33.200 और किमी 55.400 से 83.400 (एनएच-39) (रीवा सिद्धि खंड) 2 लेन + पेव्ड शोल्डर सड़क और चूरहाट बाईपास जिसमें रीवा-सिद्धि खंड पर किमी 33/200 से किमी 55/400 तक सुरंग शामिल है. डिजाइन लंबाई 15.350 किमी।	75 ई/39	52.8
31.	मध्य प्रदेश/ आरओ भोपाल	2 लेन+पेव्ड शोल्डर सड़क शहडोल-अनूपपुर मध्य प्रदेश/छत्तीसगढ़ सीमा खंड पर डिजाइन चैनेज किमी 142.200 से किमी 234.000 तक	78(नया 43)	75.15

32.	मध्य प्रदेश/ आरओ भोपाल	किमी 0.000 से किमी 68.400 (डिजाइन लंबाई 68.400 किमी) एनएच -43 कटनी-उमरिया 2 लेन+पेव्ड शोल्डर सड़क	78(नया 43)	68.4
33.	मध्य प्रदेश/ आरओ भोपाल	सतना-मैहर खंड किमी 85.250 से किमी 119.600 एनएच -135 बीजी तक	135 बीजी	34.35
34.	मध्य प्रदेश/ आरओ भोपाल	मध्य प्रदेश राज्य में एनएच-46 के लालघाटी स्क्वायर (किमी. 315.725) से मुबारकपुर (भोपाल बाईपास) (किमी. 324.000) तक भोपाल-बियाओरा खंड (पैकेज-1) के चार लेन वाले पेव्ड शोल्डर सहित संचालन और रखरखाव।	एनएच संख्या (12/46)	8.275
35.	मध्य प्रदेश/ आरओ भोपाल	मध्य प्रदेश राज्य में एनएच-12 के भोपाल-बियाओरा खंड के 324+000 किमी से 423+400 किमी तक के चार लेन के निर्माण का शेष कार्य (पैकेज - II) ईपीसी मोड पर।	एनएच-12/46	97.325
36.	मध्य प्रदेश/ आरओ भोपाल	मध्य प्रदेश राज्य में एनएचडीपी के चौथे चरण के अंतर्गत एनएच-7 के जबलपुर-लखनादोन खंड (किमी 465.600 से किमी 546.425 तक. पैकेज-जेलेन) का चार लेन का निर्माण।	एनएच7/एनएच30 और एनएच34	80.825
37.	मध्य प्रदेश/ आरओ भोपाल	मध्य प्रदेश राज्य में एनएचडीपी चरण-II के अंतर्गत एनएच-12 के खंड (किमी. 78.00 से किमी. 130.00) पर हिरन नदी से सिंदूर नदी तक चार लेन निर्माण कार्य ईपीसी मोड पर	12/45	52
38.	मध्य प्रदेश/ आरओ भोपाल	मध्य प्रदेश राज्य में एनएचडीपी के चौथे चरण के अंतर्गत एनएच-7 के रीवा-कटनी-जबलपुर खंड (किमी 399.657 से किमी 467.916 तक) का चार लेन का निर्माण (पैकेज-IV	एनएच7/एनएच30 और एनएच34	80.825
39.	मध्य प्रदेश/ आरओ भोपाल	4- उज्जैन-गरोठ (पैकेज-I) ग्रीनफील्ड अलाइनमेंट खंड. एनएच-752डी का लैनिंग कार्य	752डी	42.4
40.	मध्य प्रदेश/ आरओ भोपाल	4- उज्जैन-गरोठ (पैकेज- II) ग्रीनफील्ड अलाइनमेंट सेक्शन. एनएच-752डी का लैनिंग कार्य	752डी	46.8
41.	मध्य प्रदेश/ आरओ भोपाल	4- उज्जैन-गरोठ (पैकेज-III) ग्रीनफील्ड अलाइनमेंट खंड. एनएच-752डी का लैनिंग	752डी	46.151
42.	ओडिशा/आरओ ओडिशा	पुइंटोला - इच्छपुरम किमी 419.60 - किमी 484.00 टीओटी बंडल के अंतर्गत - 1-ओएंडएम	एनएच5/एनएच16	64.4
43.	ओडिशा/आरओ ओडिशा	एनएच-5 (नया एनएच-16) के पुइंटोला से तांगी तक (किमी 284.00 से किमी 355.00)	एनएच5/एनएच16	71
44.	ओडिशा/आरओ ओडिशा	एनएच-5 (नया एनएच-16) के टांगी से भुवनेश्वर (किमी 355.0 से किमी 414.0)	एनएच5/एनएच16	59

45.	ओडिशा/आरओ ओडिशा	एनएच-23 (नया एनएच-149) के तालचर से कामाख्यानगर बाईपास खंड (किमी. 8.844-किमी. 15.725) और एनएच-200 (नया एनएच-53) के किमी. 301.875-किमी. 335.946) तक मौजूदा 2-लेन से चार लेन मानकों में पुनर्वास और उन्नयन एनएचडीपी-III के तहत ईपीसी मोड (पैकेज-1)	(एनएच-23/एनएच-149) और (एनएच-200/एनएच-53)	40.952
46.	ओडिशा/आरओ ओडिशा	एनएच-16 के भुवनेश्वर-जगतपुर-चंडीखोल खंड का 6लेन	पुराना राष्ट्रीय राजमार्ग क्रमांक 5. नया राष्ट्रीय राजमार्ग क्रमांक 16	67
47.	ओडिशा/आरओ ओडिशा	रिमूली-कोइडा	215 (520)	43.2
48.	ओडिशा/आरओ ओडिशा	कोइडा-राजमुंडा	215 (520)	53.253
49.	ओडिशा/आरओ ओडिशा	एनएच-16 के चंडीखोले-भद्रक खंड को छह लेन का बनाना	16 मई	74.5
50.	आरओ चंडीगढ़	एनएचडीपी के तीसरे चरण के अंतर्गत डीबीएफओटी आधार पर पंजाब राज्य में एनएच-21 (नया एनएच-205) के कुराली-किरतपुर खंड (28.600 किमी से 71.500 किमी तक) का 4 लेन का निर्माण कार्य।	21/205	42.9
51.	आरओ चंडीगढ़	पुराने एनएच 73 (पैकेज - 3) के यमुनानगर-पंचकुला खंड को किमी 160.357 से किमी 179.248 तक चार लेन का बनाना।	73/07	18.891
52.	आरओ चंडीगढ़	पुराने एनएच 73 के यमुनानगर-पंचकुला खंड को किमी 70.830 से किमी 115.400 तक चार लेन का बनाना (पैकेज-I)	73/344	44.57
53.	आरओ चंडीगढ़	एनएच-5 के जीरकपुर-परवाणू खंड को 4/6 लेन का बनाना	22-05	27.59
54.	आरओ चंडीगढ़	अंबाला-चंडीगढ़ मार्ग पुराने एनएच-22 के 5.735 किमी से 39.960 किमी तक और पुराने एनएच-21 के 0.000 किमी से 0.870 किमी तक फैला हुआ है।	21/152	34.225
55.	आरओ चंडीगढ़	खरड़ किमी. 10.185 (डिज़ाइन चैनेज) से समराला चौक. लुधियाना किमी 86.199 (डिज़ाइन चैनेज) पंजाब राज्य में	95/05	76.014
56.	आरओ चंडीगढ़	एनएच-64 (नया एनएच-07) का जिराकपुर से राजपुरा खंड. किमी 0.000 से किमी 28.110 तक।	64/07	28.11
57.	आरओ चंडीगढ़	चैनेज 28.110 किमी से 50.00 किमी तक राजपुरा से पटियाला तक 4-लेन सड़क	64/07	21.89

58.	आरओ चंडीगढ़	पटियाला बाईपास के अंत से संगरूर बाईपास की शुरुआत तक का खंड. एनएच-64 (नया एनएच-07) के 69.870 किमी से 110.720 किमी तक	64/07	40.85
59.	आरओ चंडीगढ़	डोगल कलां से पंजाब/हरियाणा सीमा खंड तक का 4लेन पेव्ड शोल्डर. एनएच-71 (नया एनएच-52) के 211.390 किमी से 238.695 किमी तक	71/52	27.305
60.	आरओ चंडीगढ़	लद्दोवाल बाईपास. जो एनएच-95 को एनएच-1 से जोड़ने वाले मार्ग के 0.000 किमी से 17.041 किमी	पुराना (एनएच-95 को एनएच-1 से जोड़ना)/नया (एनएच-5 को एनएच-44 से जोड़ना)	17.041
61.	आरओ चंडीगढ़	हरियाणा राज्य में एनएच-65 के अंबाला कैथल खंड (0.000 किमी से 50.860 किमी तक) का ईपीसी आधार पर 4-लेन निर्माण (पैकेज-I)	65/152	50.86
62.	आरओ चंडीगढ़	हरियाणा राज्य में एनएच-65 के अंबाला कैथल खंड (50.860 किमी से 95.360 किमी तक) का ईपीसी आधार पर 4-लेन निर्माण (पैकेज-II)	65/152	44.5
63.	आरओ चंडीगढ़	पंजाब और हरियाणा राज्य में एनएच-44 के पानीपत-खन्ना खंड (96.000 किमी से 272.000 किमी) का छह लेन का निर्माण।	01\44	176
64.	आरओ चंडीगढ़	हरियाणा में एनएच-1 पर पानीपत शहर को कवर करने वाले किमी 86 से किमी 96 तक के मौजूदा 4 लेन वाले हिस्से को गोहाना रोड. सनाउली रोड. असंध रोड क्रॉसिंग. सिटी बस स्टैंड और स्काईलार्क टूरिस्ट कॉम्प्लेक्स को कवर करने वाले 6 लेन वाले एलिवेटेड स्ट्रक्चर में चौड़ा करना और परिधीय लेन का चौड़ीकरण और निर्माण करना।	01\44	10
65.	आरओ चंडीगढ़	दिल्ली और हरियाणा राज्यों में मुकरबा चौक (15.500 किमी) से पानीपत (86.000 किमी) तक एनएच-1 (नया एनएच-44) के खंड का टोल-आधारित 8 लेन का निर्माण बीओटी (बीओटी) आधार पर	ओल्ड-एनएच-01न्यू-एनएच-44	70.861
66.	आरओ चंडीगढ़	हरियाणा राज्य में एनएच-334बी (पैकेज-II) के रोहना-हसनगढ़-झज्जर खंड (44.80 किमी से 80.250 किमी तक. कुल लंबाई 35.450 किमी) का चार लेन का निर्माण।	एनएच-334बी	35.45
67.	आरओ चंडीगढ़	हरियाणा राज्य में एनएच-334बी के उत्तर प्रदेश/हरियाणा सीमा से रोहाना खंड (0+000 किमी से 44+800 किमी तक. कुल 40.500 किमी) का 4-लेन निर्माण. एचएएम मोड	एनएच-334बी	44.8

		(पैकेज-01) के तहत।		
68.	आरओ चंडीगढ़	भारतमाला परियोजना के तहत हरियाणा राज्य में हाइब्रिड वार्षिकी मोड (पैकेज-1) पर केएमपी एक्सप्रेसवे पर जुस्सूर खेरी से रुखी पानी गांव के पास रोहतक-पानीपत सड़क (एनएच-709) के जंक्शन तक (किमी. 0+000 से किमी. 34+000) 4-लेन ग्रीनफील्ड दिल्ली-अमृतसर-कटरा एक्सप्रेसवे का निर्माण।	एनई-05	34
69.	आरओ चंडीगढ़	पंजाब/हरियाणा की सीमा पर जिंद खंड में	71(52/352)	68.305
70.	आरओ चंडीगढ़	पंजाब राज्य में एनएच-1ए के चार लेन वाले जालंधर-पंजाब/जम्मू-कश्मीर सीमा मार्ग (4.230 किमी से 117.750 किमी/4.000 किमी और 4.000 किमी से 16.350 किमी) का संचालन एवं रखरखाव. ओएमटी आधार पर. लंबाई 125.87 किमी। ओएमटी-21(ए)	1ए/44	125.87
71.	आरओ चंडीगढ़	पंजाब राज्य में एनएच-344ए के फागवारा-रूपनगर खंड का किमी 0.00 (डिजाइन चैनेज) से किमी 80.820 (डिजाइन चैनेज) तक हाइब्रिड वार्षिकी मोड पर 4 लेन का निर्माण।	344ए	80.82
72.	आरओ चंडीगढ़	पंजाब राज्य में एनएच-71 (नया एनएच-703) के लाम्ब्रा-शाहकोट खंड के मौजूदा 12.000 किमी से 44.600 किमी और 44.600 किमी से 77.00 किमी तक के हिस्से में पक्की शोल्डर वाली चार लेन का निर्माण. जिसमें नकोदर और शाहकोट बाईपास का निर्माण भी शामिल है।	71/703	65
73.	आरओ चंडीगढ़	किमी 445.250 (एनएच-1) से किमी 166.925 (एनएच-15) तक अमृतसर-हरिके का 4लेन	54	55.825
74.	आरओ चंडीगढ़	खेमकरन से अमृतसर तक किमी 22.673 से किमी 71.496 तक 2लेन (एनएच-354)	354	48.823
75.	आरओ चंडीगढ़	मोगा से मखू तक 2 लेन मार्ग. किमी 0.000 से किमी 33.611 तक और हरिके से खालरा तक. किमी 44.680 से किमी 86.236 तक (एनएच-354)	703बी	86.236
76.	आरओ चंडीगढ़	अमृतसर-वाघा सीमा खंड. एनएच-1 का खंड 456.100 किमी से 492.030 किमी तक फैला हुआ है।	3	35.93
77.	आरओ चंडीगढ़	एनएच-1 के जालंधर-अमृतसर खंड को किमी 387.100 से किमी 407.100 (बिधिपुर दिलवान) तक छह लेन का बनाना और एनएच-1 के जालंधर-अमृतसर खंड को किमी 407.100 से किमी 456.100 तक चार लेन का बनाना।	3	69
78.	आरओ चंडीगढ़	पठानकोट-अमृतसर का 4लेन किमी 6.082 से किमी 108.502 तक	54	102.42

79.	आरओ चंडीगढ़	एनएच-07 और एनएच-62 के मलोट अबोहर दाधुवाली खंड का 4 लेन का निर्माण	07 और 62	65
80.	आरओ चंडीगढ़	एनएच-07 के बठिंडा मलोट खंड का 4 लेन का निर्माण	7	38.648
81.	आरओ चंडीगढ़	एनएच-09 के मलोट से मंडी डबवाली खंड का 4 लेन का निर्माण	9	22.5
82.	आरओ चंडीगढ़	एनएच-07 के बठिंडा-टापा खंड का 4 लेन का निर्माण	64/07	41.35
83.	आरओ चंडीगढ़	एनएच-54 के हरिके-फरीदकोट खंड का 4 लेन का निर्माण	15/54	56.7
84.	आरओ चंडीगढ़	एनएच-54 के फरीदकोट-बठिंडा खंड का 4 लेन का निर्माण	15/54	62.115
85.	आरओ चंडीगढ़	एनएच-07 के तापा से संगरूर खंड का 4 लेन का निर्माण	64/07	51.1
86.	झारखंड/ आरओ रांची	बरही हजारीबाग एनएच-33	एनएच-33/ एनएच-20	41.5
87.	झारखंड/ आरओ रांची	गोरहार-खैरातुंडा परियोजना	एनएच- 02/एनएच-19	39.49
88.	झारखंड/ आरओ रांची	झारखंड राज्य में एनएच-98 के किमी. 23+284 (हरिहरगंज) से किमी. 57+049 (परवा मोड़ के पास) तक एचएएम पर चार लेन का निर्माण।	एनएच 98	33.765
89.	झारखंड/ आरओ रांची	झारखंड राज्य में एनएच-33 पर सहारबेड़ा से महुलिया तक के खंड (233.350 किमी से 277.568 किमी तक) का शेष कार्य।	एनएच- 33/एनएच-18	44.218
90.	कोलकाता/ आरओ कोलकाता	पश्चिम बंगाल राज्य के नादिया जिले में एनएच-34 के बारासात-कृष्णानगर खंड (किमी + 48 + 553 से किमी + 115 + 272 तक. लंबाई 66 + 72 किमी) के चार लेन के निर्माण का शेष कार्य ईपीसी मोड पर	(34/12)	66.719
91.	कोलकाता/ आरओ कोलकाता	रायगंज डालकोला खंड के लिए किमी 398+00 से किमी 452+700 तक का शेष कार्य (डालकोला बाईपास को छोड़कर)	12(पुराना एनएच-34)	54.7
92.	कोलकाता/ आरओ कोलकाता	पश्चिम बंगाल और झारखंड राज्य में एनएचडीपी चतुर्थ-बी के तहत ईपीसी मोड पर एनएच-32 के पुरुलिया (जम्हूरिस्तान-हरियाणा सीमा) - चंदिल (एनएच-33 जंक्शन) खंड में मौजूदा सड़क का पुनर्वास और उन्नयन करके उसे दो लेन का बनाना और उसमें पेव्ड शोल्डर बनाना [किमी. 70.524 (जम्हाई-पश्चिम बंगाल सीमा) से किमी. 84.400 (सैनिक स्कूल पुरुलिया के पास) और किमी. 94.300 (सिमुलिया जंक्शन. पुरुलिया के पास) से किमी. 153.705 (झारखंड राज्य में एनएच-33 के चंदिल जंक्शन के पास)]।	पुराना एनएच-32 (नया एनएच-18)	83.181

93.	कोलकाता/ आरओ कोलकाता	पानागढ़ - पलसिट रोड प्राइवेट लिमिटेड (पीपीआरपीलेन)	एनएच02/एनएच 19	68.75
94.	हिमाचल प्रदेश/आरओ हिमाचल प्रदेश	हिमाचल प्रदेश राज्य में हाइब्रिड वार्षिकी मोड (एचएएम) के तहत एनएच-21 के किरतपुर से नेरचौक खंड (किमी 12+750 से किमी 26+500. किमी 126+500 से किमी 158+500 तक. जिसमें किमी 0+000 से किमी 2.003 तक एसीसी लिंक रोड शामिल है) के चार लेन के शेष कार्य. ग्रीनफील्ड संरक्षण (सुंदर नगर बाईपास को छोड़कर) (पैकेज -2) का कार्य।	एनएच-154/205	47.75
95.	हिमाचल प्रदेश/आरओ हिमाचल प्रदेश	एनएच-21 के किरतपुर से नेरचौक खंड (0+000 किमी से 12+750 किमी और 158+500 किमी से 182+215 किमी तक. सुंदर नगर बाईपास को छोड़कर) (पैकेज-1) के चार लेन के निर्माण का शेष कार्य पंजाब और हिमाचल प्रदेश राज्य में ईपीसी आधार पर	पुराना- एनएच-21 / नया एनएच-154. एनएच-205	12.75
96.	हिमाचल प्रदेश/आरओ हिमाचल प्रदेश	हिमाचल प्रदेश राज्य में एनएचडीपी-आईवीबी-पैकेज-II के अंतर्गत एनएच-21 के पांडोह बाईपास के अंत से टाकोली खंड (किमी 221.305 से किमी 242.000) (डिजाइन लंबाई 18.908 किमी) का हाइब्रिड वार्षिकी मोड पर चार लेन का निर्माण।	पुराना एनएच-21. नया एनएच-3	18.131
97.	बिहार/ आरओ पटना	कोटवा-मेहसी-मुजफ्फरपुर	27 (28)	80
98.	बिहार/ आरओ पटना	सिमरिया-खगरिया. एनएच-31	31	60.232
99.	बिहार/ आरओ पटना	एनएच-333बी पर मुंगेर के पास मुंगेर घाट पर गंगा नदी पर बने रेल-सह-सड़क पुल तक पहुंच मार्ग	एनएच-333बी	14.52
100	बिहार/ आरओ पटना	राजौली- बख्तियारपुर	एनएच-20 (पुराना एनएच-31)	47.225
101	बिहार/ आरओ पटना	बिहारशरीफ - बरबीघा - मोकामा (2 लेन+पेव्ड शोल्डर)	एनएच-82 (नया एनएच-33)	54.575
102	बिहार/ आरओ पटना	एनएच-319 का आरा-मोहनिया पैकेज-I	30/319	50.08
103	बिहार/ आरओ पटना	कोइलवार-भोजपुर	922	43.85
104	बिहार/ आरओ पटना	भोजपुर-बक्सर	922	47.9
105	बिहार/ आरओ पटना	कन्हौली-रामनगर	131जी	39.16
106	बिहार/ आरओ पटना	एनएच-131ए के नरेनपुर-पूर्णिया खंड के 34.600 किमी से 79.970 किमी तक 4 लेन और 79.970 किमी से 82.000 किमी तक 2 लेन पेव्ड शोल्डर का बनाना	131ए (नया)	49
107	बिहार/ आरओ पटना	एनएच327ई के किमी 0.000 से किमी 49.000 (पैकेज-I) तक गलगलिया-बहादुरगंज खंड का 4लेन	327ई (नया)	49

108	बिहार/ आरओ पटना	एनएच-327ई के बहादुरगंज अररिया खंड का 4लेन (49.000 किमी से 94.000 किमी तक. पैकेज-II)	327ई (नया)	44.983
109	राजस्थान/ आरओ जयपुर	एनएच-448 और 58 के किशनगढ़-अजमेर-ब्यावर खंड को छह लेन का बनाना	एनएच-8/एनएच-448 और 58	92.25
110	राजस्थान/ आरओ जयपुर	एनएच-48 के किशनगढ़-गुलाबपुरा खंड को छह लेन का बनाना	एनएच-79 और 79ए/ एनएच-48	90
111	राजस्थान/ आरओ जयपुर	बीकानेर-फलोदी राजमार्ग परियोजना	15/11'	159.17
112	राजस्थान/ आरओ जयपुर	दिल्ली-वडोदरा एक्सप्रेसवे पैकेज-06 (चैनेज 151+840 से 183+000)	एनई-4	31.16
113	राजस्थान/ आरओ जयपुर	दिल्ली-वडोदरा एक्सप्रेसवे पैकेज-07 (चैनेज 183+000 से 214+260)	एनई-4	31.26
114	राजस्थान/ आरओ जयपुर	दिल्ली-वडोदरा एक्सप्रेसवे पैकेज-08 (चैनेज 214+260 से 247+310)	एनई-4	33.05
115	राजस्थान/ आरओ जयपुर	दिल्ली-वडोदरा एक्सप्रेसवे पैकेज-09 (चैनेज 247+310 से 292+950)	एनई-4	45.64
116	राजस्थान/ आरओ जयपुर	भारतमाला परियोजना - चरण-I (एजे/एसआर-पैकेज-1) के अंतर्गत राजस्थान राज्य में अमृतसर-जामनगर आर्थिक गलियारे के एक भाग के रूप में एनएच-754के के संगरिया (चौटाला के पास)-रसीसर (बीकानेर के पास) खंड के किमी (-) 00+300 से किमी. 28+700 तक 6-लेन पहुंच नियंत्रित ग्रीनफील्ड राजमार्ग का निर्माण।	पुराना: 754के नया: 754ए	29
117	राजस्थान/ आरओ जयपुर	भारतमाला परियोजना - चरण-I (एजे/एसआर-पैकेज-2) के अंतर्गत राजस्थान राज्य में अमृतसर-जामनगर आर्थिक गलियारे के हिस्से के रूप में एनएच-754के के संगरिया (चौटाला के पास)-रसीसर (बीकानेर के पास) खंड के किमी 28+70 से किमी 53+0 तक 6-लेन पहुंच नियंत्रित ग्रीनफील्ड राजमार्ग का निर्माण।	पुराना: 754के नया: 754ए	24.3
118	राजस्थान/ आरओ जयपुर	भारतमाला परियोजना-चरण-I (एजे/एसआर-पैकेज-3) के अंतर्गत राजस्थान राज्य में अमृतसर-जामनगर आर्थिक गलियारे के हिस्से के रूप में एनएच-754के के संगरिया (चौटाला के पास)-रसीसर (बीकानेर के पास) खंड के किमी 53+000 से किमी 88+000 तक 6-लेन पहुंच नियंत्रित ग्रीनफील्ड राजमार्ग का निर्माण।	पुराना: 754के नया: 754ए	35

119	राजस्थान/ आरओ जयपुर	भारतमाला परियोजना - चरण-I (एजे/एसआर-पैकेज-4) के अंतर्गत राजस्थान राज्य में अमृतसर-जामनगर आर्थिक गलियारे के हिस्से के रूप में एनएच-754के के संगरिया (चौटाला के पास)-रसीसर (बीकानेर के पास) खंड के किमी 88+000 से किमी 115+000 तक 6-लेन पहुंच नियंत्रित ग्रीनफील्ड राजमार्ग का निर्माण।	पुराना: 754के नया: 754ए	27
120	राजस्थान/ आरओ जयपुर	भारतमाला परियोजना - चरण-I (एजे/एसआर-पैकेज-5) के अंतर्गत राजस्थान राज्य में अमृतसर-जामनगर आर्थिक गलियारे के हिस्से के रूप में एनएच-754के के संगरिया (चौटाला के पास)-रसीसर (बीकानेर के पास) खंड के किमी 115+000 से किमी 140+000 तक 6-लेन पहुंच नियंत्रित ग्रीनफील्ड राजमार्ग का निर्माण।	पुराना: 754के नया: 754ए	25
121	राजस्थान/ आरओ जयपुर	भारतमाला परियोजना - चरण-I (एजे/एसआर-पैकेज-6) के अंतर्गत राजस्थान राज्य में अमृतसर-जामनगर आर्थिक गलियारे के हिस्से के रूप में एनएच-754के के संगरिया (चौटाला के पास)-रसीसर (बीकानेर के पास) खंड के किमी 140+000 से किमी 170+000 तक 6-लेन पहुंच नियंत्रित ग्रीनफील्ड राजमार्ग का निर्माण।	पुराना: 754के नया: 754ए	30
122	राजस्थान/ आरओ जयपुर	भारतमाला परियोजना - चरण-I (एजे/एसआर-पैकेज-7) के अंतर्गत राजस्थान राज्य में अमृतसर-जामनगर आर्थिक गलियारे के हिस्से के रूप में एनएच-754के के संगरिया (चौटाला के पास)-रसीसर (बीकानेर के पास) खंड के किमी 170+0 से किमी 200+0 तक 6-लेन पहुंच नियंत्रित ग्रीनफील्ड राजमार्ग का निर्माण।	पुराना: 754के नया: 754ए	30
123	राजस्थान/ आरओ जयपुर	भारतमाला परियोजना - चरण-I (एजे/एसआर-पैकेज-8) के अंतर्गत राजस्थान राज्य में अमृतसर-जामनगर आर्थिक गलियारे के हिस्से के रूप में एनएच-754के के संगरिया (चौटाला के पास)-रसीसर (बीकानेर के पास) खंड के किमी 200+0 से किमी 225+0 तक 6-लेन पहुंच नियंत्रित ग्रीनफील्ड राजमार्ग का निर्माण।	पुराना: 754के नया: 754ए	25
124	राजस्थान/ आरओ जयपुर	भारतमाला परियोजना - चरण-I (एजे/एसआर-पैकेज-9) के अंतर्गत राजस्थान राज्य में अमृतसर-जामनगर आर्थिक गलियारे के हिस्से के रूप में एनएच-754के के संगरिया (चौटाला के पास)-रसीसर (बीकानेर के पास) खंड के किमी 225+0 से किमी 252+500 तक 6-लेन पहुंच नियंत्रित ग्रीनफील्ड राजमार्ग का निर्माण।	पुराना: 754के नया: 754ए	27.5
125	राजस्थान/ आरओ जयपुर	जयपुर रिंग रोड	एनएच 148 सी	46.4

126	राजस्थान/ आरओ जयपुर	एनएच 70 का मुनाबाओ तानोट खंड	70	310.467
127	राजस्थान/ आरओ जयपुर	एनएच 925 का गगरिया बखासर खंड और एनएच 925ए का सता गंधव खंड	925	136.52
128	राजस्थान/ आरओ जयपुर	एनएच 925ए का सता गंधव खंड	925ए	60.45
129	राजस्थान/ आरओ जयपुर	ब्यावर-पाली-पिंडवाड़ा (पुराना एनएच-14) एनएच 25. 162 और 62	(पुराना एनएच-14) एनएच 25. 162 और 62	244.12
130	राजस्थान/ आरओ जयपुर	राजस्थान राज्य में एनएच-112/25 के बार-बिलारा-जोधपुर (0.000 किमी से 111.000 किमी तक)	(पुराना एनएच-112) एनएच 25	109.655
131	राजस्थान/ आरओ जयपुर	जोधपुर रिंग रोड खंड-I	एनएच-125ए	74.619
132	राजस्थान/ आरओ जयपुर	रासीसर (बीकानेर के पास)-देवगढ़ (धनधानिया के पास) 1+900 से किमी 30+000 तक (चरण-I) (एजे/आरडी-पैकेज-1)	754ए	28.1
133	राजस्थान/ आरओ जयपुर	रासीसर (बीकानेर के पास)-देवगढ़ (धनधानिया के पास) 30+000 से किमी 60+000 तक (चरण-I) (एजे/आरडी-पैकेज-2)	754ए	30
134	राजस्थान/ आरओ जयपुर	रासीसर (बीकानेर के पास)-देवगढ़ (धनधानिया के पास) 60+000 से किमी 90+000 तक (चरण-I) (एजे/आरडी-पैकेज-3)	754ए	30
135	राजस्थान/ आरओ जयपुर	रासीसर (बीकानेर के पास)-देवगढ़ (धनधानिया के पास) 90+000 से किमी 120+000 तक (चरण-I) (एजे/आरडी-पैकेज-4)	754ए	30
136	राजस्थान/ आरओ जयपुर	रासीसर (बीकानेर के पास)-देवगढ़ (धनधानिया के पास) 120+000 से किमी 148+000 तक (चरण-I) (एजे/आरडी-पैकेज-5)	754ए	28
137	राजस्थान/ आरओ जयपुर	रासीसर (बीकानेर के पास)-देवगढ़ (धनधानिया के पास) (चरण-I) 148+000 से किमी 177+658 तक (एजे/आरडी-पैकेज-6)	754ए	29.658
138	राजस्थान/ आरओ जयपुर	देवगढ़ (धनधानिया के पास)-राजस्थान/गुजरात सीमा (चरण-I) किमी (-) 1+142 से किमी 21+000 तक (एजे/डीआरजीबी-पैकेज-1)	754ए	22.142
139	राजस्थान/ आरओ जयपुर	देवगढ़ (धनधानिया के पास)-राजस्थान/गुजरात सीमा (चरण-I) 21+000 से किमी 48+000 (एजे/डीआरजीबी-पैकेज-2)	754ए	27
140	राजस्थान/ आरओ जयपुर	देवगढ़ (धनधानिया के पास)-राजस्थान/गुजरात सीमा (चरण-I) 48+000 से किमी 72+000 तक (एजे/डीआरजीबी-पैकेज-3)	754ए	24

141	राजस्थान/ आरओ जयपुर	देवगढ़ (धनधानिया के पास)-राजस्थान/गुजरात सीमा (चरण-I) 72+000 से किमी 97+000 तक (एजे/डीआरजीबी-पैकेज-4)	754ए	25
142	राजस्थान/ आरओ जयपुर	देवगढ़ (धनधानिया के पास)-राजस्थान/गुजरात सीमा (चरण-I) 97+000 से 125+000 किमी (एजे/डीआरजीबी-पैकेज-5)	754ए	28
143	राजस्थान/ आरओ जयपुर	दरा झालावाड़ तीनधार खंड	एनएच 52	48.88
144	राजस्थान/ आरओ जयपुर	दिल्ली वडोदरा एक्सप्रेसवे पैकेज-11 (319+400 से 331+030)	एनई-4	11.63
145	राजस्थान/ आरओ जयपुर	डीवीई पैकेज 12	एनएच-148ए	28.14
146	राजस्थान/ आरओ जयपुर	डीवीई पैकेज 13	एनएच-148ए	29.25
147	राजस्थान/ आरओ जयपुर	डीवीई पैकेज 14	एनएच-148ए	30.58
148	राजस्थान/ आरओ जयपुर	डीवीई पैकेज-16	एनएच-148ए	25.125
149	राजस्थान/ आरओ जयपुर	राजस्थान राज्य में स्थित एनएच-76 (पैकेज-III) का चित्तौड़गढ़-उदयपुर खंड. किमी 214.870 से किमी 308.370 तक	पुराना एनएच-76 नया एनएच-48	93.5
150	राजस्थान/ आरओ जयपुर	राजस्थान राज्य में प्रस्तावित छह लेन वाला ग्रीनफील्ड उदयपुर बाईपास (पैकेज-IV) [मौजूदा एनएच-76 के 118.500 किमी (देबारी) से एनएच-8 के 287.400 किमी (काया गांव) तक का कनेक्शन]	एनएच-48	23.883
151	राजस्थान/ आरओ जयपुर	राजस्थान राज्य में एनएच-8 (पैकेज-वी) का उदयपुर-रतनपुर-शामलाजी खंड. किमी 287.400 से किमी 401.200 तक	पुराना एनएच-08 नया एनएच-48	113.8
152	राजस्थान/ आरओ जयपुर	राजस्थान राज्य में एनएच-8 (नया एनएच-58) का गोमती चौराहा-उदयपुर खंड. किमी 177.000 से किमी 260.100 तक।	पुराना एनएच-08 नया एनएच-58	83.1
153	राजस्थान/ आरओ जयपुर	राजस्थान राज्य में एनएच-48 का गुलाबपुरा-चित्तौड़गढ़ खंड (90.000 किमी से 214.870 किमी तक)	पुराना एनएच-79 नया एनएच-48	124.87
154	राजस्थान/ आरओ जयपुर	राजस्थान राज्य में एनएच-758 का राजसमंद-भीलवाड़ा खंड (0.000 किमी से 87.250 किमी तक)	एनएच-758	87.25
155	उत्तराखंड/ आरओ उत्तराखंड	उत्तराखंड राज्य में एनएचडीपी चरण-III के तहत हाइब्रिड वार्षिकी मोड पर एनएच-87 के रामपुर-काठगोदाम खंड (किमी 43.446 से किमी 93.226 तक) का चार लेन का निर्माण (पैकेज-II)।	O87/ 09. 109	49.78
156	उत्तराखंड/ आरओ उत्तराखंड	नगीना-काशीपुर खंड एनएच-74 का 4लेन	74/734	98.45

157	उत्तराखंड/ आरओ उत्तराखंड	एनएच-72ए का छुटमलपुर गणेशपुर खंड और एनएच-73 का रुड़की छुटमलपुर गागलहेड़ी खंड	73/344 और 72ए/307	35.4
158	उत्तराखंड/ आरओ उत्तराखंड	एनएच-73 का गगलहेरी-सहारनपुर-यमुनानगर (यूपी/हरियाणा सीमा) खंड	73/344	51.45
159	उत्तराखंड/ आरओ उत्तराखंड	मुजफ्फरनगर-हरिद्वार पैकेज-01	334/58	35.44
160	उत्तराखंड/ आरओ उत्तराखंड	मुजफ्फरनगर-हरिद्वार पैकेज-02&03	334/58	42.62
161	उत्तराखंड/ आरओ उत्तराखंड	एनएच-72 के हरिद्वार-देहरादून खंड के चार लेन के निर्माण का शेष कार्य (पैकेज-2): ललतप्पर डिजाइन अध्याय 181+100 से मोहकमपुर डिजाइन अध्याय 158+900 तक।	72/7	22.2
162	यूपी (पश्चिम)/ आरओ यूपी (पश्चिम)	एनएच-24 का बरेली-सीतापुर खंड	पुराना एनएच-24 (नया-30)	157.59
163	यूपी (पश्चिम)/ आरओ यूपी (पश्चिम)	एनएच-34 का अलीगढ़-कानपुर खंड (पैकेज-I)	(पुराना-एनएच-91) (नया-एनएच-34)	45.833
164	यूपी (पश्चिम)/ आरओ यूपी (पश्चिम)	एनएच-34 का अलीगढ़-कानपुर खंड (पैकेज-II)	(पुराना-एनएच-91) (नया-एनएच-34)	45.164
165	यूपी (पश्चिम)/ आरओ यूपी (पश्चिम)	एनएच-34 का अलीगढ़-कानपुर खंड (पैकेज-III)	(पुराना-एनएच-91) (नया-एनएच-34)	61.211
166	यूपी (पश्चिम)/ आरओ यूपी (पश्चिम)	एनएच-34 का गाजियाबाद-अलीगढ़ खंड	(पुराना-एनएच-91) (नया-एनएच-34)	126.3
167	यूपी (पश्चिम)/ आरओ यूपी (पश्चिम)	लखनऊ-रियाबारेली खंड	एनएच-24बी/एनएच-30	70
168	यूपी (पश्चिम)/ आरओ यूपी (पश्चिम)	एनएच-2 के आगरा से इटावा बाईपास खंड को 6 लेन का बनाना	एनएच-2 (पुराना) एनएच-19 (नया)	123.865
169	यूपी (पश्चिम)/ आरओ यूपी (पश्चिम)	एनएच-93 के आगरा से अलीगढ़ खंड पर पक्की शोल्डर सहित 2 लेन का निर्माण।	एनएच-93 (पुराना) / एनएच-509 (नया)	81.2
170	यूपी (पश्चिम)/ आरओ यूपी (पश्चिम)	झांसी ललितपुर खंड	एनएच-44 (पुराना-एनएच-26)	49.7
171	यूपी (पश्चिम)/ आरओ यूपी (पश्चिम)	झांसी विगाखेत टोलवे प्राइवेट लिमिटेड	एनएच-44 (पुराना-एनएच-26)	49.305

172	यूपी (पश्चिम)/ आरओ यूपी (पश्चिम)	झांसी-ओराई खंड	27	135.413
173	यूपी (पश्चिम)/ आरओ यूपी (पश्चिम)	ओराई-भोगनीपुर खंड	27	62.8
174	यूपी (पश्चिम)/ आरओ यूपी (पश्चिम)	हापुड़ बाईपास से मुरादाबाद	पुराना-24 / नया-09	99.867
175	यूपी (पश्चिम)/ आरओ यूपी (पश्चिम)	अलीगढ़-कानपुर खंड (पैकेज IV और V)	91	131.62
176	यूपी (पश्चिम)/ आरओ यूपी (पश्चिम)	चकेरी से प्रयागराज खंड तक	2	145.483
177	यूपी (पश्चिम)/ आरओ यूपी (पश्चिम)	कानपुर-कबारी खंड	34	123.863
178	यूपी (पश्चिम)/ आरओ यूपी (पश्चिम)	उन्नाव से लालगंज खंड तक	31	70
179	यूपी (पश्चिम)/ आरओ यूपी (पश्चिम)	इटावा-चकेरी अनुभाग	19	160.212
180	तमिलनाडु/ आरओ मदुरै	मदुरै-चेट्टीकुलम खंड का 4लेन	785	7.3
181	तमिलनाडु/ आरओ मदुरै	चेट्टीकुलम-नाथम खंड का 4लेन	785	29.39
182	तमिलनाडु/ आरओ मदुरै	डिंडीगुल-समयनल्लूर खंड का 4लेन	7/44	53.049
183	तमिलनाडु/ आरओ मदुरै	मदुरै-कायथार खंड का 4लेन	7/44	52.3
184	तमिलनाडु/ आरओ मदुरै	एनएच-44 के किमी 52+300 से किमी 116+500 तक मदुरै-कायथार खंड का 4लेन	7/44	64.2
185	तमिलनाडु/ आरओ मदुरै	किमी 116.500 से किमी 180.000 तक कायथार से कन्याकुमारी खंड का 4लेन	7/44	63.5
186	तमिलनाडु/ आरओ मदुरै	किमी 180.000 से किमी 243.470 तक कायथार से कन्याकुमारी खंड का 4लेन	7/44	63.47
187	तमिलनाडु/ आरओ मदुरै	करूर से डिंडीगुल खंड का 4लेन	7/44	77.725
188	तमिलनाडु/ आरओ मदुरै	दिंडीगुल-थेनी-कुमिली खंड का 2लेन+पेव्ड शोल्डर	220/183	133.793
189	तमिलनाडु/ आरओ मदुरै	ओड्डनचत्रम-मदाथुकुलम खंड का 4लेन	209/83	45.38
190	तमिलनाडु/ आरओ मदुरै	नाथम से थुवरनकुरिची खंड का 4लेन	785ई	24.425

191	आरओ गुजरात/ आरओ गुजरात	गुजरात राज्य में एनएच-8ए के समाखियाली-गांधीधाम खंड (किमी 306.000 से 362.160 तक) का छह लेन का निर्माण एनएचडीपी चरण-V के तहत डिजाइन. निर्माण. वित्तपोषण. संचालन और हस्तांतरण (डीबीएफओटी) के अंतर्गत बीओटी (टोल) के रूप में किया जाएगा।	एनएच-8ए/41	56.5
192	आरओ गुजरात/ आरओ गुजरात	गुजरात राज्य में एनएच-8ए के बामनबोर से गरामोर खंड (किमी. 182+600 से 254+357 तक) पर टोल. संचालन. हस्तांतरण मोड में 9 राष्ट्रीय राजमार्ग खंडों (बंडल-1) वाली परियोजनाएं।	एनएच-8ए/27	71.937
193	आरओ गुजरात/ आरओ गुजरात	गुजरात राज्य में एनएच-8ए के गरामोर से समाखियाली खंड (किमी. 254+357 से किमी. 306+000 तक) में टोल. ऑपरेट. ट्रांसफर मोड पर 9 राष्ट्रीय राजमार्ग खंडों (बंडल-1) से युक्त परियोजनाएं।	एनएच-8ए/27	51.463
194	आरओ गुजरात/ आरओ गुजरात	गुजरात राज्य में राष्ट्रीय राजमार्ग (एनएच-48) का छह लेन वाला वडोदरा-भरुच खंड (108.700 किमी से 192.000 किमी तक)	एनएच-48	83.3
195	आरओ गुजरात/ आरओ गुजरात	गुजरात राज्य में राष्ट्रीय राजमार्ग (एनएच-48) का छह लेन वाला वडोदरा-भरुच खंड (192.000 किमी से 198.745 किमी तक)	एनएच-48	6.745
196	आरओ गुजरात/ आरओ गुजरात	अहमदाबाद वडोदरा एक्सप्रेसवे (एनई-1) पर बीओटी टोला	एनई-1	93.3
197	आरओ गुजरात/ आरओ गुजरात	एनएच-48 का अहमदाबाद-वडोदरा खंड	एनएच-48(एनएच-8)	101.8
198	आरओ गुजरात/ आरओ गुजरात	गुजरात राज्य में एनएचडीपी चरण-VI के तहत एचएएम मोड (चरण VI-पैकेज IV) पर आठ लेन वाले वडोदरा किम एक्सप्रेसवे का निर्माण किमी 279.00 से किमी 292.00 तक (वडोदरा मुंबई एक्सप्रेसवे का अंकलेश्वर से मनुबार खंड)	एनई-4	13
199	आरओ गुजरात/ आरओ गुजरात	गुजरात राज्य में एनएचडीपी के तीसरे चरण के तहत पीपीपी (पब्लिक-प्राइवेट पार्टनरशिप) के माध्यम से डीबीएफओटी (डिजिटल फॉर ट्रेड ऑथेंटिकेशन) आधार पर एनएच-6 के गुजरात/महाराष्ट्र सीमा – सूरत – हजीरा बंदरगाह खंड (लगभग लंबाई 131.500 किमी) का चार/छह लेन का निर्माण।	एनएच 53	131.5

200	आरओ गुजरात/ आरओ गुजरात	गुजरात राज्य में एनएचडीपी चरण-VI के तहत हाइब्रिड वार्षिकी मोड (चरण-VI पैकेज-I) पर वडोदरा-किम एक्सप्रेसवे के किमी 355.00 से किमी 378.740 (वडोदरा मुंबई एक्सप्रेसवे का पादरा से वडोदरा खंड) तक आठ लेन का निर्माण;	एनई-4	23.7
201	आरओ गुजरात/ आरओ गुजरात	गुजरात राज्य में एनएचडीपी चरण-VI के तहत हाइब्रिड वार्षिकी मोड (चरण-VI पैकेज-II) पर वडोदरा-किम एक्सप्रेसवे के किमी 323.00 से किमी 355.000 (वडोदरा मुंबई एक्सप्रेसवे का सनपा से पादरा खंड) तक आठ लेन का निर्माण;	एनई-4	32
202	आरओ गुजरात/ आरओ गुजरात	हाइब्रिड वार्षिकी मोड (चरण-VI पैकेज-III) पर एनएचडीपी चरण-VI के तहत गुजरात राज्य में किमी 292.00 से किमी 323.000 (वडोदरा मुंबई एक्सप्रेसवे के मनुबार से सानपा खंड) तक आठ लेन वडोदरा-किम एक्सप्रेसवे का निर्माण	एनई-4	31
203	आरओ गुजरात/ आरओ गुजरात	गुजरात राज्य में एनएच-8बी के पोरबंदर-जेटपुर खंड (किमी. 001+960 से किमी. 117+600 तक) पर टोल-ऑपरेट-ट्रांसफर मोड के तहत 9 राष्ट्रीय राजमार्ग खंडों (बंडल-1) वाली परियोजना. पैकेज-9।	एनएच 27	115.64
204	आरओ गुजरात/ आरओ गुजरात	गुजरात राज्य में सार्वजनिक निजी भागीदारी (पीपीपी) के माध्यम से एनएच-8ई (विस्तार) के पोरबंदर-द्वारका खंड के किमी 356.766 (डिजाइन चैनज 379+100 किमी) से किमी 473+000 (डिजाइन चैनज 496+848 किमी) तक के हिस्से को पेव्ड शोल्डर सहित चार लेन का बनाना।	एनएच-51	117.748
205	आरओ गुजरात/ आरओ गुजरात	गुजरात राज्य में हाइब्रिड वार्षिकी मोड के तहत एनएच-151ए के ध्रोल-भद्रा-पटिया खंड (SH-25 के 5+700 से 13+600 किमी तक) और भद्रा-पटिया खंड (CHS-6 के 73+000 किमी से 4+800 किमी तक) का चार लेन का निर्माण।	एनएच-151ए	56.716
206	आरओ गुजरात/ आरओ गुजरात	गुजरात राज्य में हाइब्रिड वार्षिकी मोड के माध्यम से एनएच-51 के भावनगर-तलाजा खंड के चार लेन के निर्माण का कार्य (किमी. 07.090 से किमी. 53.585 तक. डिजाइन परिवर्तन किमी. 6.945 से किमी. 54.990 तक) (पैकेज-1)।	8ई/51	48.045

207	आरओ गुजरात/ आरओ गुजरात	पिपली-भावनगर खंड पैकेज 01 का चौड़ीकरण. किमी 136+025 से 169+328 तक (डिजाइन चैनेज किमी 136+000 से 169+308 तक) अधेलाई गांव के पास नारी जंक्शन तक. मौजूदा 10 मीटर चौड़ाई से चार लेन तक. गुजरात राज्य में हाइब्रिड वार्षिकी मोड पर।	751	33.3
208	आरओ गुजरात/ आरओ गुजरात	भारतमाला परियोजना (चरण-1) [एजे/आरजीबीएस-पैकेज-1] के तहत गुजरात राज्य में अमृतसर-जामनगर आर्थिक गलियारे के एक भाग के रूप में एनएच-754ए के राजस्थान/गुजरात सीमा के किमी 4+888 से किमी 35+000 तक संतालपुर खंड तक 6-लेन पहुंच नियंत्रित ग्रीनफील्ड राजमार्ग का निर्माण ईपीसी मोड पर करना	754ए	30.112
209	आरओ गुजरात/ आरओ गुजरात	भारतमाला परियोजना (चरण-1) [एजे/आरजीबीएस-पैकेज-2] के तहत गुजरात राज्य में अमृतसर-जामनगर आर्थिक गलियारे के एक भाग के रूप में एनएच-754ए के राजस्थान/गुजरात सीमा के किमी 35+000 से किमी 67+000 तक संतालपुर खंड तक 6-लेन पहुंच नियंत्रित ग्रीनफील्ड राजमार्ग का निर्माण ईपीसी मोड पर करना	754ए	32
210	आरओ गुजरात/ आरओ गुजरात	भारतमाला परियोजना (चरण-1) [एजे/आरजीबीएस-पैकेज-3] के तहत गुजरात राज्य में अमृतसर-जामनगर आर्थिक गलियारे के एक भाग के रूप में एनएच-754ए के राजस्थान/गुजरात सीमा के किमी 67+000 से किमी 99+000 तक संतालपुर खंड तक 6-लेन पहुंच नियंत्रित ग्रीनफील्ड राजमार्ग का निर्माण ईपीसी मोड पर करना	754ए	32
211	आरओ गुजरात/ आरओ गुजरात	भारतमाला परियोजना (चरण-1) [एजे/ आरजीबीएस - पैकेज-4] के तहत गुजरात राज्य में अमृतसर-जामनगर आर्थिक गलियारे के एक भाग के रूप में एनएच-754ए के राजस्थान/गुजरात सीमा के किमी 99+000 से किमी 130+073 तक संतालपुर खंड तक 6-लेन पहुंच नियंत्रित ग्रीनफील्ड राजमार्ग का निर्माण ईपीसी मोड पर करना	754ए	31.073
212	आरओ गुजरात/ आरओ गुजरात	गुजरात राज्य में राष्ट्रीय राजमार्ग (एनएच-27) के 53.600 किमी लंबे हिस्से (589.600 किमी से 536.000 किमी) के पालनपुर-राधनपुर-समाखियाली खंड पर टोल लगाना. संचालन करना और टोल हस्तांतरण करना।	14/27	53.6

213	आरओ गुजरात/ आरओ गुजरात	गुजरात और राजस्थान राज्य में एनएच-27 के पालनपुर/खेमाना से अबू रोड खंड (601+000 से 646+000 किमी तक) का टोल संचालन. रखरखाव और हस्तांतरण तथा राजस्थान राज्य में एनएच-27 के अबू रोड से स्वरूपगंज खंड (646+000 से 677+000 किमी तक) का टोल संचालन. रखरखाव और हस्तांतरण।	14/27	76
214	आरओ गुजरात/ आरओ गुजरात	गुजरात राज्य में राष्ट्रीय राजमार्ग (एनएच-27) के 105.900 किमी लंबे पालनपुर-राधनपुर-समाखियाली खंड (536.000 किमी से 430.100 किमी तक) पर टोल. संचालन और हस्तांतरण के लिए टोल अधिनियम 5ए-2 के अंतर्गत।	14-15/27	105.9
215	यूपी (पूर्वी)/ आरओ वाराणसी	उत्तर प्रदेश राज्य में एनएचडीपी चरण-IV के तहत ईपीसी मोड पर एनएच-233 के घाघरा ब्रिज से वाराणसी खंड (किमी. 121+800 से किमी. 180+420 तक. घाघरा ब्रिज एबटमेंट (बस्ती की ओर) से बुधनपुर शहरी खंड तक) का 4-लेन निर्माण। (पैकेज-1)।	एनएच-28. पैकेज-1 (पुराना एनएच-233)	58.62
216	यूपी (पूर्वी)/ आरओ वाराणसी	उत्तर प्रदेश राज्य में एनएचडीपी चरण-V के तहत एनएच2 के हांडिया-वाराणसी खंड (किमी. 712.900 से किमी. 785.544) का हाइब्रिड वार्षिकी मोड पर निर्माण	पुराना-02 नया एनएच-19	72.644
217	यूपी (पूर्वी)/ आरओ वाराणसी	एनएच-7 (पैकेज-1) का वाराणसी-डगमगपुर खंड	एनएच-07	34
218	यूपी (पूर्वी)/ आरओ वाराणसी	एनएच-7 का दगमगपुर-लालगंज खंड और डिजाइन चैनेज (49.100 किमी से 96.800 किमी तक) लंबाई-47.7 किमी (पैकेज-2)	एनएच-07	47.7
219	यूपी (पूर्वी)/ आरओ वाराणसी	लालगंज-हनुमना खंड (पैकेज-3) [किमी 96.800 से किमी 140.200]	एनएच-07	43.4
220	यूपी (पूर्वी)/ आरओ वाराणसी	घाघरा पुल से वाराणसी तक चार लेन (एनएच-233. पैकेज-II) [बुधनपुर शहरी खंड (किमी 180.420) से गोसाई की बाजार तक बाईपास से वाराणसी (किमी 240.340)]	एनएच-233 II (नया एनएच-28)	59.92
221	यूपी (पूर्वी)/ आरओ वाराणसी	सुल्तानपुर से वाराणसी तक एनएच-56 (पैकेज-I) का चार लेन का निर्माण [सुल्तानपुर (134.700 किमी) से जौनपुर (209.230 किमी) तक]	एनएच-56 I (नया एनएच-731)	74.53
222	यूपी (पूर्वी)/ आरओ वाराणसी	सुल्तानपुर से वाराणसी तक (एनएच-56 पैकेज-II) का चार लेन का निर्माण [जौनपुर (209.230 किमी) से वाराणसी (272.590 किमी) तक]	एनएच-56 II (नया एनएच-31)	63.36
223	दिल्ली/ आरओ दिल्ली	एनएच 152डी	एनएच 152डी	227.02

224	दिल्ली/ आरओ दिल्ली	हरियाणा राज्य में एनएचडीपी के चौथे चरण के तहत हाइब्रिड वार्षिकी मोड पर गुड़गांव-सोहना के मौजूदा खंड (किमी 11+682 से किमी 24+400. डिजाइन चैनेज किमी 9+282 से 22+000) से नए एनएच-248ए का छह लेन का निर्माण और सुदृढ़ीकरण (पैकेज-2) करना	एनएच248ए	12.854
225	दिल्ली/ आरओ दिल्ली	रेवाड़ी बाईपास पैकेज- 4	एनएच_11	14.3
226	दिल्ली/ आरओ दिल्ली	अटेली नारनौल हाईवे प्राइवेट लिमिटेड पैकेज-2	11	14.05
227	दिल्ली/ आरओ दिल्ली	अटेली नारनौल हाईवे प्राइवेट लिमिटेड पैकेज-3	148बी	23.46
228	दिल्ली/ आरओ दिल्ली	अटेली नारनौल हाईवे प्राइवेट लिमिटेड पैकेज-4	आईलेनएमएच	3.3
229	दिल्ली/ आरओ दिल्ली	भारतमाला परियोजना के तहत हाइब्रिड वार्षिकी मोड (एचएम) पर हरियाणा राज्य में नारनौल बाईपास क्रॉसिंग से पनियाला मोड़ (एनएच-148बी) (एनएच-48 जंक्शन पर) तक 4/6 लेन का निर्माण = 31.24 किमी. निजामपुर लिंक रोड = 2.76 किमी और नारनौल बाईपास क्रॉसिंग से पचेरी कलां = 11.30 किमी (एनएच-11)।	एनएच-148बी/एनएच-11/ लिंक रोड	45.3
230	दिल्ली/ आरओ दिल्ली	रेवाड़ी अटेली हाईवे प्राइवेट लिमिटेड पैकेज 3	11	30.45
231	दिल्ली/ आरओ दिल्ली	दिल्ली-वडोदरा एक्सप्रेसवे (पैकेज 1 से 5)	एनई4	151.84
232	दिल्ली/ आरओ दिल्ली	भारतमाला परियोजना के तहत. हरियाणा राज्य में एनएच-148एनए के फरीदाबाद-बल्लभगढ़ बाईपास खंड (डिजाइन अध्याय 9+000 से 33+000) पर जैतपुर-पुश्ता रोड जंक्शन से सेक्टर-62/65 विभाजन सड़क के जंक्शन तक छह लेन के एक्सेस-नियंत्रित राजमार्ग का निर्माण (डिजाइन अध्याय 13+200 से बदरपुर सीमा के पास एनएच-19 के साथ फरीदाबाद-बल्लभगढ़ बाईपास के जंक्शन तक का स्पर भी शामिल है) हाइब्रिड वार्षिकी मोड (एचएम) पैकेज-II के अंतर्गत	148 लागू नहीं	24
233	दिल्ली/ आरओ दिल्ली	भारतमाला परियोजना पैकेज-III के अंतर्गत हरियाणा राज्य में हाइब्रिड वार्षिकी मोड पर फरीदाबाद-बल्लभगढ़ बाईपास पर सेक्टर-62/65 विभाजन सड़क के जंक्शन से लेकर केएमपी एक्सप्रेसवे के पास एनएच-148एन (दिल्ली-वडोदरा एक्सप्रेसवे) खंड (डिजाइन अध्याय 33+000 से 59+063) तक छह लेन के पहुंच-नियंत्रित राजमार्ग का निर्माण।	148 लागू नहीं	26
234	दिल्ली/ आरओ दिल्ली	ईपीई क्रॉसिंग से शामली बाईपास की शुरुआत तक 709बी का चार लेन का निर्माण	709बी	61.409
235	दिल्ली/ आरओ दिल्ली	शामली-मुजफ्फरनगर (एनएच-709एडी पैकेज-II)	709 एडी	42.87

236	दिल्ली/ आरओ दिल्ली	पानीपत से शामली (एनएच-709एडी पैकेज-I)	709 एडी	35.58
237	दिल्ली/ आरओ दिल्ली	डीएमई पैकेज-02	एनएच-09	19.3
238	दिल्ली/ आरओ दिल्ली	भारतमाला परियोजना के अंतर्गत दिल्ली-सहारनपुर-देहरादून आर्थिक गलियारे के लिए छह लेन का एक्सेस कंट्रोल ग्रीन फील्ड राजमार्ग. डिजाइन चैनेज 0+000 (अक्षरधाम एनएच-9 (पुराना एनएच-24)) से डिजाइन चैनेज 14+750 (दिल्ली/यूपी सीमा) तक. दिल्ली राज्य में (पैकेज-1) ईपीसी मोड पर।	एनएच-9 (पुराना एनएच-24)	14.75
239	दिल्ली/ आरओ दिल्ली	उत्तर प्रदेश में दिल्ली-सहारनपुर राजमार्ग के दिल्ली/यूपी सीमा से ईपीई जंक्शन (चैप्टर 14.750 से चैप्टर 31.600) तक के हिस्से में छह लेन वाली नियंत्रित पहुंच वाली सड़क का विकास।		16.85
240	दिल्ली/ आरओ दिल्ली	डीएमई पैकेज-01	एनएच-09	8.716
241	दिल्ली/ आरओ दिल्ली	दिल्ली-मेरठ एक्सप्रेसवे. पैकेज III	24/09	21.846
242	दिल्ली/ आरओ दिल्ली	दिल्ली-मेरठ एक्सप्रेसवे का डिजाइन और निर्माण. दसना से मेरठ तक. एनएच-24 के 27.740 किमी से एनएच-58 के 51.975 किमी तक (डिजाइन परिवर्तन 28+000 से 59+777)	एनई-3	31.777
243	दिल्ली/ आरओ दिल्ली	पूर्वी परिधीय एक्सप्रेसवे	एनएच एनई-2	135
244	दिल्ली/ आरओ दिल्ली	मेरठ- नजीबाबाद (खंड-I)	एनएच-119 (पुराना) एनएच-34 (नया)	27.75
245	दिल्ली/ आरओ दिल्ली	मेरठ- नजीबाबाद (खंड-III)	एनएच-119 (पुराना) एनएच-34 (नया)	26.2
246	दिल्ली/ आरओ दिल्ली	मेरठ-बुलंदशहर खंड	एनएच-235 (पुराना) एनएच-334 (नया)	64.712
247	दिल्ली/ आरओ दिल्ली	मेरठ-मुजफ्फरनगर खंड	एनएच-58 (पुराना) एनएच-334 (नया)	78.5
248	आंध्र प्रदेश/आरओ विजयवाड़ा	एनएच-16 के चिलकलुरिपेट-विजयवाड़ा खंड को 6-लेन का बनाना	5 / 16	79.15
249	आंध्र प्रदेश/आरओ विजयवाड़ा	एनएच-544डी के गिदालुर से विनुकोंडा खंड तक पेव्ड शोल्डर के साथ 2-लेन का मार्ग।	544डी	109.84

250	आंध्र प्रदेश/आरओ विजयवाड़ा	एनएच-16 के चिलकलुरिपेट बाईपास को 6-लेन का बनाना	5/16	16.384
251	आंध्र प्रदेश/आरओ विजयवाड़ा	एनएच-40 (पुराना एनएच-18) के कडपा-कुरनूल खंड का 4 लेन का निर्माण।	एनएच-18/ एनएच-40	188.752
252	आंध्र प्रदेश/आरओ विजयवाड़ा	इच्छापुरम - नरसन्नापेटा (484.000 किमी से 580.700 किमी तक) ओटी बंडल के अंतर्गत - 1	एनएच-5/एनएच-16	132.7
253	आंध्र प्रदेश/आरओ विजयवाड़ा	नरसन्नपेटा - रानास्तलम के 6 लेन	एनएच-5/एनएच-17	53.3
254	आंध्र प्रदेश/आरओ विजयवाड़ा	आंध्र प्रदेश राज्य में एनएच-16 के रानास्थलम (634.000 किमी) से आनंदपुरम (681.000 किमी) तक का मार्ग।	एनएच-5/एनएच-18	47
255	आंध्र प्रदेश/आरओ विजयवाड़ा	आनंदपुरम पेंडुर्थी अनाकापल्ली खंड का 6लेन किमी से 681.000 से किमी. एनएच-16 का 731.780	एनएच-5/एनएच-19	50.78
256	आंध्र प्रदेश/आरओ विजयवाड़ा	चित्तूर - मल्लार्वर्म	एनएच-140	61.128
257	आंध्र प्रदेश/आरओ विजयवाड़ा	आंध्र प्रदेश राज्य में रायपुर-विशाखापत्तनम आर्थिक गलियारे के अंतर्गत एनएच-130सीडी सड़क के छह लेन वाले कोरलम-कंटाकापल्ले खंड (किमी. 421+100 से किमी. 445+100 तक) का हाइब्रिड वार्षिकी मोड पर विकास [पैकेज- 3(एपी)]	एनएच-130सीडी	24
258	आंध्र प्रदेश/आरओ विजयवाड़ा	भारतमाला परियोजना के तहत आंध्र प्रदेश राज्य में एनएच-16 के गुंडुगोलानु - देवरापल्ली - कोव्वुरु खंड (15.320 किमी (वर्तमान 15.700 किमी) से 85.204 किमी (वर्तमान 81.400 किमी) तक (डिजाइन की गई लंबाई = 69.884 किमी) का हाइब्रिड वार्षिकी मोड पर चार लेन का निर्माण।	एनएच-16	69.884
259	आंध्र प्रदेश/आरओ विजयवाड़ा	अंकापल्ली - अन्नवरम (तुनी) किमी से 741.255 से कि.मी. टीओटी बंडल के तहत 830.525 - 1-ओ एंड एम	एनएच-16	89.3
260	आंध्र प्रदेश/आरओ विजयवाड़ा	टीओटी बंडल के तहत अन्नवरम - दीवानचेरुवु (किमी 830.525 से किमी 901.500) - 1-ओ एंड एम	16	70.975
261	आंध्र प्रदेश/आरओ विजयवाड़ा	दीवानचेरुवु - सिद्धांतम किमी से 901.500 से किमी. टीओटी बंडल के तहत 950.542 - 1- ओ एंड एम	216ए	49.042
262	आंध्र प्रदेश/आरओ विजयवाड़ा	सिद्धांतम - गुंडुगोलानु किमी से 950.542 से किमी. टीओटी बंडल के तहत 1022.494 - 1-ओ एंड एम	216ए	51.952
263	आंध्र प्रदेश/आरओ विजयवाड़ा	एनएच-16 के चिलाकलुरिपेट-नेल्लोर खंड का 6-लेन का निर्माण	5-16	183.745
264	कर्नाटक / आरओ-बैंगलोर	एनएच-648 (पुराना एनएच-207) के डोबास्पेट से डोड्डाबल्लापुर बाईपास खंड के किमी 0.000 से किमी 42.000 तक की लेनिंग।	पुराना एनएच-207/ नया एनएच-648	42

265	कर्नाटक / आरओ-बैंगलोर	42.00 किमी से 80.00 किमी तक 4 लेन वाली सड़क। डोडाबल्लापुरा बाईपास से होकोटे तक एनएच-648 (पुराना एनएच-207) का खंड - II	पुराना एनएच-207/ नया एनएच-648	38
266	कर्नाटक / आरओ-बैंगलोर	सिल्क बोर्ड जंक्शन से इलेक्ट्रॉनिक सिटी जंक्शन (किमी 8.765 से किमी 18.750) खंड तक एलिवेटेड हाईवे परियोजना का संचालन एवं रखरखाव तथा शुल्क संग्रह तथा इलेक्ट्रॉनिक सिटी से अत्तिबेले (किमी 18.750 से किमी 33.130) तक एनएच-7 के 6 लेन वाले हिस्से का रखरखाव. निर्माण. संचालन और हस्तांतरण (बीओटी) योजना के तहत।	एनएच-44 (पुराना नंबर एनएच-7)	9.985
267	कर्नाटक / आरओ-बैंगलोर	कर्नाटक राज्य में एनएच 48 (पुराना एनएच 4) के 75.000 किमी से 189.000 किमी तक के तुमकुर-चित्रदुर्ग (तुमकुर और चित्रदुर्ग बाईपास को छोड़कर) खंड का छह लेन का निर्माण एनएचडीपी चरण-V के तहत डीबीएफओटी पैटर्न पर बीओटी (टोल) परियोजना के रूप में करना	48 (पुराना एनएच-4)	114
268	कर्नाटक / आरओ-बैंगलोर	कर्नाटक राज्य में एनएच-48 (पुराना एनएच-4) के चित्रदुर्ग-दावनागेरे मार्ग का छह लेन का निर्माण. जिसमें चित्रदुर्ग बाईपास (किमी.189+000 से किमी.260+000) भी शामिल है (डिजाइन चैनेज किमी.0+000 से किमी.20+700 और किमी.208+000 से किमी.260+000). एनएचडीपी चरण-V के अंतर्गत डीबीएफओटी पैटर्न पर हाइब्रिड वार्षिकी परियोजना के रूप में निष्पादित करना	एनएच-48 (पुराना एनएच-4)	71
269	कर्नाटक / आरओ-बैंगलोर	कर्नाटक राज्य में एनएच-48 (पुराना एनएच-4) के 260.000 किमी से 338.923 किमी तक दावनागेरे-हावेरी मार्ग का छह लेन का निर्माण।	48 (पुराना एनएच-4)	78.923
270	कर्नाटक / आरओ-बैंगलोर	कर्नाटक राज्य में राष्ट्रीय राजमार्ग विकास परियोजना (एनएचडीपी) के तीसरे चरण के अंतर्गत डीबीएफओटी (टोल) आधार पर एनएच-13 (नया एनएच 50) के होस्पेट-चित्रदुर्ग खंड (299+000 किमी से 418+750 किमी तक) का चार लेन का निर्माण।	एनएच-13/एनएच-50	12.018
271	कर्नाटक / आरओ-बैंगलोर	भारतमाला परियोजना के अंतर्गत हाइब्रिड वार्षिकी मोड पर कर्नाटक राज्य में एनएच-150ए के चल्लाकेरे-हिरियूर खंड (किमी 358+500 से किमी 414+205 तक) का चार लेन का निर्माण कार्य निष्पादित करना	एनएच-150 ए	55.705
272	कर्नाटक / आरओ-बैंगलोर	कर्नाटक राज्य में भारतमाला परियोजना के अंतर्गत एनएच-150 ए के बायरापुरा से चल्लाकेरे खंड (किमी. 308.550	150ए	49.95

		से किमी. 358.500 तक) को एचएएम मोड पर चार लेन का बनाना।		
273	कर्नाटक / आरओ-बैंगलोर	बेलगाम धारवाड़ एनएच-48	एनएच-48 (पुराना एनएच-04)	82
274	कर्नाटक / आरओ-बैंगलोर	हुबली-होस्पेट एनएच67	एनएच-67 (पुराना-एनएच63)	71.85
275	कर्नाटक / आरओ-बैंगलोर	कर्नाटक राज्य में एनएच-48 (पुराना एनएच-4) के हुबली-हावेरी खंड के किमी 340+000 से किमी 403+400 तक के छह लेन के निर्माण और सुदृढ़ीकरण का कार्य एनएचडीपी चरण-5 के अंतर्गत हाइब्रिड वार्षिकी मोड पर निष्पादित करना	एनएच-48 (पुराना एनएच-04)	63.4
276	कर्नाटक / आरओ-बैंगलोर	बेलगाम खानपुर एनएच-748	एनएच-748	21
277	कर्नाटक / आरओ-बैंगलोर	एनएच-50 का बीजापुर-गुलबर्गा-हुमनाबाद खंड	एनएच-50 (पुराना एनएच-218)	220.01
278	कर्नाटक / आरओ-बैंगलोर	बैंगलोर निदागट्टा परियोजना	एनएच-275	56.2
279	कर्नाटक / आरओ-बैंगलोर	निदागट्टा-मैसूरु परियोजना	एनएच-275	61.104
280	कर्नाटक / आरओ-बैंगलोर	एनएच-206 के किमी 12+300 (डिजाइन किमी 12+300) (मल्लासंद्रा) से किमी 65+190 (डिजाइन किमी 65+195) (कराडी) तक तुमकुर-शिवमोग्गा खंड की चार लेनिंग	एनएच-73(पुराना-एनएच-206)	52.895
281	कर्नाटक / आरओ-बैंगलोर	एनएच-206 के बनावारा से बेट्टादहल्ली खंड को चार लेन का बनाना	एनएच-73(पुराना-एनएच-206)	48.515
282	कर्नाटक / आरओ-बैंगलोर	एनएच-150ए के बेल्लारी से बायरापुरा खंड (किमी 266.820 से किमी 308.550) का चार लेन का निर्माण।	एनएच-150ए	41.73
283	तमिलनाडु / आरओ चेन्नई	चेन्नई-टाडा खंड का 6-लेन का निर्माण	एनएच-5/एनएच-16	33
284	तमिलनाडु / आरओ चेन्नई	चेंगापल्ली से वालयार खंड की 6लेन/4लेन लेनिंग	एनएच-47 / एनएच-544	42.645
285	तमिलनाडु / आरओ चेन्नई	होसुर से कृष्णागिरी तक सड़क को छह लेन का बनाना	एनएच-7/एनएच44	59.87

286	तमिलनाडु / आरओ चेन्नई	कृष्णागिरी-वालाजाफेट सड़क को छह लेन का बनाना	एनएच-46/एनएच-48	148.3
287	तमिलनाडु / आरओ चेन्नई	त्रिची से कल्लगम खंड का 4-लेन का निर्माण	एनएच-227/एनएच-81	38.7
288	तमिलनाडु / आरओ चेन्नई	कल्लगम से करुप्पुर तक 4-लेन और करुप्पुर से मीनसुरुट्टी खंड तक 2लेन + पेव्ड शोल्डर	एनएच-227/एनएच-81	11.682
289	तमिलनाडु / आरओ चेन्नई	मीनसुरुट्टी से चिदंबरम खंड तक के पेव्ड शोल्डर के साथ 2-लेन	एनएच-227/एनएच-81	31.532
290	तमिलनाडु / आरओ चेन्नई	एनएच234 के किमी 81+000 वेल्लोर से किमी 202+600 विलुप्पुरम खंड तक	एनएच - 234/एनएच-38	121.6
291	तमिलनाडु / आरओ चेन्नई	4- विलुप्पुरम - पुडुचेरी खंड	एनएच-45/ एनएच-332	29
292	तमिलनाडु / आरओ चेन्नई	4- पूंडियनकुप्पम - सत्तनाथपुरम खंड	एनएच-45/एनएच-32	56.8
293	तेलंगाना / आरओ हैदराबाद	तेलंगाना राज्य में भारतमाला परियोजना के तहत हाइब्रिड वार्षिकी मोड पर कोडाड (डिजाइन लंबाई 0.000 किमी/मौजूदा एनएच-65 की 185.00 किमी) से खम्मम (डिजाइन लंबाई 31.800 किमी/मौजूदा एनएच-65 की 29.400 किमी) तक एनएच-365ए का चार लेन का निर्माण (डिजाइन लंबाई = 31.800 किमी) करना	एनएच-365ए	31.8
294	तेलंगाना / आरओ हैदराबाद	एसकेआरपीलेन	एनएच365बीबी	58.626
295	तेलंगाना / आरओ हैदराबाद	भारतमाला परियोजना के तहत हाइब्रिड वार्षिकी मोड (पैकेज-II) पर तेलंगाना राज्य में रामसनपल्ली (डिजाइन 39.980 किमी/वर्तमान 44.757 किमी) से मंगलूर (डिजाइन 86.788 किमी/वर्तमान 91.350 किमी) तक एनएच-161 का चार लेन का निर्माण (डिजाइन लंबाई 46.808 किमी)।	161	46.808
296	तेलंगाना / आरओ हैदराबाद	भारतमाला परियोजना के तहत हाइब्रिड वार्षिकी मोड (पैकेज-III) पर तेलंगाना राज्य में मंगलूर (डिजाइन किमी 86.788 / मौजूदा किमी 91.350) से तेलंगाना/महाराष्ट्र सीमा (डिजाइन किमी 135.751 / मौजूदा किमी 140.873) तक एनएच-161 का चार लेन का निर्माण।	161	48.963
297	तेलंगाना / आरओ हैदराबाद	तेलंगाना राज्य में एनएच-44 पर स्थित 55.740 किमी (80.050 किमी (जाडचेरला) से 135.469 किमी (प्रस्तावित कोथाकोटा बाईपास का अंत) तक के क्षेत्र के डिजाइन. निर्माण. विकास. वित्तपोषण. संचालन और रखरखाव का कार्य - एनएस2/बीओटी/एपी-4	44	55.406

298	तेलंगाना / आरओ हैदराबाद	एनएच-44 के हैदराबाद-बैंगलोर खंड पर किमी 135+469 (प्रस्तावित कोठाकोटा बाईपास का अंत) से किमी 211.000 (कुरनूल) तक के डिजाइन. निर्माण. विकास. वित्तपोषण. संचालन और रखरखाव (कुल लंबाई 75.531 किमी. तेलंगाना में 65.531 किमी) - एनएस2/बीओटी/एपी-5	44	74.651
299	तेलंगाना / आरओ हैदराबाद	आंध्र प्रदेश राज्य में उत्तर-दक्षिण कॉरिडोर (एनएचडीपी चरण-II) के अंतर्गत एनएच-7 के 175.000 किमी (आंध्र प्रदेश/महाराष्ट्र सीमा) से 230.000 किमी (इस्लाम नगर) तक के हिस्से का डिजाइन. निर्माण. विकास. वित्तपोषण. संचालन और रखरखाव बीओटी (वार्षिक) आधार पर करना	(7/44)	54.6
300	तेलंगाना / आरओ हैदराबाद	आंध्र प्रदेश राज्य में उत्तर-दक्षिण कॉरिडोर (एनएचडीपी चरण-II) के अंतर्गत एनएच-7 के 230.000 किमी (इस्लाम नगर) से 278.000 किमी (कडथल) तक के हिस्से का डिजाइन. निर्माण. विकास. वित्तपोषण. संचालन और रखरखाव बीओटी (वार्षिक) आधार पर करना	(7/44)	53.017
301	तेलंगाना / आरओ हैदराबाद	आंध्र प्रदेश राज्य में उत्तर-दक्षिण कॉरिडोर (एनएचडीपी चरण-II) के अंतर्गत एनएच-7 के 278.000 किमी (कडथल) से 380.000 किमी (आर्मूर) तक के हिस्से का डिजाइन. निर्माण. विकास. वित्तपोषण. संचालन और रखरखाव बीओटी (वार्षिक) आधार पर करना	(7/44)	30.89
302	तेलंगाना / आरओ हैदराबाद	आंध्र प्रदेश राज्य में एनएचडीपी चरण-II के अंतर्गत एनएच 7 के नागपुर-हैदराबाद खंड पर आर्मूर-अडलूर येल्लारेड्डी खंड के 308.000 किमी से 367.000 किमी तक के 4 लेन के निर्माण का डिजाइन. इंजीनियरिंग. वित्त. निर्माण. संचालन और रखरखाव. डिजाइन. निर्माण. वित्त. संचालन और हस्तांतरण (डीबीएफओटी) आधार पर करना	(7/44)	60.255
303	तेलंगाना / आरओ हैदराबाद	आंध्र प्रदेश राज्य में एनएच 7 के नागपुर-हैदराबाद खंड के 367.000 किमी (अडलूर येल्लारेड्डी) से 447.000 किमी तक के डिजाइन. निर्माण. विकास. वित्तपोषण. संचालन और रखरखाव तथा 447.000 किमी से 464.000 किमी (गुंडला पोचनपल्ली) तक के सुधार. संचालन और रखरखाव का कार्य।	(7/44)	85.238

304	तेलंगाना / आरओ हैदराबाद	तेलंगाना राज्य में एनएच-222 (नया एनएच-61) के कल्याण से निर्मल खंड के 53.60 किमी लंबे खंड (किमी. 615+000 से किमी. 668+600 तक) के पेव्ड शोल्डर सहित 2-लेन के संचालन और रखरखाव का कार्य निष्पादन आधारित रखरखाव विवरण (पीबीएमसी) के तहत करना	(222/61)	53.6
305	तेलंगाना / आरओ हैदराबाद	तेलंगाना राज्य (पूर्व में आंध्र प्रदेश) में उत्तर-दक्षिण कॉरिडोर (एनएचडीपी चरण II) के अंतर्गत हैदराबाद-बैंगलोर खंड एनएच-44 (पुराना एनएच-7) पर किमी 34+140 (कोथुर) से किमी 80+306 (जाडचेरला) तक डिजाइन. निर्माण. विकास. वित्तपोषण. संचालन और रखरखाव तथा किमी 22+300 (थोंडापल्ली) से किमी 34+140 (कोथुर) तक सुधार और संचालन एवं रखरखाव. निर्माण. संचालन और हस्तांतरण (बीओटी) आधार पर - एनएस2/बीओटी/एपी-3 -	एनएच.7 (पुराना)/ एनएच.44 (नया)	46.166
306	तेलंगाना / आरओ हैदराबाद	मंचेरियल से रेपल्लेवाड़ा खंड	एनएच-363	78.61
307	तेलंगाना / आरओ हैदराबाद	रेपालेवाड़ा से टीएस/एमएच सीमा खंड तक	एनएच-363	52.602
308	महाराष्ट्र / आरओ नागपुर	एनएच-361 का तुलजापुर औसा खंड	361	55.835
309	महाराष्ट्र / आरओ नागपुर	एनएच-361 का औसा चाकुर खंड	361	58.53
310	महाराष्ट्र / आरओ नागपुर	एनएच-361 का चाकुर लोहा खंड	361	73.435
311	महाराष्ट्र / आरओ नागपुर	एनएच-361 का महागांव यवतमाल खंड	361	80.015
312	महाराष्ट्र / आरओ नागपुर	एनएच-161 का पंगारे वारंगा फाटा खंड	161	40.145
313	महाराष्ट्र / आरओ नागपुर	एनएच-211 (नया एनएच-52) के बोधे से धुले खंड का 4/6 लेन का निर्माण।	एनएच-52 (पुराना एनएच-211)	67.231
314	महाराष्ट्र / आरओ नागपुर	एनएच-353डी के नागपुर-उमरेड खंड का 4 लेन का निर्माण	353डी	41.1
315	महाराष्ट्र / आरओ नागपुर	एनएच-7 के 652.000 किमी से 723.000 किमी तक के हिस्से में चार लेन का निर्माण. जिसमें एनएच-44 के मध्य प्रदेश/महाराष्ट्र सीमा-नागपुर खंड का कामठी-कन्हान और नागपुर बाईपास शामिल है।	एनएच44 (पुराना एनएच-7)	117.078
316	महाराष्ट्र / आरओ नागपुर	एनएच-547ई के सावनेर-धापेवाड़ा-कलमेश्वर-गोंडखैरी खंड को 4-लेन का बनाना	एनएच-547 ई	28.875
317	महाराष्ट्र / आरओ नागपुर	एनएच-361 का यवतमाल-वर्धा खंड	एनएच-361	64.925
318	महाराष्ट्र / आरओ नागपुर	एनएच-361 का वर्धा-बुटीबोरी खंड	एनएच-361	59.19
319	महाराष्ट्र / आरओ नागपुर	एनएच-930 का वारोरा-वानी खंड	एनएच-930	18.31

320	महाराष्ट्र / आरओ नागपुर	4लेन अमरावती - चिखली (पैकेज - I) [अमरावती - कुरनखेड़. किमी 166.00 से किमी 220.00 तक] का शेष कार्य	एनएच-6/एनएच-53	54
321	महाराष्ट्र / आरओ नागपुर	4लेन अमरावती - चिखली (पैकेज - III) [शेलाड - नंदुरा. किमी. 270.00 से किमी. 315.00 तक] के शेष कार्य	एनएच-6/एनएच-53	45
322	महाराष्ट्र / आरओ नागपुर	4लेन अमरावती - चिखली (पैकेज - IV) का शेष कार्य [नांदुरा - चिखली किमी से। 315.00 से किमी. 360.00]	एनएच-6/एनएच-53	45
323	महाराष्ट्र / आरओ नागपुर	एनएच-161 के किमी. 0.00 से किमी. 47.70 तक अकोला-मेडशी मार्ग का 4 लेन हिस्सा. जिसमें पातुर और मेडशी के बाईपास भी शामिल हैं।	161	47.7
324	महाराष्ट्र / आरओ नागपुर	महाराष्ट्र में एनएच-161 के मेडशी (47.700 किमी) से वाशिम (92.200 किमी) तक	161	44.5
325	महाराष्ट्र / आरओ नागपुर	महाराष्ट्र में एनएच-161 के वाशिम (92.200 किमी) से पंगारे (134.500 किमी) तक	161	42.3

राष्ट्रीय राजमार्ग-709 एडी का चौड़ीकरण

2111. श्री हरेन्द्र सिंह मलिक:

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

- (क) क्या मुजफ्फरनगर जिले के बुढाना और खतौली विधान सभा क्षेत्रों से होकर गुजरने वाला दिल्ली-देहरादून एक्सप्रेसवे फरवरी 2026 तक जनता के उपयोग के लिए पूरी तरह से कार्यशील कर दिया जाएगा;
- (ख) क्या सरकार ने शामली से मुजफ्फरनगर होते हुए बिजनौर तक राष्ट्रीय राजमार्ग-709 एडी को चौड़ा करने के कार्य की वर्तमान स्थिति का आकलन किया है और उक्त राजमार्ग को पूरा होने के लिए अंतिम समय-सीमा निर्धारित की है;
- (ग) क्या सरकार का मुजफ्फरनगर में कागज और भट्टी उद्योगों के भारी वाहनों द्वारा उपयोग किए जाने वाले मुख्य मार्गों पर शहर के भीतर यातायात संबंधी संकुचन को समाप्त करने के उद्देश्य से अलग सर्विस लेन या समर्पित ट्रक टर्मिनल का निर्माण करने का प्रस्ताव है; और
- (घ) क्या सरकार का गन्ना किसानों द्वारा उपयोग की जाने वाली ट्रैक्टर-ट्रॉलियों की ऊंचाई और

सुरक्षा आवश्यकताओं को ध्यान में रखते हुए एक्सप्रेसवे के साथ अंडरपास और सर्विस रोड के डिजाइन और निर्माण में किसी प्रकार का तकनीकी संशोधन करने का प्रस्ताव है?

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

(क): दिल्ली-देहरादून पहुंच-नियंत्रित राजमार्ग पूरा होने के करीब है और काम पूरा होने पर यातायात के लिए खुलने की संभावना है।

(ख): सरकार ने मौजूदा शामली से बिजनौर खंड को तीन पैकेजों में 4-लेन का काम शुरू किया है, जैसा कि नीचे दिया गया है:

- (i) एनएच-709एडी का शामली से मुजफ्फरनगर खंड जनवरी 2024 में पूरा किया गया था।
- (ii) एनएच-709एडी का मुजफ्फरनगर से मिरानपुर खंड अक्टूबर 2024 में पूरा किया गया था।
- (iii) एनएच-34 का मिरानपुर से बिजनौर (बेहसुला से बिजनौर परियोजना का हिस्सा) खंड, जो निर्माणाधीन है और दिसंबर 2026 तक पूरा होने का लक्ष्य है।

(ग): मुजफ्फरनगर बाईपास के संकुचन (डिक्ॉन्जेशन) के लिए, सरकार ने मुजफ्फरनगर बाईपास के शुरुआती बिंदु पर छह लेन के फ्लाईओवर के निर्माण के लिए कुल 419.47 करोड़ रुपये की पूंजीगत लागत के साथ एक प्रस्ताव को मंजूरी दी है, साथ ही 3.66 किमी स्लिप/सर्विस रोड का प्रावधान किया है।

(घ): सरकार का सड़क परिवहन और राजमार्ग मंत्रालय ट्रक टर्मिनल की आवश्यकता सहित वाहन यातायात की आवश्यकता का आकलन करती रहती है और कार्यान्वयन पर निर्णय साइट की आवश्यकताओं, भारतीय सड़क कांग्रेस (आईआरसी) के संहिताओं (कोडों) और प्रकाशन के आधार पर लिया जाता है। अंडरपास सहित विभिन्न संरचनाओं की ऊंचाई को आईआरसी कोडल प्रावधान, साइट की स्थिति आदि के अनुसार अंतिम रूप दिया गया है।

JAL JEEVAN MISSION IN MAHARASHTRA

2112. SUSHRI PRANITI SUSHILKUMAR SHINDE:

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

- (a) the total funds allocated, released and utilised under the Jal Jeevan Mission (JJM) in Maharashtra noting that the State has reportedly spent Rupees 5,000 crores;
- (b) the details of the official complaints received from Maharashtra during the last three years regarding irregularities including mismanagement, delayed execution or quality issues under the Mission;
- (c) whether the Government has verified the accuracy of data uploaded by States on the JJM IMIS portal in light of concerns raised regarding real progress, water quality and upkeep of infrastructure and if so, the details thereof; and
- (d) the steps taken/proposed to be taken by the Government to ensure timely completion of works, proper verification of data, quality of water supply and disbursement of sanitation incentives in rural areas of Maharashtra?

**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): Drinking water is a State subject. The power to plan, design, approve and implement drinking water supply schemes/projects lies with State Government. Government of India, in partnership with States/UTs is implementing Jal Jeevan Mission, since August, 2019, to make provision of tap water supply to every rural household. Under Jal Jeevan Mission (JJM), the Department of Drinking Water and Sanitation provides financial, policy

guidance and technical assistance to the States and Union Territories for implementing their drinking water supply schemes.

Further, grievances/ complaints etc. are vested in respective State/ UT and are handled/ disposed at State/ UT level. Accordingly, all grievances/ complaints *inter alia* including irregularities in the implementation, corruption cases and misuse of funds under this scheme, received so far during last three years in this Department have been forwarded to the respective State Government including Maharashtra for taking necessary action.

The year-wise details of funds allocated, released and utilized by the State of Maharashtra under Jal Jeevan Mission (JJM) are as under:

(Amount in Rs. Crore)

Year	Central share					Expenditure under State share
	Opening Balance	Budget allocation	Fund drawn by the State	Total available fund	Reported utilization	
2019-20	248.12	847.97	345.28	593.40	308.04	431.79
2020-21	285.35	1828.92	457.23	742.58	473.59	324.56
2021-22	268.99	7,064.41	1,666.64	1,935.63	377.98	477.98
2022-23	1,557.65	7,831.25	3,915.62	5,473.27	3,109.53	2,972.21
2023-24	2,363.74	21,465.88	7,444.26	9,808.00	8,208.53	8,371.34
2024-25	1,599.47	5,352.93	1,605.88	3,205.35	2,235.12	3,150.59
2025-26	970.22	-	-	970.22	-	971.94

Source: JJM-IMIS

The Mission is being implemented as per approved guidelines and extant financial rules, ensuring transparency, accountability, and community

participation The Government of India has taken several steps to strengthen the planning and implementation of JJM across the country, including Maharashtra. These steps include joint discussions and finalization of Annual Action Plans (AAPs) with States/UTs, regular reviews of implementation, organization of workshops/conferences/webinars for capacity building and knowledge sharing, and field visits by multi-disciplinary teams to provide technical support.

For real-time and transparent monitoring, the JJM–Integrated Management Information System (IMIS) and JJM–Dashboard have been developed whereby the information on the progress of the Mission at state, district and panchayat levels are provided in public domain. To enable States/UTs to test water samples for water quality, and for sample collection, reporting, monitoring and surveillance of drinking water sources, an online JJM – Water Quality Management Information System (WQMIS) portal has been developed. Provision has also been made for transparent online financial management through Public Financial Management System (PFMS).

Water being a State subject, discrepancies, if any observed in the reported data and ground realities, through various monitoring mechanisms envisaged under the Mission, are taken up with respective State Governments for taking requisite immediate corrective action.

ठाणे-वडपे राजमार्ग पर यातायात जाम

2113. श्री बाल्या मामा सुरेश गोपीनाथ म्हात्रे:

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

(क) सरकार द्वारा महाराष्ट्र के ठाणे के भिवंडी में ठाणे-वडपे राजमार्ग पर अत्यधिक यातायात जाम की समस्या से निपटने के लिए क्या कदम उठाए जा रहे हैं;

(ख) अंजुर फाटा से कल्याण नाका तक सड़क को चौड़ा करने की परियोजना में हुई प्रगति का ब्यौरा क्या है;

(ग) भिवंडी जिले में राष्ट्रीय राजमार्गों पर सड़क दुर्घटनाओं की दर कितनी है; और

(घ) क्या मंत्रालय द्वारा सड़क सुरक्षा बढ़ाने के लिए कोई ठोस कदम उठाए जा रहे हैं और यदि हां, तो तत्संबंधी ब्यौरा क्या है और यदि नहीं, तो इसके क्या कारण हैं?

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

(क): सरकार का सड़क परिवहन एवं राजमार्ग मंत्रालय राष्ट्रीय राजमार्ग (एनएच)-848 के ठाणे-वडपे खंड को मौजूदा 4 लेन से बढ़ाकर 8 लेन करने और दोनों ओर 2 लेन की सर्विस रोड बनाने मंजूरी दी है ताकि सड़क यातायात की भारी भीड़भाड़ की समस्या का समाधान किया जा सके। सड़क चौड़ीकरण का काम चल रहा है और इसे मार्च 2026 तक पूरा करने का लक्ष्य है।

(ख): अंजुर फाटा से कल्याण नाका तक जाने वाली सड़क, मुंबई महानगर क्षेत्र विकास प्राधिकरण (एमएमआरडीए) के अधिकार क्षेत्र में आने वाली एक राज्यीय सड़क है।

(ग): भिवंडी जिले के अंतर्गत आने वाले एनएच-848 और एनएच-61 पर पिछले तीन कैलेंडर वर्ष के दौरान हुई सड़क दुर्घटनाओं का विवरण इस प्रकार है:

एनएच संख्या.	वर्ष	दुर्घटनाओं की संख्या	चोट लगने की घटनाएं	दुर्घटनाओं के विभिन्न कारणों जिससे मौतें हुईं, जैसे कि तेज गति से वाहन चलाना, लापरवाही से वाहन चलाना, शराब पीकर वाहन चलाना, लेन का उल्लंघन करना आदि।
848	2023	63	54	9
	2024	89	74	15
	2025	36	24	12
	कुल	188	152	36
61	2023	5	3	2
	2024	6	4	2
	2025	0	0	0
	कुल	11	7	4

(घ): एनएच-48 पर सड़क सुरक्षा बढ़ाने के उद्देश्य से थाणे-वडपे खंड के चौड़ीकरण कार्य में एक फ्लाईओवर नौ वाहन अंडरपास और एक हल्का वाहन अंडरपास का प्रावधान है।

अनुसूचित जनजातियों के लिए कल्याणकारी योजनाओं का कार्यान्वयन

2114. श्री हनुमान बेनीवाल:

क्या जनजातीय कार्य मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या राजस्थान और उत्तर प्रदेश के जनजाति बहुल जिलों में सरकार की शिक्षा और स्वास्थ्य संबंधी योजनाओं का कार्यान्वयन वांछित गति से नहीं हो रहा है;
- (ख) यदि हां, तो इसके क्या कारण हैं और उक्त योजनाओं का शीघ्र कार्यान्वयन सुनिश्चित करने के लिए क्या विशेष कदम उठाए जा रहे हैं;
- (ग) क्या आजीविका संवर्धन एवं कौशल विकास योजनाओं के लाभ उक्त दोनों राज्यों के जनजातीय क्षेत्रों तक सीमित रूप से ही पहुँच रहे हैं और यदि हाँ, तो इसके क्या कारण हैं;
- (घ) क्या उक्त मुद्दों के समाधान के लिए कोई नई नीति तैयार की जा रही है और यदि हां तो तत्संबंधी

ब्यौरा क्या है; और

(ड) विगत तीन वर्षों के दौरान केंद्र सरकार द्वारा राजस्थान, उत्तर प्रदेश और देश के अन्य राज्यों के जनजाति बहुल क्षेत्रों में विभिन्न योजनाओं के लिए स्वीकृत निधि, उपयोग की गई धनराशि, जिस उद्देश्य के लिए उक्त धनराशि प्रयुक्त की गई और उसमें से अप्रयुक्त राशि का राज्यवार ब्यौरा क्या है?

जनजातीय कार्य मंत्रालय में राज्य मंत्री (श्री दुर्गा दास उइके):

(क) से (ड): सरकार राजस्थान और उत्तर प्रदेश के जनजातीय बहुल जिलों सहित देश में अनुसूचित जनजातियों के विकास और जनजातीय बहुल क्षेत्रों के विकास के लिए एक कार्यनीति के रूप में अनुसूचित जनजातियों हेतु विकास कार्य योजना (डीएपीएसटी) को क्रियान्वित (लागू) कर रही है। जनजातीय कार्य मंत्रालय के अलावा, 41 मंत्रालय/विभाग अनुसूचित जनजातियों (अजजा) और गैर-अनुसूचित जनजाति आबादी के बीच विकासात्मक अंतर को पाटने के लिए शिक्षा, स्वास्थ्य, कृषि, सिंचाई, सड़क, आवास, विद्युतीकरण, रोजगार सृजन, कौशल विकास आदि से संबंधित विभिन्न जनजातीय विकास परियोजनाओं के लिए डीएपीएसटी के तहत प्रत्येक वर्ष अपने कुल योजना बजट का एक निश्चित प्रतिशत जनजातीय विकास के लिए आवंटित कर रहे हैं। अनुसूचित जनजातियों के कल्याण के लिए बाध्य मंत्रालयों/विभागों द्वारा आवंटित निधियों सहित योजनाएं केंद्रीय बजट दस्तावेज के व्यय प्रोफाइल का विवरण 10ख में लिंक <https://www.indiabudget.gov.in/doc/eb/stat10b.pdf> में दी गई हैं।

राज्य सरकारों को भी राज्य में अनुसूचित जनजाति जनसंख्या (जनगणना 2011) के अनुपात में, कुल योजना आवंटन के संबंध में टीएसपी निधियां निर्धारित करनी होंगी। राज्यों/ संघ राज्यक्षेत्रों द्वारा अपने स्वयं की निधियों से टीएसपी के लिए आवंटन और व्यय के ब्यौरे <https://statetsp.tribal.gov.in> पर उपलब्ध हैं।

मंत्रालय ने डीएपीएसटी के तहत विभिन्न मंत्रालयों / विभागों के पास उपलब्ध निधियों के अभिसरण के माध्यम से अजजा के विकास के लिए दो मिशन नामतः प्रधानमंत्री जनजाति आदिवासी

न्याय महा अभियान (पीएम जनमन) और धरती आबा जनजातीय ग्राम उत्कर्ष अभियान शुरू किए हैं।

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 लागू किए गए 11 उपायों के माध्यम से पूरा करने की योजना है, जिसमें छात्रावास और मोबाइल चिकित्सा इकाइयां (एमएमयू) भी शामिल हैं। पीएम जनमन का कुल बजटीय परिव्यय 24,104 करोड़ रुपये (केंद्र का हिस्सा: ₹15336 करोड़ और राज्य का हिस्सा: ₹8768 करोड़) है।

धरती आबा जनजातीय ग्राम उत्कर्ष अभियान: माननीय प्रधानमंत्री ने धरती आबा जनजातीय ग्राम उत्कर्ष अभियान का शुभारंभ 2 अक्टूबर, 2024 किया। इस अभियान में 17 लाइन मंत्रालयों द्वारा कार्यान्वित 25 उपाय शामिल हैं और इसका उद्देश्य पाँच वर्षों में 30 राज्यों/संघ राज्य क्षेत्रों के 549 जिलों और 2,911 ब्लॉकों में वन धन केंद्र स्थापित करके पाँच करोड़ से अधिक जनजातियों को आजीविका के अवसर देकर लाभान्वित करते हुए 63,843 गाँवों में अवसंरचना संबंधी अंतरों को पूरा करना, छात्रावास, आंगनवाड़ी सुविधाओं और मोबाइल चिकित्सा इकाइयों जैसी सामाजिक बुनियादी ढांचे तक बेहतर पहुँच प्रदान करना है। इस अभियान का कुल बजटीय परिव्यय 79,156 करोड़ (केंद्रीय हिस्सा: ₹56,333 करोड़ और राज्य हिस्सा: ₹22,823 करोड़) रुपये है।

धरती आबा जनजातीय ग्राम उत्कर्ष अभियान के तहत, जनजातीय कार्य मंत्रालय ने सक्षमता केंद्र (सीओसी) स्थापित करने के प्रावधान शामिल किए हैं, जो सिकल सेल बीमारी के प्रसव पूर्व निदान और हीमोग्लोबिन विकारों के प्रबंधन और अनुसंधान के लिए समर्पित केंद्र हैं। इन केन्द्रों का उद्देश्य व्यापक, लक्षण-आधारित देखभाल, अनुसंधान और पोषण पक्ष को बढ़ावा देकर हीमोग्लोबिनोपैथी से प्रभावित लोगों के जीवन की गुणवत्ता को बेहतर बनाना है।

लक्षित आबादी: अभियान 500 या उससे अधिक आबादी वाले विशिष्ट जनजातीय-बहुसंख्यक गांवों को लक्षित करता है, जहां कम से कम 50% जनजातीय हैं, और आकांक्षी ब्लॉकों में कम से कम 50 जनजातीय आबादी वाले गांवों को लक्षित करता है।

डीएजेजीयू के तहत उत्तर प्रदेश में जनजातीय कार्य मंत्रालय के उपाय का ब्यौरा

उपाय	पीएसी द्वारा अनुमोदित राशि (लाख में) *	जारी की गई कुल निधि (लाख में)
आश्रम/जनजातीय क्षेत्र के स्कूलों में शौचालय परिसर का निर्माण, आवासीय विद्यालय में शिक्षक और स्टाफ क्वार्टर	745.00	301.24
जिला और राज्य स्तर पर एफआरए सेल (प्रकोष्ठ)	34.52	34.52
टीएमएमसी	100.00	100.00
एससीडी जागरूकता और परामर्श/आशा मानदेय + टीओटी	8.00	8.00

*सभी राशि लाख रुपये में है।

पीएम-जनमन प्रगति (31 मार्च 2025 तक)				
क्र.सं.	राज्य का नाम	स्वास्थ्य एवं परिवार कल्याण मंत्रालय (एनआरएचएम)	महिला एवं बाल विकास मंत्रालय (पोषण 2.0)	
		संस्वीकृत और संचालित एमएमयू	संस्वीकृत आंगनवाड़ी केंद्र	संचालित आंगनवाड़ी केंद्र
1	राजस्थान	6	51	12
2	उत्तर प्रदेश	2	1	1

इसके अलावा, भारत सरकार के कौशल भारत मिशन (एसआईएम) के तहत, कौशल विकास और उद्यमिता मंत्रालय (एमएसडीई) विभिन्न योजनाओं के तहत कौशल विकास केंद्रों के एक व्यापक नेटवर्क जैसे प्रधानमंत्री कौशल विकास योजना (पीएमकेवीवाई), जन शिक्षण संस्थान (जेएसएस) योजना, राष्ट्रीय प्रशिक्षुता संवर्धन योजना (एनएपीएस) और औद्योगिक प्रशिक्षण संस्थानों

(आईटीआई) के द्वारा शिल्पकार प्रशिक्षण योजना (सीटीएस) के माध्यम से अजजा सहित देश भर में समाज के सभी वर्गों को कौशल, पुनः बेहतर कौशल और उन्नत कौशल (री-स्किल और अप-स्किल) प्रशिक्षण प्रदान करता है। 31 दिसंबर, 2025 को एसआईडीएच की रिपोर्ट के अनुसार, पीएमकेवीवाई और पीएम विश्वकर्मा के तहत अनुसूचित जनजाति (अजजा) प्रशिक्षण/अभिविन्यास (उन्मुख) पर अद्यतन जानकारी नीचे प्रदान की गई है:

राजस्थान और उत्तर प्रदेश के जनजातीय बहुल जिलों सहित राष्ट्रीय स्तर पर 31 दिसंबर-25 तक की एसआईडीएच रिपोर्टों के अनुसार पीएमकेवीवाई के तहत अनुसूचित जनजाति (अजजा) प्रशिक्षण/अभिविन्यास पर अद्यतन जानकारी नीचे दी गई है: -

वित्तीय वर्ष	प्रशिक्षित / अभिविन्यास (उन्मुख)
वित्तीय वर्ष -22-23	18,282
वित्तीय वर्ष -23-24	40,585
वित्तीय वर्ष -24-25	109,453
वित्तीय वर्ष -25-26	7,304
कुल	813,357

राजस्थान और उत्तर प्रदेश के जनजातीय बहुल जिलों सहित राष्ट्रीय स्तर पर 31 दिसंबर-25 तक एसआईडीएच रिपोर्टों के अनुसार पीएम विश्वकर्मा (बुनियादी कौशल) के तहत अनुसूचित जनजाति (अजजा) प्रमाणन पर अद्यतन जानकारी नीचे दी गई है: -

पीएम विश्वकर्मा के तहत अनुसूचित जनजाति (एसटी) प्रमाणन पर अद्यतन जानकारी (31-25 दिसंबर तक एसआईडीएच रिपोर्ट के अनुसार बुनियादी कौशल)	
वित्तीय वर्ष	प्रमाणित
वित्तीय वर्ष 23-24	14,560
वित्तीय वर्ष 24-25	154,025
वित्तीय वर्ष 25-26	15,525
कुल	184,110

इसके अलावा, जनजातीय कार्य मंत्रालय देश में अनुसूचित जनजातियों (अजजा) के कल्याण और विकास के लिए विभिन्न योजनाओं/कार्यक्रमों को क्रियान्वित (लागू) कर रहा है। इन योजनाओं/कार्यक्रमों के तहत मंत्रालय द्वारा हाल के वित्तीय वर्षों के दौरान किए गए राज्य-वार निधियों का आवंटन **विवरण** में दिया गया है।

प्रधानमंत्री जनजातीय विकास मिशन (पीएमजेवीएम): जनजातीय कार्य मंत्रालय प्रधानमंत्री जनजातीय विकास मिशन (पीएमजेवीएम) को क्रियान्वित कर रहा है, जिसे जनजातीय आजीविका को बढ़ावा देने के लिए दो मौजूदा योजनाओं अर्थात्, “न्यूनतम समर्थन मूल्य (एमएसपी) के माध्यम से लघु वन उपज (एमएफपी) के विपणन के लिए तंत्र और एमएफपी के लिए मूल्य श्रृंखला का विकास” तथा “जनजातीय उत्पादों/उपज के विकास और विपणन के लिए संस्थागत सहायता” के विलय के माध्यम से तैयार किया गया है।

इस योजना में चयनित लघु वनोपज (एमएफपी) के लिए न्यूनतम समर्थन मूल्य निर्धारित और घोषित करने की परिकल्पना की गई है। किसी विशेष लघु वनोपज (एमएफपी) वस्तु का प्रचलित बाजार मूल्य निर्धारित न्यूनतम समर्थन मूल्य से कम होने की स्थिति में, पूर्व-निर्धारित न्यूनतम समर्थन मूल्य पर खरीद और विपणन कार्य, निर्दिष्ट राज्य एजेंसियों द्वारा किया जाएगा। साथ ही, सतत् संग्रहण, मूल्य संवर्धन, अवसंरचना विकास, लघु वनोपज (एमएफपी) के ज्ञान आधार का विस्तार और बाजार आसूचना विकास जैसे अन्य मध्यम और दीर्घकालिक मुद्दों पर भी ध्यान दिया जाएगा।

मंत्रालय, भारतीय जनजातीय सहकारी विपणन विकास महासंघ (ट्राइफेड) के माध्यम से 'प्रधानमंत्री जनजातीय विकास मिशन (पीएमजेवीएम)' योजना क्रियान्वित कर रहा है जिसका उद्देश्य जनजातीय उद्यमिता पहलों को सुदृढ़ करना और प्राकृतिक संसाधनों, कृषि/लघु वन उत्पादों (एमएफपी)/गैर-कृषि उत्पादों के अधिक कुशल, न्यायसंगत, स्व-प्रबंधन को बढ़ावा देकर आजीविका के अवसरों को सुविधाजनक बनाना है। इस योजना के तहत, राज्य सरकारों को वन धन विकास केंद्र (वीडीवीके) स्थापित करने के लिए वित्तीय सहायता दी जाती है, जो एमएफपी/गैर-एमएफपी की मूल्य संवर्धन गतिविधियों के केंद्र हैं।

एकलव्य आदर्श आवासीय विद्यालय (ईएमआरएस): वर्ष 2018-19 में जनजातीय बच्चों को उनके अपने परिवेश में नवोदय विद्यालय के समान गुणवत्तापूर्ण शिक्षा प्रदान करने के लिए एकलव्य आदर्श आवासीय विद्यालय (ईएमआरएस) शुरू किए गए थे। इस नई योजना के अंतर्गत, सरकार ने 440 ईएमआरएस स्थापित करने का निर्णय लिया है, 50% से अधिक अनुसूचित जनजाति की आबादी और कम से कम 20,000 जनजातीय व्यक्तियों (2011 की जनगणना के अनुसार) वाले प्रत्येक ब्लॉक में एक ईएमआरएस होगा। 288 ईएमआरएस स्कूलों को शुरू में संविधान के अनुच्छेद 275(1) के अंतर्गत अनुदान के तहत वित्तपोषित किया गया था, जिन्हें नए मॉडल के अनुसार उन्नत किया जा रहा है। तदनुसार, मंत्रालय ने देश भर में लगभग 3.5 लाख अनुसूचित जनजाति के छात्रों को लाभान्वित करने के लिए कुल 728 ईएमआरएस स्थापित करने का लक्ष्य रखा है।

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।

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 के लिए राष्ट्रीय समुद्रपारीय छात्रवृत्ति : यह योजना चयनित छात्रों को विदेश में स्नातकोत्तर, पीएचडी और पोस्ट-डॉक्टरल पढ़ाई के लिए आर्थिक सहायता प्रदान करती है। प्रतिवर्ष कुल बीस छात्रवृत्तियां प्रदान की जाती हैं। इनमें से, 17 छात्रवृत्तियां अजजा के लिए और 3 छात्रवृत्तियां विशेष रूप से कमजोर जनजातीय समूहों (पीवीटीजी) से संबंधित छात्रों के लिए है। सभी स्रोतों से मात-पिता की आय 6.00 लाख रुपये प्रति वर्ष से अधिक नहीं होनी चाहिए।

अनुसूचित जनजाति के छात्रों की उच्चतर शिक्षा के लिए राष्ट्रीय अध्येतावृत्ति और छात्रवृत्ति :

(क) राष्ट्रीय छात्रवृत्ति- (शीर्ष श्रेणी) योजना [स्नातक स्तर]: इस योजना का उद्देश्य अनुसूचित जनजाति के मेधावी छात्रों को मंत्रालय द्वारा चिन्हित देश भर के 265 उत्कृष्ट संस्थानों, जैसे आईआईटी, एम्स, आईआईएम, एनआईआईटी आदि में से किसी में भी निर्धारित पाठ्यक्रमों में अध्ययन हेतु प्रोत्साहित करना है। सभी स्रोतों से पारिवारिक आय 6.00 लाख रुपये प्रति वर्ष से अधिक नहीं होनी चाहिए। छात्रवृत्ति राशि में शिक्षण शुल्क, रहने का खर्च और पुस्तकों व कंप्यूटर के लिए भत्ते शामिल हैं।

(ख) अनुसूचित जनजाति के छात्रों के लिए राष्ट्रीय अध्येतावृत्ति: भारत में एमफिल और पीएचडी की उच्चतर शिक्षा प्राप्त करने के लिए अनुसूचित जनजाति के छात्रों को प्रति वर्ष 750 अध्येतावृत्तियां प्रदान की जाती हैं। अध्येतावृत्ति यूजीसी के मानदंडों के अनुसार प्रदान की जाती है।

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।

अनुसूचित जनजातियों के कल्याण के लिए कार्यरत स्वैच्छिक संगठनों को सहायता: अनुसूचित जनजातियों के कल्याण के लिए कार्यरत स्वैच्छिक संगठनों को सहायता योजना के अंतर्गत, मंत्रालय शिक्षा और स्वास्थ्य के क्षेत्र में परियोजनाओं को वित्तपोषित करता है, जिसमें आवासीय विद्यालय, गैर-आवासीय विद्यालय, छात्रावास, सचल औषधालय, दस या अधिक बिस्तरों वाले अस्पताल, आजीविका आदि शामिल हैं।

वित्तीय वर्ष 2023-24 से 2025-26 के दौरान अनुसूचित जनजातियों के कल्याण हेतु कार्यरत स्वैच्छिक संगठनों को अनुदान सहायता (Grant-in-Aid) योजना के अंतर्गत राजस्थान एवं उत्तर प्रदेश को जारी की गई निधि का विवरण निम्नानुसार है:

क्रम सं.	राज्य	परियोजना	परियोजनाओं की संख्या	वित्तीय वर्ष 2023-24 (राशि करोड़ में)	वित्तीय वर्ष 2024-25 (राशि करोड़ में)	वित्तीय वर्ष 2025-26 (दिनांक 09.02.2026 तक, राशि करोड़ में)
1	राजस्थान	शिक्षा	5	1.96 करोड़	3.94 करोड़	1.77 करोड़
2	राजस्थान	आजीविका	1	0.21 करोड़	1.03 करोड़	0.16 करोड़
3	उत्तर प्रदेश	शिक्षा	4	0.51 करोड़	1.40 करोड़	0.42 करोड़

राष्ट्रीय अनुसूचित जनजाति वित्त और विकास निगम (एनएसटीएफडीसी): जनजातीय कार्य मंत्रालय के तहत अनुसूचित जनजातियों के आर्थिक विकास के लिए विशेष रूप से स्थापित एक

सर्वोच्च (शीर्ष) संगठन है जो आजीविका सृजन के लिए विभिन्न योजनाएं क्रियान्वित (लागू) करता है। एनएसटीएफडीसी, थारु जनजाति सहित पात्र अनुसूचित जनजाति समुदायों को रियायती ऋण देता है। एनएसटीएफडीसी की योजनाएं उत्तर प्रदेश राज्य सहित पूरे देश में क्रियान्वित (लागू) की जाती हैं। एनएसटीएफडीसी की प्रमुख योजनाएँ नीचे दी गई हैं:

- i. **सावधि ऋण योजना:** एनएसटीएफडीसी प्रति इकाई ₹50.00 लाख तक की लागत वाली व्यवहार्य परियोजनाओं के लिए सावधि ऋण देता है। इस योजना के तहत, परियोजना लागत का 90% तक वित्तीय सहायता प्रदान की जाती है और शेष राशि सब्सिडी/प्रमोटर के योगदान/मार्जिन मनी के माध्यम से कवर की जाती है।
- ii. **आदिवासी महिला सशक्तिकरण योजना (एएमएसवाई) :** यह अनुसूचित जनजाति की महिलाओं के आर्थिक विकास के लिए एक विशेष योजना है। इस योजना के तहत, एनएसटीएफडीसी ₹2 लाख तक की लागत वाली परियोजना के लिए 90% तक का ऋण देता है।
- iii. **स्वयं सहायता समूहों के लिए लघु ऋण योजना (एमसीएफ) :** यह योजना विशेष रूप से अनुसूचित जनजाति के सदस्यों की लघु (छोटे) ऋण की ज़रूरतों को पूरा करने हेतु स्वयं सहायता समूहों के लिए बनाई गई है। इस योजना के तहत, निगम प्रत्येक सदस्य को ₹50,000/- तक और प्रत्येक स्वयं सहायता समूहों (एसएचजी) को अधिकतम ₹5 लाख तक का ऋण देता है।
- iv. **आदिवासी शिक्षा ऋण योजना (एसआरवाई) :** यह अजजा विद्यार्थियों की भारत में पीएचडी सहित तकनीकी और व्यावसायिक (पेशेवर) शिक्षा प्राप्त करने के खर्च को पूरा करने के लिए एक शिक्षा ऋण योजना है। इस योजना के तहत, निगम प्रत्येक पात्र परिवार को ₹10 लाख तक की वित्तीय सहायता देता है। छात्र शिक्षा मंत्रालय, भारत सरकार से अधिस्थगन अवधि अर्थात् पाठ्यक्रम अवधि एवं पाठ्यक्रम पूरा होने के बाद एक वर्ष या नौकरी मिलने के बाद छः महीने जो भी पहले हो, के दौरान ब्याज सब्सिडी प्राप्त करने के लिए पात्र हैं।

जनजातीय अनुसंधान संस्थानों (टीआरआई) को सहायता: मंत्रालय इस योजना के माध्यम से राज्य सरकारों को जहां पहले से नए टीआरआई स्थापित नहीं हैं, वहां उनकी स्थापना करने के लिए और मौजूदा टीआरआई के कामकाज को सुदृढ़ करने हेतु अनुसंधान और दस्तावेजीकरण, प्रशिक्षण और क्षमता निर्माण, समृद्ध जनजातीय विरासत को बढ़ावा देने आदि के प्रति अपनी मुख्य जिम्मेदारी को पूरा करने के लिए सहायता प्रदान करता है। जनजातीय कला और संस्कृति को संरक्षित करने के लिए, अनुसंधान और दस्तावेजीकरण, कला और कलाकृतियों के रखरखाव और संरक्षण, जनजातीय संग्रहालय की स्थापना, जनजातियों के लिए राज्य के अन्य हिस्सों में आदान-प्रदान यात्राओं, जनजातीय त्योहारों के आयोजन आदि के माध्यम से देश भर में जनजातीय संस्कृति और विरासत को संरक्षित करने और बढ़ावा देने के लिए विभिन्न गतिविधियां करने के लिए टीआरआई को वित्तीय सहायता प्रदान की जाती है। इस योजना के तहत जनजातीय कार्य मंत्रालय द्वारा शीर्ष समिति के अनुमोदन से आवश्यकता के आधार पर टीआरआई को 100% सहायता अनुदान वित्त पोषित है।

विवरण

इन योजनाओं/कार्यक्रमों के तहत मंत्रालय द्वारा हाल के वित्तीय वर्षों के दौरान किए गए राज्य-वार निधियों का आवंटन निम्नानुसार है:

मैट्रिक-पूर्व छात्रवृत्ति योजना के तहत राज्य-वार लाभार्थियों की संख्या और जारी की गई निधि										
	वित्तीय वर्ष 2021-22		वित्तीय वर्ष 2022-23		वित्तीय वर्ष 2023-24		वित्तीय वर्ष 2024-25		वित्तीय वर्ष 2025-26	
राज्य का नाम	लाभार्थी	निधि (लाख में)	लाभार्थी	निधि (लाख में)	लाभार्थी	निधि (लाख में)	लाभार्थी	निधि (लाख में)	लाभार्थी	निधि (लाख में)
अंडमान और निकोबार द्वीप	282	8.49	199	9.45	141	4.23	18	0.54	179	5.4
आंध्र प्रदेश			35364	4597.32						
अरुणाचल प्रदेश	5676	182.61	3812	128.84	5831	195.94	635	23.28	1299	47.58
असम	2439	76.03	4695	148.75	5625	175.8	223	7.05		
बिहार	19758	355.64	65563	1180.13	11763	211.74				

छत्तीसगढ़	19	0.43	88414	2198.91	22182	501.13	178415	4743.83		
गोवा	2354	71.95	3827	115.56	209	6.3	1985	59.62	340	10.2
गुजरात	182639	5719.24	101356	3517.93	116556	4171.54	97863	3626.72	17943	699.19
हिमाचल प्रदेश	474	14.22	3388	101.87	2445	73.61	910	27.47	1296	39.47
जम्मू और कश्मीर					4665	140.91	365	10.98	1322	41.16
झारखंड	94854	2128.38	13751	309.48	7311	329	16250	731.25		
कर्नाटक	80494	2414.82	93928	2817.84	184244	5527.32	82316	2469.48	55	1.65
केरल	7142	228.23	9509	329.47	1007	29.05				
लद्दाख	1766	55.38	758	23.1	82	2.53	8	0.24		
मध्य प्रदेश	343961	10972.63			35165	999.35	350016	11368.93		
मणिपुर	2058	64.01	2418	97.44	1660	50.2	70	2.91	3200	118.69
मेघालय	586	18.04	2338	72.4	1410	43.66	19	0.6	8	0.24
मिजोरम	10865	420.27	19791	741.38	465	18.6			694	27.91
नागालैंड	1291	38.73								
ओडिशा	18808	839.71	143725	6717.5	63563	3042.67	176228	8349.45	10984	498.46
पुडुचेरी	19	0.57	21	0.63			12	0.39		
राजस्थान	211350	6289.93	41827	1255.01	136611	4104			94659	2840.75
सिक्किम	88	2.97	296	9.24	47	1.51	134	4.67	47	1.48
तमिलनाडु			24037	765.61	6569	235.48				
तेलंगाना	8460	212.64	229	5.81						
दादरा और नगर हवेली एवं दमन व दीव					4080	98.76	877	25.4		
त्रिपुरा	1843	72.65	17307	650.22	15017	583.27	3054	127.76	11981	480.17
उत्तर प्रदेश	815	19.94	1579	41.48	2329	62.64				
उत्तराखंड			1278	28.91	516	15.87	751	23.41	73	2.42
पश्चिम बंगाल	28942	1217.8			30669	1320.6	14025	420.75	3375	101.25
कुल योग	1026983	31425.31	679410	25864.28	660162	21945.71	924174	32024.73	147455	4916.02

नोट: - 25.01.2026 को इस मंत्रालय के डीबीटी जनजातीय पोर्टल पर राज्यों/संघ राज्य क्षेत्रों द्वारा अपलोड किए गए लाभार्थी डेटा के आधार पर।

मैट्रिकोत्तर छात्रवृत्ति योजना के तहत राज्य-वार लाभार्थियों की संख्या और जारी की गई निधि										
	2021-22		2022-23		2023-24		2024-25		2025-26	
राज्य का नाम	लाभार्थी	निधि (लाख में)	लाभार्थी	निधि (लाख में)	लाभार्थी	निधि (लाख में)	लाभार्थी	निधि (लाख में)	लाभार्थी	निधि (लाख में)
अंडमान और निकोबार	309	11.05	330	8.68	170	4.1	2	0.05	293	8.85

द्वीप										
आंध्र प्रदेश	53361	14261.88	113139	15620.93	75431	11380.95	32944	8043.87		
अरुणाचल प्रदेश	31523	8929.38	43639	11595.12	46427	12463.86	42586	12020.31	44163	12512.18
असम	27064	2736.83	78130	7742.54	35135	3689.98	12582	1552.11	18456	2172.67
बिहार			25001	1279.25	2467	128.38	3045	178.34	173	14.79
छत्तीसगढ़	10000	712.02	213119	11290.14	120936	8654.55	57464	3197.74	79632	8693.35
गोवा	4628	886.72	4547	652.67	3831	635.28	3128	794.67	3185	896.42
गुजरात	263516	48212.63	157975	27368.42	227369	58089.92	227019	83928.77	86349	46105.31
हिमाचल प्रदेश	2042	316.33	3476	613.73	4294	766.7	4042	966.75	3669	806.53
जम्मू और कश्मीर	12561	1536.51	74	10.16	10399	1455.75	6591	1100.27	4548	874.97
झारखंड	108010	10145.82	49962	5515.63	97440	14286.3	61098	8276.32		
कर्नाटक	72236	6864.95	93826	12084.72	154457	21035.94	81271	11780.82		
केरल	30159	3304.53	28153	3688.22	24735	3724.39				
लद्दाख	8014	1952.07	12212	2891.5	2217	530.47	12977	3549.53	139	41.64
मध्य प्रदेश	139801	20191.91	523019	48165.13	222333	42925.98	197938	28933.92		
महाराष्ट्र	214331	4908.68	282098	5811.64	182192	4657.31				
मणिपुर	35683	4331.24	46476	5188.15	40746	4723.92	29992	3570.64	30151	3563.69
मेघालय	15863	2717.36	53881	9902.69	59960	11962.76	58031	13050.56	84181	21695.12
मिजोरम	48042	5107.14	41218	4581.57	304	40.24	30696	3965.26	28241	4667.17
नागालैंड	36940	3742.62	40588	4195.06	40638	4440.17	42448	4196.14	64423	4508.46
ओडिशा	189152	24713.55	208067	30268.87	179299	25027.39	68021	16509.71		
पुडुचेरी	21	2.14	18	1.2	8	0.99				
राजस्थान	179277	18963.44	216929	37804.28	45352	6772.13	198676	31626.67	53069	10620.59
सिक्किम	3488	873.51	4233	845.48	2553	631.4	1377	562.49	1	1.12
तमिलनाडु			30861	3505.77	7902	423.38	347	9.99		
तेलंगाना	172677	27507.61	55586	8201.08	132617	15227.86	88534	14888	25560	2753.66
दादरा और नगर हवेली एवं दमन व दीव	2654	364.13	61	15.44	1803	227.78				
त्रिपुरा	16676	3221.27	35138	5704.84	37388	7459.57	33377	6715.94	28163	2803.28
उत्तर	8930	950.42	6427	999.95	8656	1088.58	1020	194.35		

प्रदेश										
उत्तराखंड			3769	258.68	3398	278.42	3233	378.63	108	5.65
पश्चिम बंगाल	81639	4096.79			79736	3981.14	32844	2331.43	12033	859.77
कुल योग	1768597	221562.53	2371952	265811.54	1850193	266715.59	1331283	262323.28	566537	123605.22

नोट: - 25.01.2026 को इस मंत्रालय के डीबीटी जनजातीय पोर्टल पर राज्यों/संघ राज्य क्षेत्रों द्वारा अपलोड किए गए लाभार्थी डेटा के आधार पर।

पीएम-जनमन के तहत पिछले दो वर्षों के दौरान राज्य सरकारों को जारी की गई निधियों का विवरण

(करोड़ रुपए में)

क्र.सं.	राज्य	वित्तीय वर्ष 2023-24	वित्तीय वर्ष 2024-25*
1	आंध्र प्रदेश	14.97	5.00
2	छत्तीसगढ़	8.52	0.00
3	गुजरात	1.66	4.37
4	झारखंड	0.62	1.50
5	कर्नाटक	3.33	10.26
6	केरल	2.29	0.00
7	मध्य प्रदेश	25.99	0.00
8	महाराष्ट्र	12.47	5.00
9	ओडिशा	12.68	23.92
10	राजस्थान	3.33	3.44
11	तमिलनाडु	5.20	20.67
12	तेलंगाना	2.91	13.24
13	त्रिपुरा	4.57	7.50
14	उत्तर प्रदेश	0.83	0.00
15	उत्तराखंड	0.62	4.78
	कुल	100.00	99.68

*अनंतिम

“पीवीटीजी के विकास” योजना के अंतर्गत पिछले तीन वर्षों के दौरान जारी निधियों का ब्योरा निम्नानुसार है:

(लाख रुपए में)

क्र.सं.	राज्य	2022-23	2023-24	2024-25*
1	आंध्र प्रदेश	1645.5	0	0
2	अंडमान और निकोबार द्वीप	0	0	0
3	बिहार	0	0	0

4	छत्तीसगढ़	1500	0	0
5	गुजरात	1731.2	0	0
6	झारखंड	0	0	0
7	कर्नाटक	1439.42	0	0
8	केरल	0	0	0
9	मध्य प्रदेश	0	0	0
10	महाराष्ट्र	0	0	0
11	मणिपुर	0	0	0
12	ओडिशा	1796.75	0	0
13	राजस्थान	1120.625	0	0
14	तमिलनाडु	907.7	0	2723..11
15	तेलंगाना	1508.13	0	2746.87
16	त्रिपुरा	1402.65	0	207.95
17	उत्तर प्रदेश	0	0	0
18	उत्तराखंड	0	0	0
19	पश्चिम बंगाल	665.95	0	1631.05
	कुल	13717.925	0	7308.98

*अनंतिम

नोट: - प्रधानमंत्री जनजाति आदिवासी न्याय महा अभियान (पीएम-जनमन) के नवंबर, 2023 से लागू होने के पश्चात्, उपर्युक्त योजना के अंतर्गत राज्यों को केवल प्रतिबद्ध देयताओं की ही राशि जारी की जानी है।

पिछले तीन वर्षों में एनएसटीएफडीसी द्वारा वितरित ऋण की राशि

लाख रुपए में

क्र.सं.	राज्य	2022-23	2023-24	2024-25*
		वितरित राशि	वितरित राशि	वितरित राशि
1	आंध्र प्रदेश	4119.80	5551.49	6039.21
2	अंडमान और निकोबार द्वीप समूह		0.00	0.00
3	अरुणाचल प्रदेश	699.90	25.77	17.88
4	असम		40.02	24.24
5	बिहार		3.06	0.00
6	छत्तीसगढ़	296.00	227.29	499.43
7	दादरा और नगर हवेली		4.55	0.00

8	गोवा		0.22	0.00
9	गुजरात	1019.61	2810.12	4931.39
10	हरियाणा			0.00
11	हिमाचल प्रदेश	56.90	2.19	30.60
12	जम्मू और कश्मीर	1272.54	295.19	1102.49
13	झारखंड	3.00	684.25	247.45
14	कर्नाटक	1582.42	853.41	1854.44
15	केरल	720.73	446.74	684.80
16	लक्षद्वीप			73.53
17	मध्य प्रदेश	5392.05	1759.58	1660.72
18	महाराष्ट्र	658.19	2523.52	567.76
19	मणिपुर	25.00	235.49	102.80
20	मेघालय	470.60	475.91	298.09
21	मिजोरम	5295.74	6856.69	6948.28
22	नागालैंड	20.39	1199.77	627.08
23	ओडिशा	63.19	362.35	883.56
24	राजस्थान	789.35	712.22	130.16
25	सिक्किम		34.23	201.63
26	तमिलनाडु	1087.13	3265.67	1210.39
27	तेलंगाना	4583.99	3218.52	5174.31
28	त्रिपुरा	48.02	2014.62	1695.98
29	उत्तराखंड	81.42	32.59	1.92
30	उत्तर प्रदेश		3.37	85.81
31	पश्चिम बंगाल	1643.33	1526.59	2233.75
	कुल	29929.30	35165.42	37327.70

*अंतिम

संविधान के अनुच्छेद 275(1) के तहत जारी निधि (लाख रुपए में) को दर्शाने वाला ब्यौरा

(05.06.2025 तक) :

क्र.सं.	राज्य	2022-23	2023-24	2024-25*
1	आंध्र प्रदेश	0.00	0.00	9841.55

2	अरुणाचल प्रदेश	7265.30	6740.00	10030.00
3	असम	2300.00	3294.12	4286.23
4	बिहार	1001.01	871.24	524.00
5	छत्तीसगढ़	13578.43	15676.77	14506.46
6	गोवा	667.79	150.00	479.91
7	गुजरात	7549.12	4584.77	2727.27
8	हिमाचल प्रदेश	1655.00	1696.45	2244.23
10	झारखंड	6677.87	14299.82	5147.06
11	कर्नाटक	4297.57	4070.00	4730.26
12	केरल	817.67	1910.44	395.81
13	मध्य प्रदेश	8438.75	15741.70	9183.585
14	महाराष्ट्र	0.00	0.00	0.00
15	मणिपुर	1067.36	2456.35	1981.32
16	मेघालय	2904.84	3127.29	2217.40
17	मिजोरम	1654.05	2897.97	2143.80
18	नागालैंड	5863.47	5020.11	2050.50
19	ओडिशा	10150.55	6870.56	10107.95
20	राजस्थान	11002.53	8940.07	4626.61
21	सिक्किम	720.38	1754.38	4485.06
22	तमिलनाडु	0.00	650.49	2019.665
23	तेलंगाना	3114.46	5169.00	13797.00
24	त्रिपुरा	1294.71	4226.39	4151.82
25	उत्तर प्रदेश	1135.82	1353.63	1829.90
26	उत्तराखंड	306.02	964.05	0.00
27	पश्चिम बंगाल	4186.50	4744.40	3549.61
कुल योग		97649.20	117210.00	117057.00
*अनंतिम				

अनुसूचित जनजातियों के कल्याण के लिए कार्यरत स्वैच्छिक संगठनों को सहायता अनुदान योजना के तहत वर्ष 2022-23 से 2024-25 के दौरान जारी निधि का ब्यौरा:

(लाख रुपए में)

राज्य	2022-23	2023-24	2024-25*
आंध्र प्रदेश	183.01	92.19	249.08
अरुणाचल प्रदेश	213.91	205.74	639.09
असम	214.46	121.75	284.47
छत्तीसगढ़	138.42	140.64	250.83
दिल्ली	8.31	-	17.42
गुजरात	284.73	299.17	338.79
हिमाचल प्रदेश	226.02	437.22	578.27
जम्मू और कश्मीर	36.76	-	49.28
झारखंड	881.91	918.76	2666.31
कर्नाटक	290.59	247.33	520.86
केरल	129.48	7.53	186.75
लद्दाख	74.33	84.54	181.79
मध्य प्रदेश	1091.13	975.56	1438.54

महाराष्ट्र	1358.81	1047.53	1550.50
मणिपुर	207.54	406.09	657.29
मेघालय	2132.05	914.83	2017.34
मिजोरम	51.50	38.69	158.85
ओडिशा	2049.49	4095.84	2885.48
राजस्थान	269.21	217.68	498.95
सिक्किम	46.81	53.16	117.11
तमिलनाडु	250.31	377.29	189.10
तेलंगाना	39.99	96.98	208.03
त्रिपुरा	95.69	42.09	186.63
उत्तर प्रदेश	61.49	51.03	140.36
उत्तराखंड	112.93	44.30	98.68
पश्चिम बंगाल	476.10	1167.79	1390.18
कुल	10925.00	12083.71	17500.00

*अनंतिम

पिछले तीन वर्षों के दौरान 'जनजातीय अनुसंधान संस्थानों को सहायता' योजना के तहत जारी की गई निधियों का विवरण

(लाख रुपए में)

क्र.सं.	राज्य	2022-23	2023-24	2024-25*
1	अंडमान और निकोबार	0.00	0.00	0.00
2	आंध्र प्रदेश	219.13	125.00	0.00
3	अरुणाचल प्रदेश	0.00	48.63	150.00

4	असम	0.00	0.00	270.00
5	बिहार	0.00	0.00	99.00
6	छत्तीसगढ़	113.43	250.00	1100.00
7	गोवा	0.00	50.57	200.00
8	गुजरात	0.00	0.00	250.00
9	हिमाचल प्रदेश	0	0.00	125.00
10	जम्मू और कश्मीर	170.84	770.85	100.00
11	झारखंड	164.96	417.03	200.00
12	कर्नाटक	0.00	0.00	200.00
13	केरल	0.00	0.00	300.00
14	लद्दाख	0.00	0.00	99.00
15	मध्य प्रदेश	0.00	143.08	600.00
16	महाराष्ट्र	0.00	0.00	250.00
17	मणिपुर	0.00	0.00	140.00
18	मिजोरम	53.75	550.00	723.14
19	नागालैंड	205.000	400.00	600.00
20	ओडिशा	313.15	600.00	600.00
21	राजस्थान	0.00	0.00	0.00
22	सिक्किम	0.00	0.00	200.00
23	तमिलनाडु	0.00	25.00	300.00
24	तेलंगाना	0.00	0.00	1300.00
25	त्रिपुरा	0.00	25.00	300.00
26	उत्तर प्रदेश	0.00	0.00	0.00
27	पश्चिम बंगाल	0.00	0.00	0.00
28	मेघालय	0.00	0.00	100.00
29	उत्तराखंड	0.00	948.01	793.86
	कुल	1240.26	4353.17	9000.00

*अनंतिम

पिछले तीन वर्षों के दौरान ईएमआरएस के तहत जारी की गई निधियों का विवरण
(लाख रुपए में)

क्र.सं.	राज्य/संघ राज्य क्षेत्र का नाम	2022-23	2023-24	2024-25*
1	आंध्र प्रदेश	12,600.57	10,795.05	20,252.60
2	अरुणाचल प्रदेश (पूर्वोत्तर)	1,010.87	693.91	1,998.01
3	असम (पूर्वोत्तर)	1,433.65	2,732.67	10,638.59
4	बिहार	0	8.95	34.12
5	छत्तीसगढ़	19,435.93	15,888.89	75,241.68
6	दादरा और नगर हवेली	568.22	163.45	173.77
7	गुजरात	10,088.95	15,667.55	23,739.43
8	हिमाचल प्रदेश	483.18	829.76	1,353.01
9	जम्मू और कश्मीर	1,200.00	891.4	373.56
10	झारखंड	23,562.27	23,915.13	63,365.39
11	कर्नाटक	1,768.84	2,677.67	5,996.19
12	केरल	1,515.66	249	1,030.37
13	लद्दाख	450	800	17.41
14	मध्य प्रदेश	31,817.79	13,157.19	24,589.25
15	महाराष्ट्र	12,919.16	8,525.91	26,849.30
16	मणिपुर (पूर्वोत्तर)	2,369.98	3,044.92	2,325.91
17	मेघालय (पूर्वोत्तर)	800	21,014.66	31,442.72
18	मिजोरम (पूर्वोत्तर)	2,094.54	1,242.52	14,313.18
19	नागालैंड (पूर्वोत्तर)	557.71	18,377.12	698.27
20	ओडिशा	28,164.31	48,934.80	60,184.05
21	राजस्थान	19,463.30	13,687.79	8,532.54
22	सिक्किम (पूर्वोत्तर)	1,047.35	1,118.83	845.00
23	तमिलनाडु	1,098.78	1,099.80	1,738.95
24	तेलंगाना	12,794.53	14,276.17	13,492.34
25	त्रिपुरा (पूर्वोत्तर)	6,435.19	6,670.35	9,946.98
26	उत्तर प्रदेश	596.23	624.14	949.43
27	उत्तराखंड	474.95	1,537.53	3,475.04
28	पश्चिम बंगाल	2,303.67	1,869.70	1,789.50
	कुल	1,97,055.63	2,30,494.86	4,05,386.59

*अनंतिम

कार्यात्मक ईएमआरएस और नामांकन की वर्ष-वार सूची:

क्र.सं.	राज्य/संघ राज्य क्षेत्र	2020-21		2021-22		2022-23		2023-24		2024-25	
		कार्यात्मक ईएमआरएस	नामांकन	कार्यात्मक ईएमआरएस	नामांकन	कार्यात्मक ईएमआरएस	नामांकन	कार्यात्मक ईएमआरएस	नामांकन	कार्यात्मक ईएमआरएस	नामांकन
1	आंध्र प्रदेश	19	4609	28	5795	28	7087	28	8810	28	9891
2	अरुणाचल प्रदेश	2	100	2	220	3	290	5	451	5	734
3	असम	1	480	1	480	1	0	1	0	1	एनआर
4	बिहार	0	0	0	0	0	0	0	0	2	एनआर
5	छत्तीसगढ़	71	11519	71	15581	73	19123	74	21943	75	24767
6	दादरा और नगर हवेली एवं दमन व दीव	1	120	1	179	1	238	1	300	1	346
7	गुजरात	34	10974	35	10973	34	10985	34	11066	38	11525
8	हिमाचल प्रदेश	4	422	4	552	6	673	4	794	4	902
9	जम्मू और कश्मीर	0	0	0	0	4	294	6	577	6	900
10	झारखंड	7	3084	7	3051	7	3201	7	3202	51	3257
11	कर्नाटक	12	3638	12	4027	12	4185	12	4236	12	4523
12	केरल	2	520	2	560	4	697	4	862	4	969
13	लद्दाख	0	0	0	0	0	0	0	0		
14	मध्य प्रदेश	63	20657	63	23393	63	24281	63	23084	63	25056
15	महाराष्ट्र	25	6272	31	7062	37	8048	37	9010	37	10092
16	मणिपुर	3	1439	3	1431	3	1440	3	1435	3	1440
17	मेघालय	0	0	0	0	0	0	0	0		
18	मिजोरम	6	856	6	1061	6	1250	6	1197	11	1892
19	नागालैंड	3	640	3	671	3	681	3	712	3	744
20	ओडिशा	27	6711	27	7317	32	8495	32	9625	47	11530
21	राजस्थान	21	5938	30	7224	30	8222	30	8375	30	9603
22	सिक्किम	4	987	4	1008	4	1131	4	1254	4	1248
23	तमिलनाडु	8	2506	8	2867	8	2488	8	2226	8	2490
24	तेलंगाना	23	5815	23	6795	23	7113	23	8194	23	9282
25	त्रिपुरा	5	1824	5	1899	6	1984	6	1994	6	2094
26	उत्तर प्रदेश	2	495	2	480	2	617	2	652	3	890
27	उत्तराखंड	3	514	3	765	4	752	4	963	4	1105
28	पश्चिम बंगाल	7	400	7	2072	7	0	7	2879	8	3056
	कुल योग	353	90520	378	105463	401	113275	404	123841	477	138336

वित्तीय वर्ष 2021-22 से वित्तीय वर्ष 2025-26 तक पीएम जेवीएम वीडिवीके और पीएम जनमन वीडिवीके उपाय के तहत राज्य-वार और वर्ष-वार प्रगति:

पीएम जेवीएम वीडીवीके:

[illegible]

	दमन व दीव																		
6	गोवा	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	गुजरात	0	0	0	0	0	0	84	1174.45	0	0	0	0	0	0	587.225	84	1174.45	587.225
8	हिमाचल प्रदेश	4	55.5	41.8	0	0	0	0	0	0	0	0	0	0	0	0	4	55.5	41.8
9	जम्मू और कश्मीर	100	1457	1457	0	0	0	0	0	0	0	0	0	0	0	0	100	1457	1457
10	झारखंड	0	0	0	107	1605	802.5	0	0	0	0	0	0	0	0	0	107	1605	802.5
11	कर्नाटक	101	1515	757.5	0	0	0	0	0	0	0	0	0	0	0	0	101	1515	757.5
12	केरल	31	402.25	201.125	0	0	0	0	0	0	0	0	0	0	0	0	31	402.25	201.125
13	लद्दाख	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	मध्य प्रदेश	21	315	157.5	19	285	142.5	0	0	0	0	0	0	0	0	0	40	600	300
15	महाराष्ट्र	0	0	0	0	0	0	1	15	7.5	8	120	47.5	6	90	57.5	15	225	112.5
16	मणिपुर	0	0	0	0	0	0	0	0	0	0	0	0	7	91.65	45.825	7	91.65	45.825
17	मेघालय	0	0	0	0	0	0	130	1950	975	0	0	0	0	0	0	130	1950	975

18	मिजोरम	0	0	0	0	0	0	100	1500	750	0	0	862.5	27	405	202.5	127	1905	1815
19	नागालैंड	0	0	0	10	150	75	68	1020	510	63	943.5	390	0	0	1521.75	141	2113.5	2496.75
20	ओडिशा	14	210	105	0	0	0	0	0	0	0	0	0	0	0	0	14	210	105
21	राजस्थान	290	4303.4	2151	0	0	0	0	0	0	0	0	0	26	377.95	188.975	316	4681.35	2339.975
22	सिक्किम	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	तमिलनाडु	1	15	7.5	0	0	0	0	0	0	0	0	0	0	0	0	1	15	7.5
24	तेलंगाना	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25	त्रिपुरा	0	0	0	25	339.05	169.52	0	0	0	0	0	0	0	0	0	25	339.05	169.52
26	उत्तर प्रदेश	13	195	97.5	0	0	0	0	0	0	0	0	0	0	0	0	13	195	97.5
27	उत्तराखंड	1	15	7.5	0	0	0	0	0	0	0	0	0	0	0	0	1	15	7.5
28	पश्चिम बंगाल	22	329.35	329.35	0	0	0	0	0	0	0	0	0	5	73.1		27	402.45	329.35
	कुल	1009	14977.5	8394.775	330	4914.05	2457.02	404	5974.45	2400	71	1063.5	1300	95	1397.7	2783.775	1909	28327.2	17335.57

पीएम जनमन वन धन केंद्र:

राशि (लाख रुपये में)

#		वित्तीय वर्ष 2023-24			वित्तीय वर्ष 2024-25			वित्तीय वर्ष 2025-26			कुल		
क्र.सं.	राज्य	संस्वीकृत निधियां	जारी की गई निधियां	संस्वीकृत वीडीवीके	संस्वीकृत निधियां	जारी की गई निधियां	संस्वीकृत वीडीवीके	संस्वीकृत निधियां	जारी की गई निधियां	संस्वीकृत वीडीवीके	संस्वीकृत निधियां	जारी की गई निधियां	संस्वीकृत वीडीवीके
1	अंडमान और निकोबार	2.8	1.4	1	0	0	0	0	1.4	0	2.8	2.8	1
2	आंध्र प्रदेश	307.55	153.825	73	0	0	0	0	0	0	307.55	153.825	73
3	छत्तीसगढ़	119.75	59.875	16	0	0	0	0	0	0	119.75	59.875	16
4	गुजरात	52.5	26.25	21	0	0	0	0	0	0	52.5	26.25	21
5	झारखंड	143.8	72	35	0	0	0	0	0	0	143.8	72	35
6	कर्नाटक	89.2	29.2	32	2.6	0	1	0	16.7	0	91.8	45.9	33
7	केरल	21.65	10.825	5	5.2	0	2	0	2.6	0	26.85	13.425	7
8	मध्य प्रदेश	254.5	73.825	83	0	0	0	0	53.45	0	254.5	127.275	83
9	मणिपुर	0	0	0	30	15	2	0	15	0	30	30	2
10	महाराष्ट्र	181.2	90.635	40	0	0	0	0	0	0	181.2	90.635	40
11	ओडिशा	178.4	88.91	43	0	0	0	84.55	42.27	23	262.95	131.18	66
12	राजस्थान	432.95	215.475	50	9.15	0	1	0	4.57	0	442.1	220.045	51
13	तमिलनाडु	120.15	60.075	37	0	0	0	0	0	0	120.15	60.075	37
14	तेलंगाना	73.05	36.525	25	0	0	0	0	0	0	73.05	36.525	25
15	त्रिपुरा	127.5	57.35	30	0	0	0	0	5.35	0	127.5	62.7	30
16	उत्तर प्रदेश	15.95	7.97	5	0	0	0	0	0	0	15.95	7.97	5

17	उत्तराखंड	15.7	7.85	5	16	0	4	0	8	0	31.7	15.85	9
18	पश्चिम बंगाल	0	0	0	0	0	0	13.9	6.95	5	13.9	6.95	5
#	कुल योग	2136.65	989.39	501	62.95	15	10	98.45	156.29	28	2298.05	1160.68	539

DATA AUTHENTICITY AND VERIFICATION IN JJM REPORTING**2115. ADV. CHANDRA SHEKHAR:**

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

- (a) the actions taken by the Government on the authenticity of data uploaded by States on the IMIS portal including the verification mechanisms implemented and any independent audits conducted as on January 2026;
- (b) the measures taken by the Government to resolve issues of inflated coverage figures, absence of annual functionality assessments and discrepancies between reported and ground realities; and
- (c) the response of the Government to the World Bank's emphasis on reliable data for sustainable water security and best practices from Australia's Murray-Darling Basin for transparent, community-verified reporting to ensure accurate progress tracking towards hundred per cent coverage by 2028?

**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): Since August 2019, Government of India, in partnership with States, is implementing Jal Jeevan Mission (JJM) – Har Ghar Jal to make provision of tap water supply to every rural household. Water is a state subject and therefore, the primary responsibility for planning and implementing piped water supply schemes to provide tap water to their households, lies with the respective State/UT. Government of India supplements the efforts of the States by

providing technical and financial assistance under JJM.

This Department has developed Integrated Management Information System (IMIS) digital portal and mobile app for Jal Jeevan Mission (JJM) to strengthen transparency, data accuracy, and real-time review. To ensure the authenticity of data on the IMIS portal, the Department has implemented a multi-layered verification mechanism. This includes mandatory Aadhaar seeding of beneficiaries, Geo-tagging of assets through Sujalam Bharat App, Uploading of pipelines on PM-GatiShakti Portal. Furthermore, the Department undertakes rigorous ground truthing exercises which involves:

(i) **Functionality Assessment:** Under JJM, this department regularly conducts 'Functionality Assessment of tap connections' through an independent 3rd party agency. Under the assessment exercise, the functionality of tap connection is assessed on three parameters i.e. quantity (55 lpcd or more), quality and regularity i.e. water supply for all 12 months in a year or on daily basis. All these parameters are taken to define the functionality of the HH tap water connections, as per specified criteria. The reports of the last functionality assessment is also available in public domain.

(ii) **National Level Monitors (NLMs):** Regular field visits by National Wash Experts, Central Nodal Officers, NJJM and NPMU members. NLMs to cross-verify reported progress against ground realities.

(iii) **Jal Seva Aankalan:** Launched in December 2025, Jal Seva Aankalan represents a structured, Gram Panchayat-led framework designed to institutionalise village-level assessment of piped water supply systems. The

initiative marks a shift from periodic, externally driven evaluations to a system of regular, community-validated self-assessment anchored in local governance and supported by digital platforms.

The Government is fully aligned with global best practices regarding sustainable water security. To ensure transparent, community-verified reporting, JJM mandates the 'Har Ghar Jal' certification. Under this process, a village is only declared fully covered after a resolution is passed by the Gram Sabha, confirming that every household is receiving water. This community-centric approach ensures accountability and aligns with the principles of reliable data verification.

भारतीय जनजातीय सहकारी विपणन विकास महासंघ (ट्राइफेड) की कार्यप्रणाली

2116. डॉ. मन्ना लाल रावत:

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

- (क) बहु-राज्य सहकारी सोसाइटी अधिनियम, 2002 के अंतर्गत वर्तमान में भारतीय जनजातीय सहकारी विपणन विकास महासंघ (ट्राइफेड) पर लागू संशोधन और वर्ष 2002 में किए गए प्रमुख संशोधनों का ब्यौरा क्या है;
- (ख) केंद्र सरकार की उन योजनाओं का ब्यौरा क्या है जो वर्तमान में ट्राइफेड द्वारा कार्यान्वित की जा रही हैं;
- (ग) वन धन विकास केंद्र योजना के अंतर्गत ट्राइफेड द्वारा किए जा रहे कार्यकलापों का ब्यौरा क्या है और लाभार्थियों की राज्यवार और राजस्थान के लिए जिलावार कुल संख्या कितनी है;
- (घ) प्रधानमंत्री जनजातीय विकास मिशन के तहत ट्राइफेड की क्या भूमिका है;
- (ङ) क्या लघु वन उपज के लिए न्यूनतम समर्थन मूल्य (एमएसपी) व्यवस्था लागू है और यदि हां,

तो तत्संबंधी ब्यौरा क्या है; और

(च) ट्राइब्स इंडिया रिटेल मार्केटिंग और आदि महोत्सव के अंतर्गत संबद्ध उत्पादों और कारीगरों की राज्यवार और राजस्थान के लिए जिलावार संख्या कितनी है और तत्संबंधी ब्यौरा क्या है?

जनजातीय कार्य मंत्रालय में राज्य मंत्री (श्री दुर्गा दास उइके):

(क): भारतीय जनजातीय सहकारी विपणन विकास संघ लिमिटेड (ट्राइफेड), बहु-राज्य सहकारी समिति अधिनियम, 1984 (2002 और 2023 में संशोधित) के तहत पंजीकृत एक राष्ट्रीय स्तर की बहुराज्य सहकारी समिति है। ट्राइफेड अपने उप-नियमों के अनुसार शासित होता है जो एमएससीएस अधिनियम के प्रावधानों के अनुसार बनाए गए हैं। ट्राइफेड के उपनियमों (उपविधियों) को 2002 के अधिनियम और नियमों के साथ संरेखित करने के लिए अप्रैल 2003 में संशोधित किया गया था, जिसमें इसे पूरे भारत में जनजातीय उत्पाद विपणन पर केंद्रित एक संघीय सहकारी के रूप में परिभाषित किया गया था। 2023 के संशोधन के साथ संरेखित करने के लिए 2025 में ट्राइफेड के उपनियमों (उपविधियों) में संशोधन किया गया है और संशोधनों के सार के साथ संशोधित उपनियम <https://trifed.tribal.gov.in/Bye-law> पर उपलब्ध हैं।

(ख): ट्राइफेड, प्रधानमंत्री जनजातीय विकास मिशन (पीएमजेवीएम) के लिए केंद्रीय कार्यान्वयन एजेंसी है। ट्राइफेड विशेष रूप से कमजोर जनजातीय समूहों (पीवीटीजी) के लिए प्रधानमंत्री जनजाति आदिवासी न्याय महा अभियान (पीएम-जनमान) के तहत वन धन विकास केंद्रों (वीडीवीके) की स्थापना के लिए केंद्रीय कार्यान्वयन एजेंसी भी है।

(ग): पीएमजेवीएम और पीएम-जनमान के तहत राजस्थान सहित वीडिवीके का राज्य-वार ब्यौरा संलग्न **विवरण-I** में दिया गया है। राजस्थान के लिए पीएमजेवीएम और पीएम जनमान के तहत जिले-वार वीडिवीके का ब्यौरा संलग्न **विवरण-II** में दिया गया है।

(घ): ट्राइफेड, जनजातीय कार्य मंत्रालय के प्रधानमंत्री जनजातीय विकास मिशन (पीएमजेवीएम) के लिए केंद्रीय कार्यान्वयन एजेंसी है।

(ड): पीएमजेवीएम योजना के तहत, मंत्रालय लघु वन उपज (एमएफपी) के लिए न्यूनतम समर्थन मूल्य (एमएसपी) को अधिसूचित करता है और अधिसूचित एमएसपी पर एमएफपी की खरीद के लिए राज्य सरकारों को परिक्रामी निधि (रिवॉल्विंग फंड) प्रदान करता है। 87 एमएफपी की सूची जिनके लिए मंत्रालय ने एमएसपी अधिसूचित की है, **विवरण III** में दी गई है। अब तक मंत्रालय ने एमएफपी खरीद के लिए राज्य सरकारों को 319.65 करोड़ रुपये की राशि जारी की है।

(च): ट्राइफेड, जनजातीय कारीगरों/आपूर्तिकर्ताओं को सूचीबद्ध करता है, जिसमें व्यक्तिगत जनजातीय कारीगर, जनजातीय स्वयं सहायता समूह (एसएचजी), प्रतिष्ठित गैर-सरकारी संगठन (एनजीओ), सरकारी एजेंसियां शामिल हैं जो जनजातीय कारीगरों के साथ काम कर रही हैं। देश भर में 31.10.2025 तक 6154 आपूर्तिकर्ता/उत्पादक ट्राइफेड के साथ सूचीबद्ध हैं, जो 3,12,167 परिवारों से जुड़े हैं। इसका राज्य-वार ब्यौरा **विवरण-IV** में दिया गया है। ट्राइफेड के पास 08 श्रेणियों (कपड़ा, मिट्टी के बर्तन, पेंटिंग, उपहार और वर्गीकृत वस्तुएं, बेंत और बांस, धातु, आभूषण और प्राकृतिक उत्पाद) में 01 लाख से अधिक उत्पादों की माल-सूची (इन्वेंटरी) है। राजस्थान में, 51774 परिवारों से जुड़े 283 जनजातीय कारीगरों/आपूर्तिकर्ताओं को ट्राइफेड के साथ सूचीबद्ध किया गया है। जिले-वार ब्यौरे नीचे दिए गए हैं:

क्र.सं.	जिला	आपूर्तिकर्ता की संख्या	पैनल में शामिल आपूर्तिकर्ता से संबंधित जनजातीय परिवार
1	उदयपुर	59	8601
2	झालावाड़	35	8706
3	डूंगरपुर	28	7294
4	प्रतापगढ़	27	6984
5	सिरोही	27	5230
6	जयपुर	24	234
7	कोटा	21	5475
8	बांसवाड़ा	17	3756
9	बारां	17	4186
10	दौसा	11	90

11	जैसलमेर	8	93
12	राजसमंद	3	43
13	बाड़मेर	2	1031
14	बूंदी	1	1
15	झुंझुनू	1	12
16	करोली	1	37
17	सवाई माधोपुर	1	1
	कुल	283	51774

राजस्थान में संचालित ट्राइब्स इंडिया आउटलेट्स का ब्यौरा नीचे दिया गया है:

क्र.सं.	क्षेत्रीय कार्यालय	आउटलेट का नाम	पूरा पता
1	राजस्थान	ट्राइब्स इंडिया, अजमेरी गेट, जयपुर	जी-2, राजस्थली बिल्डिंग, अजमेरी गेट, एम.आई. रोड, जयपुर- 302001
2	राजस्थान	ट्राइब्स इंडिया, बायोलॉजिकल पार्क, सज्जनगढ़, उदयपुर	टिकट विंडो के पास, सज्जनगढ़, बायोलॉजिकल पार्क, उदयपुर-313004
3	राजस्थान	ट्राइब्स इंडिया, भारतीय लोक कला मंडल, उदयपुर	भारतीय लोक कला मंडल, पंचवटी रोड, यस बैंक के सामने, चेतक सर्कल, उदयपुर-313001
4	राजस्थान	ट्राइब्स इंडिया, नीमराना, एनएच- 8	होटल हाईवे किंग, नीमराना, कोटपुतली-बहरोड़- 301701
5	राजस्थान	ट्राइब्स इंडिया, आमेर किला, जयपुर	दिल आराम बाग, एलिफेंट स्टैंड के पास, आमेर किला, जयपुर, राजस्थान, 302028
6	राजस्थान	ट्राइब्स इंडिया, पासपोर्ट कार्यालय, जयपुर	पासपोर्ट सेवा केंद्र, पहली मंजिल, ऑर्बिट मॉल, सिविल लाइन्स, जयपुर, राजस्थान-302006

विवरण-I

पीएमजेवीएम वीडिवीके की स्थिति

क्र.सं.	राज्य/संघ राज्य क्षेत्र	संस्वीकृत वन धन विकास केंद्रों की संख्या	लाभार्थियों की कुल संख्या	संस्वीकृत निधियां (लाख रुपये में)
1	आंध्र प्रदेश	415	123258	6162.9
2	अरुणाचल प्रदेश	106	32897	1590
3	असम	495	150765	7425
4	छत्तीसगढ़	139	41700	2085
5	दादरा नगर हवेली और दमन व दीव	1	302	15
6	गोवा	10	3000	150
7	गुजरात	200	57968	2895.65
8	हिमाचल प्रदेश	4	1110	55.5
9	जम्मू और कश्मीर	100	29791	1457
10	झारखंड	146	43701	2174.7
11	कर्नाटक	140	41748	2087.4
12	केरल	44	12038	597.25
13	लद्दाख	10	3000	150
14	मध्य प्रदेश	126	37860	1890
15	महाराष्ट्र	279	83850	4185
16	मणिपुर	207	62,226	3088.45
17	मेघालय	169	50835	2534.1
18	मिजोरम	286	84268	4211.55
19	नागालैंड	347	104068	5203.4
20	ओडिशा	170	50094	2479.25
21	राजस्थान	505	152362	7513.55
22	सिक्किम	80	23801	1169.05

23	तमिलनाडु	8	2400	120
24	तेलंगाना	17	5100	255
25	त्रिपुरा	57	16116	776
26	उत्तर प्रदेश	25	7238	359.55
27	उत्तराखंड	12	3605	179.95
28	पश्चिम बंगाल	27	8227	402.45
कुल		4125	1233328	61212.7

पीएम-जनमन वीडिवीके की स्थिति

क्र.सं.	राज्य/जिला	संस्वीकृत वीडिवीके	लाभार्थी	संस्वीकृत निधि (लाख रुपये में)
1	अंडमान और निकोबार	1	56	2.8
2	आंध्र प्रदेश	73	6,162	307.55
3	छत्तीसगढ़	16	2395	119.75
4	गुजरात	21	1,050	52.5
5	झारखंड	35	2,876	143.8
6	महाराष्ट्र	40	3,624	181.2
7	मणिपुर	2	600	30
8	तेलंगाना	25	1,461	73.05
9	त्रिपुरा	30	2,550	127.5
10	राजस्थान	51	8,842	442.1
11	कर्नाटक	33	1,836	91.8
12	केरल	7	537	26.85
13	मध्य प्रदेश	83	5,091	254.5
14	ओडिशा	66	5,244	262.95
15	तमिलनाडु	37	2,403	120.15
16	उत्तर प्रदेश	5	319	15.95
17	उत्तराखंड	9	634	31.7

18	पश्चिम बंगाल	5	278	13.9
कुल		539	45958	2298.05

विवरण - II

पीएमजेवीएम वीडिवीके का जिला-वार ब्यौरा

क्र.सं.	जिले के नाम	वन धन विकास केंद्रों की कुल संख्या	वीडिवीके सदस्यों की कुल संख्या
1	उदयपुर	110	33189
2	सलूंबर	39*	11826
2	बांसवाड़ा	82	24824
3	डूंगरपुर	72	21672
4	प्रतापगढ़	62	18662
5	सिरोही	27	8612
6	कोटा	22	6645
7	बारां	29	8600
8	झालावाड़	62	18332
कुल		505	152362

*उदयपुर जिले के तहत संस्वीकृत, लेकिन अब सलूंबर जिले के तहत

पीएम जनमन वीडिवीके का जिला-वार ब्यौरा

क्र.सं.	जिले के नाम	वन धन विकास केंद्रों की कुल संख्या	वीडिवीके सदस्यों की कुल संख्या
1	बारां	51	8842
कुल		51	8842

विवरण - III

पीएमजेवीएम योजना के अंतर्गत जनजातीय कार्य मंत्रालय द्वारा अधिसूचित एमएफपी/वस्तुएं और उनकी एमएसपी दरों की सूची:

क्र. सं.	एमएफपी का नाम	भारत सरकार द्वारा अधिसूचित एमएसपी (रुपये प्रति किलोग्राम में)	श्रेणी एफ-वन ए-कृषि पी-संसाधित एम-औषधीय एच-बागवानी	प्रयोज्यता
1	इमली (बीज सहित) (टैमारिंडस इंडिका)	36	एफ	अखिल भारत
2	जंगली शहद (वाइल्ड हनी)	225	एफ	अखिल भारत
3	गोंद कराया (स्टरकुल्या यूरेनस)	114	एफ	अखिल भारत
4	करंज के बीज (पोंगामिया पिन्नाटा)	22	एफ	अखिल भारत
5	साल के बीज (शोरियारोबुस्टा)	20	एफ	अखिल भारत
6	महुआ के बीज (मधुकलोंगीफोलिया)	29	एफ	अखिल भारत
7	साल के पत्ते (शोरिया रोबुस्टा)	35	एफ	अखिल भारत
8	बीज सहित चिरौंजी की फली (बुचानानियालांजन)	126	एफ	अखिल भारत
9	हरीतिका (टरमिनलिया चेबुला)	15	एफ	अखिल भारत
10	रंगिनी लाख	200	एफ	अखिल भारत
11	कुसुमी लाख	275	एफ	अखिल भारत
12	कुसुम के बीज (शैलिकेरा ओलियोसा)	23	एफ	अखिल भारत
13	नीम के बीज (आजादीरस्टा इंडिका)	27	एफ	अखिल भारत
14	पुआद के बीज (कासिया टोरा)	16	एफ	अखिल भारत
15	बहेड़ा (टरमिनलिया बेल्लिरिका)	17	एफ	अखिल भारत
16	पहाड़ी झाड़ू घास (थायसानोलेना)	50	एफ	अखिल भारत

	मैक्सिमा)			
17	सूखी शिकाकायी की फली (अकैसिया कॉनसिन्ना)	50	एफ	अखिल भारत
18	बायल गूदा (सूखा) (ऐगले मार्मेलोस)	30	एफ	अखिल भारत
19	नागरमोथा (साइपरस रोटुंडास)	30	एफ	अखिल भारत
20	शतावरी की जड़ (सूखा) (ऐसपेरेगस रेसमोसुस)	107	एफ	अखिल भारत
21	गुडमार / मधुनाशिनी (जिमनेमा सीलवेस्ट्रे)	41	एफ	अखिल भारत
22	कालमेघ (ऐंड्रोगाफिस पेनिकुलाटा)	35	एफ	अखिल भारत
23	इमली (बीज रहित) (टैमारिंडस इंडिका)	63	एफ	अखिल भारत
24	गुग्गुल (एग्ज्यूडेत्स)	812	एफ	अखिल भारत
25	महुआ के फूल (सूखे) (मधुकलौंगी फोलिया)	30	एफ	अखिल भारत
26	तेजपत्ता (सूखा) (सिन्नामोमम तमाला तथा सिन्ना मोमम एसपी)	40	एफ	अखिल भारत
27	जामुन के सूखे बीज (साइजियमकुमिनि)	42	एफ	अखिल भारत
28	आमले का सूखा गूदा (बीज रहित) (फायलांथस एमबिलिका)	52	एफ	अखिल भारत
29	भिलावां (मार्किंग नट्स)(सेमीकार्पस एनाकार्डियम)	9	एफ	अखिल भारत
30	रीठा (सूखा) (सैपिंडस एमार्जिनाटस)	14	एफ	अखिल भारत
31	भाव बीज (अमलतास) (कासिया फिसुला)	13	एफ	अखिल भारत
32	अर्जुन छाल (टर्मिनालिया अर्जुना)	21	एफ	अखिल भारत
33	कोकम (सूखा) (गारसिनिया इंडिका)	29	एफ	अखिल भारत
34	गिलोय (टीनोएस्पोरा कोर्डोफोलिया)	40	एफ	अखिल भारत
35	कौंच के बीज (मकुना प्रुरेंस)	21	एफ	अखिल भारत
36	चिरायता (स्वेरशिया चीराटा)	34	एफ	अखिल भारत

37	वायबिडिंग / वावडिंग (सूखा बीज) (एमबिलियारिब्स)	94	एफ	अखिल भारत
38	धवाईफूल सूखा फूल (वुडफोर्डिया फ्लोरिबंडा)	37	एफ	अखिल भारत
39	नक्स वोमिका (स्ट्राइक्नोसनक्स वोमिका)	42	एफ	अखिल भारत
40	बन तुलसी के पत्ते (सूखे) (ओसीम्मटेनुइफ्लोरम)	22	एफ	अखिल भारत
41	क्षीरनी (हेमीडेसमस इंडिकस)	35	एफ	अखिल भारत
42	बकुल (सूखी छाल)(मीमुसोपसइलेंगी)	46	एफ	अखिल भारत
43	कुटज (सूखी छाल) (होलरहेना पुबेसिन्स/ एच.एनीडायसेन्टेरिका)	31	एफ	अखिल भारत
44	नोनी / आल (सूखे फल) (मोरिंडासिट्रीफोलिया)	17	एफ	अखिल भारत
45	सोनापाठा / स्योनाक की फलियां (ओरोक्सीलम इंडिकम)	21	एफ	अखिल भारत
46	चनोथी के बीज (अबरुस प्रिकाटोरियस)	45	एफ	अखिल भारत
47	कालिहारी (सूखे कंद) (ग्लोरियोसा सुपरबा)	31	एफ	अखिल भारत
48	मकोय (सूखे फल) (सोलानम निग्रम)	34	एफ	अखिल भारत
49	अपंग पौधा (ऐकिरांथिस असपेरा)	28	एफ	अखिल भारत
50	सुगंधमंत्री की जड़ें/कंद होमोलोमिना एरोमैटिक)	38	एफ	अखिल भारत
51	वन तुलसी के बीज	16	एफ	अखिल भारत
52	वन जीरा	70	एफ	अखिल भारत
53	इमली का बीज	11	एफ	अखिल भारत
54	बांस झाड़ू	60	एफ	अखिल भारत
55	सूखा अनोला	60	एफ	अखिल भारत
56	कचरी बहेड़ा	20	पी	अखिल भारत
57	कचरीहर	23	पी	अखिल भारत
58	बीज लाख	677	एफपी	अखिल भारत

59	बीटल नट कच्चा	30	एपी	पूर्वोत्तर राज्य
60	सूखी सुपारी	200	एपी	पूर्वोत्तर राज्य
61	मशरूम (सूखा)	300	एपी	पूर्वोत्तर राज्य
62	काला चावल	100	ए	पूर्वोत्तर राज्य
63	जोहर चावल	50	ए	पूर्वोत्तर राज्य
64	मोटी (किंग) मिर्च	300	ए	पूर्वोत्तर राज्य
65	सरसों	40	ए	पूर्वोत्तर राज्य
66	कच्चा काजू	450	ए	पूर्वोत्तर राज्य
67	काजू	800	ए	पूर्वोत्तर राज्य
68	सूखी अदरक	50	एपी	पूर्वोत्तर राज्य
69	पेरिला	140	एपी	पूर्वोत्तर राज्य
70	रोज़ेला	200	ए	पूर्वोत्तर राज्य
71	अखरोट	150	ए	पूर्वोत्तर राज्य
72	सूखे जैथोक्सिलम	200	ए	पूर्वोत्तर राज्य
73	जैक फल बीज	45	ए	पूर्वोत्तर राज्य
74	तसर कोकून (क्रिसलिस)		एफ/एच	झारखंड राज्य
	रीलिंग क्लास ग्रेड- I (विनिर्देश - जब शेल का औसत वजन 1.55 ग्राम और उससे अधिक हो)	3200/हजार संख्या		
	अन-रीलिंग ग्रेड- I (विनिर्देश - जब शेल का औसत वजन 1.40 ग्राम और उससे अधिक हो)	1500/हजार संख्या		
75	कैश कर्नेल (एनाकार्डियम ऑक्सीडेंटेल)	90	एफ/पी	अखिल भारत
76	हाथी सेब सूखा (डिलनिया इंडिका)	120	एफ/एच	पूर्वोत्तर राज्य
77	बांस की टहनी (फिलोस्टैचिस एडुलिस)	70	एफ	पूर्वोत्तर राज्य
78	मलकांगनी बीज (सेलास्ट्रूपैनीकुलेटस जंगली)	100	एफ	अखिल भारत
79	माहुल के पत्ते (बौहिनिया वाहली)	15	एफ	ओडिशा, छत्तीसगढ़, मध्य प्रदेश, पश्चिम

				बंगाल
80	नागोड (वितेक्स नेगुंडो)	20	एफ	अखिल भारत
81	गोखरू (ट्रिबुलस टेरेस्ट्रिस)	60	एफ	अखिल भारत
82	पिपला / उचिथि (सूखे बेरी) (पाइपर पेडिकेलटम)	120	एफ	अखिल भारत
83	गम्हार / गमरी (सूखी छाल) (गमेलिना अबोरिया)	20	एफ	पूर्वोत्तर राज्य
84	ओरोक्सलम इंडिकम (सूखी छाल) (ओरोक्सलम इंडिकम)	40	एफ	पूर्वोत्तर राज्य
85	जंगली मशरूम सूखा (अगारीकरस्सप)	400	एफ	पूर्वोत्तर राज्य
86	श्रृंगराज (एक्लिप्टा अल्बा)	18	एफ / एम	अखिल भारत
87	ट्री मॉस (ब्रायोफाइट्स)	350	एफ/पी	कर्नाटक राज्य

विवरण IV

सूचीबद्ध आपूर्तिकर्ताओं/कारीगरों का राज्यवार ब्यौरा

क्र.सं.	राज्य	31-10-2025 तक ट्राइफेड के सूचीबद्ध आपूर्तिकर्ता	31-10-2025 तक संबद्ध जनजातीय परिवारों की संख्या
1	अंडमान और निकोबार द्वीप	1	2082
2	आंध्र प्रदेश	118	44891
3	अरुणाचल प्रदेश	128	1046
4	असम	1087	9543
5	बिहार	95	567
6	छत्तीसगढ़	160	46295
7	दादर और नगर हवेली	7	644
8	दमन और दीव	0	0
9	दिल्ली एनसीआर	11	73
10	गोवा	3	80

11	गुजरात	70	10309
12	हिमाचल प्रदेश	91	3650
13	जम्मू और कश्मीर	36	215
14	झारखंड	245	33881
15	कर्नाटक	44	5481
16	केरल	29	1799
17	लद्दाख	88	2011
18	लक्षद्वीप	0	0
19	मध्य प्रदेश	545	8530
20	महाराष्ट्र	157	8862
21	मणिपुर	310	4535
22	मेघालय	534	4206
23	मिजोरम	340	1937
24	नागालैंड	776	5348
25	ओडिशा	130	15104
26	पुडुचेरी	3	13
27	राजस्थान	283	51774
28	सिक्किम	175	1510
29	तमिलनाडु	46	3315
30	तेलंगाना	32	26180
31	त्रिपुरा	431	2778
32	उत्तर प्रदेश	25	310
33	उत्तराखंड	109	4046
34	पश्चिम बंगाल	45	11152
	कुल	6154	312167

FOREST RIGHTS ACT (FRA), DIGITAL PLATFORM

2117. SHRIMATI MALA RAJYA LAXMI SHAH:

SHRI LUMBARAM CHOUDHARY:

DR. VINOD KUMAR BIND:

SHRI GODAM NAGESH:

SHRI PRATAP CHANDRA SARANGI:

DR. KALYAN VAIJINATHRAO KALE:

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

- (a) the key components and functionalities of the proposed national Forest Rights Act (FRA) Digital Platform, including modules for filing, tracking and verification of Individual and Community Forest Rights claims;
- (b) the implementation roadmap for rolling out the unified platform over the next two months and the details of the pioneering approach of Ministry of Tribal Affairs, of engaging all Smart India Hackathon-2025 finalists for co-development and testing of the platform;
- (c) the details and key outcomes of the field visits conducted on 2-3 January 2026 to Surgana and Igatpuri blocks in Nashik district for ground validation with Forest Rights Committees (FRCs) and Community Forest Rights Management Committees (CFRMCs); and
- (d) whether similar pilot testing field validation or capacity-building exercises are proposed in Scheduled Areas of Telangana particularly in ITDA regions and if so, the timeline and implementation details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI DURGA DAS UIKEY):

- (a) to (c): Ministry of Tribal Affairs (MoTA) being the nodal for administrations of the “Scheduled Tribes And Other Traditional Forest Dwellers (Recognition of

Forest Rights) Act, 2006”, has been actively engaging with innovation-driven initiatives to advance digitization. In this context, under Software category of Smart India Hackathon (SIH) 2025, MoTA placed a problem statement for the development of an AI-powered FRA Atlas and a WebGIS-based Decision Support System (DSS) to support integrated monitoring of Individual Forest Rights (IFR), Community Rights (CR) and Community Forest Resource (CFR) rights. A total of 390 teams participated and the top five teams were shortlisted. Further, MoTA conducted a Post- Hackathon implementation programme from 2nd to 6th January 2026, where students and mentors from the top five teams combined engaged for development of the National Level FRA Digital Platform.

As a part of Post-Hackathon implementation programme, a two-day field visit was conducted during 2nd and 3rd January 2026, in Nashik district of Maharashtra, to strengthen the evidence-based design of the proposed National FRA Digital Platform. The group of students and mentors from five top teams, along with MoTA officials and State Government officials, first interacted with the Nashik- District Level Committee at Nashik District Collectorate, where the State Government demonstrated the Maharashtra FRA Portal, highlighting its functional architecture, practical utility in FRA implementation and monitoring, and best practices emerging from the State, including success stories of recognized patta holders and the overall status of FRA implementation across Maharashtra. Thereafter, the group along with MoTA and State Government officials visited Jamunpada village and Sulpada village of Surgana block and Wadivarhe village of Igatpuri block, Nashik, where the students interacted with

Individual Forest Right holders, Forest Rights Committees (FRCs), Community Forest Rights Management Committees (CFRMCs), Forest Department officials, Gram Sabha members, ITDP Kalwan and ITDP Nashik Officials, discussed the ground-level challenges, validated field level data, Collected field workflows, geospatial data for platform calibration and ensure that the digital solutions are firmly anchored in claimant-level realities.

Further, a two-day National Workshop was organized on 5th and 6th January 2026, at the National Tribal Research Institute (NTRI). During this workshop, all teams worked to refine, integrate, and finalize the functional design and system architecture of the proposed national FRA Digital Platform, focused on harmonizing multiple innovative solutions into a single, scalable, and claimant-centric digital ecosystem. MoTA became the first Ministry to engage student teams after Smart India Hackathon 2025. Further, the development of National Level FRA Digital Platform is at initial stage.

(d): The matter is not under consideration in MoTA.

AGRO PROCESSING DEVELOPMENT OF MODERN INFRASTRUCTURE IN TAMIL NADU

2118. SHRI G. SELVAM:

SHRI C.N. ANNADURAI:

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

- (a) whether the Government has effectively implemented the Scheme for Creation of Infrastructure for Agro Processing Development of Modern

- Infrastructure in Tamil Nadu and if so, the details thereof;
- (b) the details of projects approved, completed and pending under the said scheme in Tamil Nadu, district-wise during the last five years along with the capacity created and funds sanctioned and released;
 - (c) whether a large number of small and marginal farmers, Farmer Producer Organisations (FPOs) and rural entrepreneurs in Tamil Nadu have not been able to access the benefits of the said scheme, if so, the reasons therefor;
 - (d) whether delays in approvals, inadequate awareness and procedural complexities have adversely affected the establishment of modern agro-processing units and value chains in the State and if so, the details thereof; and
 - (e) the corrective measures being taken by the Government to ensure equitable access, faster implementation and effective utilisation of agro processing infrastructure to enhance farmers' income and reduce post-harvest losses in Tamil Nadu?

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) has been implementing a Scheme for Creation of Infrastructure for Agro Processing Clusters (APC), a component scheme of the Pradhan Mantri Kisan Sampada Yojana (PMKSY) for development of modern infrastructure to encourage entrepreneurs to set up food processing units based on cluster approach in the

country since 2017. The Scheme is demand driven. Ministry provides financial assistance in the form of grants-in-aid/subsidy to the entrepreneurs/ investors for establishing agro-processing clusters. Applications under this scheme are invited online from prospective investors / entrepreneurs against Expression of Interest (EoI) issued by Ministry from time to time depending upon availability of funds. As per scheme guidelines Central & State PSUs/ Joint Ventures/ NGOs/ Cooperatives/ Self Help Groups (SHG)/ Farmer Producer Organizations (FPO)/ Farmer Producer Companies (FPC)/ Public & Private Sector Companies/ Limited Liability Partnerships (LLP)/ Partnership Firms/ Proprietorship Firms are the eligible entities/ organisations who can apply for assistance under the APC Scheme. During last five years, Ministry has approved 2 Agro Processing Clusters in the State of Tamil Nadu under this scheme, which are at various stages of implementation. The year-wise, district-wise, category-wise details of these 2 Agro Processing Clusters is given in the enclosed **Statement**.

(d): The delay in implementing the projects is mainly due to delay in obtaining statutory clearances, land acquisition, regulatory clearances, establishing market linkages and technology adoption. Project Implementing Authorities themselves have to obtain these clearances. In case of requests received from the project implementation agencies, Ministry takes up the matter with concerned departments/agencies to resolve the issues faced by the project implementation agencies for smooth implementation of the projects. Ministry ensures that Scheme Guidelines, FAQs, Expression of Interests issued from

time to time are uploaded/published on the official website of the Ministry, SAMPADA Portal, and dissemination of details/facts on social media accounts of the Ministry for wide publicity. Further, whenever scheme EOIs are issued, all States and Trade Associations are also informed for wider circulation and awareness of EOI of the Ministry.

(e): Ministry regularly monitors the projects and coordinates with the project implementing agencies by conducting review meetings/site visits to assess the progress of the projects. Ministry, on the request of project implementing agencies, also takes up the matter with the concerned department of State Government and their agencies for smooth and timely implementation. The Ministry directly as well as through Project Management Agency (PMA) of the Scheme is regularly in touch with all applicants of approved projects and guides them suitably during course of implementation.

STATEMENT

The year-wise, district-wise, category-wise details of these 2 Agro Processing Clusters:

Sr. No.	Name of the Project Execution Agency (PEA)	District	Category of PEA (General/ SC/ST)	Date of approval	Project cost (In Cr.)	Grant/ Subsidy Approved (in Cr.)	Total Grant/ Subsidy released (in Cr.)	Year of Approval	Total Processing & Preservation Capacity Expected (MT/A)
1	M/s Vamsi RS Industrial Zone	Erode	General	17.11.2021	33.167	9.1351	2.88	2021-22	79700
2	M/s Integrated Service Point Private Limited	Thiruvallur	General	28.02.2024	42.635	10	6.67	2023-24	248400

महाराष्ट्र में सीजीटीएमएसई

2119. श्री ओमप्रकाश भूपालसिंह उर्फ पवन राजेनिंबालकर:

क्या सूक्ष्म, लघु और मध्यम उद्यम मंत्री यह बताने की कृपा करेंगे कि:

- (क) महाराष्ट्र के ग्रामीण क्षेत्रों में उन सूक्ष्म, लघु और मध्यम उद्यमों (एमएसएमई) की संख्या कितनी है, जिन्हें गत तीन वर्षों के दौरान सूक्ष्म और लघु उद्यमों के लिए ऋण गारंटी निधि ट्रस्ट (सीजीटीएमएसई) के तहत ऋण सहायता प्राप्त हुई है;
- (ख) क्या सरकार ने पहली पीढ़ी के उद्यमियों द्वारा सामना की जा रही ऋण संबंधी बाधाओं की पहचान की है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (ग) डिजिटल प्लेटफार्मों के माध्यम से संपार्श्विक मुक्त ऋणों की उपलब्धता को सरल बनाने के लिए क्या उपाय प्रस्तावित हैं; और
- (घ) क्या ऋण प्रवाह को गति देने के लिए जिला उद्योग केंद्रों (डीआईसी) और बैंक के साथ कोई समन्वय तंत्र मौजूद 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): पिछले तीन वर्षों के दौरान महाराष्ट्र में एमएसई, जिसमें ग्रामीण क्षेत्रों में स्थापित एमएसई भी शामिल हैं, के लिए क्रेडिट गारंटी योजना (सीजीएस) के तहत सूक्ष्म और लघु उद्यमों (एमएसई) को दी गई क्रेडिट गारंटी का विवरण निम्नानुसार है:

सीजीएस – अनुमोदित गारंटियां-महाराष्ट्र		
वित्त वर्ष	अनुमोदित गारंटियों की संख्या	अनुमोदित राशि (रु. करोड़ में)
2022-23	66,055	11,926
2023-24	1,29,892	23,359
2024-25	2,38,128	39,989

(ख) से (घ): भारत सरकार ने, सूक्ष्म लघु और मध्यम उद्यमों (एमएसएमई), जिनमें पहली पीढ़ी के

उद्यमी भी शामिल हैं, के लिए ऋण तक पहुंच को मजबूत करने के लिए अन्यो के साथ-साथ निम्नलिखित उपाय किए हैं: -

- (i) सूक्ष्म, लघु और मध्यम उद्यम मंत्रालय सूक्ष्म और लघु उद्यमों को दिए गए ऋणों के लिए क्रेडिट गारंटी प्रदान करने हेतु सूक्ष्म और लघु उद्यमों के लिए क्रेडिट गारंटी फंड ट्रस्ट (सीजीटीएमएसई) के माध्यम से सूक्ष्म और लघु उद्यमों (एमएसई) हेतु क्रेडिट गारंटी स्कीम (सीजीएस) लागू करता है। स्कीम के तहत गारंटी कवरेज की सीमा 10 करोड़ रुपए है।
- (ii) एमएसएमई में पूंजी निवेश के रूप में 50,000 करोड़ रुपए के निवेश के साथ आत्मनिर्भर भारत (एसआरआई) कोष की स्थापना की गई है, जिसमें भारत सरकार से 10,000 करोड़ रुपए और निजी पूंजी/उद्यम पूंजी कोष के माध्यम से 40,000 करोड़ रुपए के निवेश का प्रावधान है। बजट 2026-27 में सूक्ष्म उद्यमों को समर्थन जारी रखने और वर्ष 2021 में स्थापित आत्मनिर्भर भारत कोष में 2000 करोड़ रुपए का संवर्धन करने की भी घोषणा की गई है।
- (iii) प्रधानमंत्री रोजगार सृजन कार्यक्रम गैर-कृषि क्षेत्र में विनिर्माण और सेवा उद्यमों के लिए क्रमशः 50 लाख रुपए और 20 लाख रुपए की परियोजना लागत के साथ नए सूक्ष्म उद्यमों की स्थापना के लिए 35% तक मार्जिन मनी सब्सिडी प्रदान करता है।
- (iv) पीएम विश्वकर्मा स्कीम की शुरुआत दिनांक 17.09.2023 को अपने हाथों और औजारों से काम करने वाले 18 पारंपरिक व्यवसायों के कारीगरों और शिल्पकारों को सम्पूर्ण सहायता प्रदान करने हेतु की गई थी। इस योजना में अधिकतम 8 प्रतिशत ब्याज छूट के साथ 3 लाख रुपए तक के ऋण का प्रावधान शामिल है।
- (v) भारतीय रिजर्व बैंक ने व्यापार प्राप्य छूट प्रणाली (ट्रेड्स) की स्थापना और संचालन के लिए दिशानिर्देश जारी किए हैं। यह योजना कॉर्पोरेट और अन्य खरीदारों, सरकारी विभागों और सार्वजनिक क्षेत्र के उपक्रमों (पीएसयू) सहित इलेक्ट्रॉनिक रूप से कई वित्तपोषकों के माध्यम से एमएसएमई के व्यापार प्राप्य के वित्तपोषण की सुविधा प्रदान करती है।

एमएसएमई मंत्रालय, अपने क्षेत्रीय कार्यालयों के माध्यम से, संबंधित राज्यों/संघ

राज्य क्षेत्रों के एमएसएमई/उद्योग विभागों के साथ समन्वय में जागरूकता पैदा करने और ऋण के प्रवाह को तेज करने के लिए जिला उद्योग केंद्रों (डीआईसी) और सीजीटीएमएसई, सिडबी, बैंकों, एमएसएमई संघों आदि जैसे अन्य हितधारकों के साथ नियमित रूप से आउटरीच कार्यक्रम आयोजित करता है।

NHAI DEBT LIABILITY

2120. SHRI DHAIRYASHEEL SAMBAJIRAO MANE:

SHRI SUDHEER GUPTA:

SHRI RAVINDRA VASANTRAO CHAVAN:

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

- (a) the details of debt liability of National Highways Authority of India (NHAI) as on date;
- (b) the strategy proposed for debt reduction, including asset monetisation, Toll-Operate-Transfer (TOT) models, Infrastructure Investment Trusts (InvITs) and budgetary support;
- (c) whether the National Highways Authority of India (NHAI) has set any timeline for achieving the targeted reduction in its debt and if so, the details thereof;
- (d) the manner in which proposed debt rationalisation will affect ongoing or planned highway projects; and
- (e) the measures taken/being taken to ensure financial sustainability of NHAI while maintaining the pace of national highway development?

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

(a): As on 31st January 2026, the debt liability of National Highways Authority of India (NHAI) is Rs. 2,16,624 crore.

(b): Since October 2022, NHAI has not borrowed any funds and has drawn up a plan to service its debt through a mix of asset monetisation and improved toll income. InvIT receipts are earmarked for debt servicing only. Asset monetization inflows bolster NHAI sources of funds. The funds mobilization under Toll-Operate-Transport (TOT) and Infrastructure Investment Trust (InvIT) mode is given in the enclosed **Statement**.

(c): NHAI is making continuous efforts to bring its debt reduced further by the end of each financial year.

(d): NHAI has not undertaken fresh borrowings since October 2022 onwards and is supported through larger budgetary allocations. The monetisation of revenue-generating highway assets through InvITs and TOT adds to its source of capital. Thus, the debt rationalisation will not affect ongoing or planned highway projects.

(e): NHAI has taken several measures to ensure its financial sustainability while maintaining the pace of national highway development. These include monetisation of operational highway assets through TOT and InvITs model. There have been no fresh borrowings since October 2022.

NHAI is also promoting Public-Private Partnership (PPP) models such as Build-Operate-Transfer (BOT) and Hybrid Annuity Model (HAM) to share

financial risks.

Further, improved toll collection through Fastag, project prioritisation and strengthened financial discipline have helped sustained highway development.

STATEMENT

A. Receipts deposited in Consolidated Fund of India (CFI) under TOT:

TOT-Bundle	Financial Year (FY)	Length (in KMs)	State	Concession value transferred to CFI (Rs. In Cr.)	Year Wise (Rs. In Cr.)
TOT-1	2018-19	681	AP, Odisha & Gujarat	9682	9682
TOT-3	2020-21	566	UP, Bihar, Jharkhand and T N	5011	5011
TOT-5(A-1)	2021-22	54	Gujarat	1011	1011
TOT-5(A-2)	2022-23	106	Gujarat	1251	10662
TOT-7		135	Eastern Peripheral Expressway, Delhi	6267	
TOT-9		73	U P	3144	
TOT-11	2023-24	84	U P	2156	15968
TOT-12		316	M P	4428	
TOT-13		108	MP & Rajasthan	1683	
TOT-14		189	UP, Delhi & Odisha	7701	
TOT-16	2024-25	252	Hyderabad Nagpur Section	6661	6661
TOT-17	2025-26	366	Lucknow-Ayodhya-Gorakhpur -Sultanpur Stretch	9270	9270
Total --->		2930		58265	58265

Note: TOT-2,6,8,10 got failed. TOT-15 was closed on expiry of bid validity

B. Receipts under InvIT:

InvIT Rounds	Financial Year (FY)	Length in KM.	State	Concession value Rs. In cr.
Round 1	2021-22	389	Karnatka, Gujarat, Rajsthan & Telangana	7,350
Round 2	2022-23	246	MP, UP & Maharashtra	2,850
Round 3	2023-24	889	WB, UP, MP, Assam, MP & Karnatka	15,700
Round 4*	2024-25	754	11 Road Assets (listed below for 2024-25)	17,738*
TOTAL		2278		43,638

Note: * Receipts deposited in CFI in FY 2025-26

मेरठ और हापुड़ में निजी कॉलोनियों का विकास

2121. श्री अरुण गोविल:

क्या आवासन और शहरी कार्य मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार को इस बात की जानकारी है कि मेरठ और हापुड़ में निजी बिल्डर देश के अन्य शहरों की तरह बड़ी संख्या में निजी कॉलोनियों का विकास कर रहे हैं और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) क्या सरकार को इस बात की भी जानकारी है कि कुछ कॉलोनाइजर अपने द्वारा निर्मित मकानों को जनता को बेचने के बाद सभी जिम्मेदारियों से मुक्त हो जाते हैं या नागरिक सुविधाओं का विकास करने में विफल रहते हैं और नगर निगम से कार्य-समापन प्रमाणपत्र प्राप्त नहीं करते हैं और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ग) क्या सीवरेज, जल निकासी और जल आपूर्ति सुविधाओं के अभाव के कारण ऐसी निजी कॉलोनियों को नगर निगम द्वारा अधिग्रहीत नहीं किया जा रहा है और यदि हां, तो तत्संबंधी

ब्यौरा क्या है; और

(घ) ऐसे बिल्डर, जो अपनी कॉलोनियों को अधूरा छोड़ देते हैं, पर नियमबद्ध कार्रवाई करने के लिए और ऐसी अधूरी निजी कॉलोनियों में बिजली, स्वच्छता, सीवरेज और जल आपूर्ति जैसी बुनियादी नागरिक सुविधाओं का प्रावधान सुनिश्चित करने के लिए सरकार की कार्य योजना का ब्यौरा क्या है?

आवासन और शहरी कार्य मंत्रालय में राज्य मंत्री (श्री तोखन साहू):

(क) से (घ): भारत के संविधान की सातवीं अनुसूची की सूची-II (राज्य सूची) की प्रविष्टि 18 के अनुसार, 'भूमि' और 'कॉलोनीकरण' राज्य के विषय हैं। राज्य/संघ राज्य क्षेत्र शहरी नियोजन के लिए कानून/नियम/विनियम और शहरी सेवाओं के लिए प्रावधान निर्धारित करते हैं। निजी कॉलोनियों से संबंधित ब्यौरे मंत्रालय द्वारा केन्द्रीय रूप से नहीं रखे जाते हैं।

हालांकि, भारत के संविधान की सातवीं अनुसूची की सूची- III (समवर्ती सूची) की प्रविष्टि 6, 7 और 46 से शक्तियां प्राप्त करके, भू-संपदा (विनियमन एवं विकास) अधिनियम, 2016 [रेरा] को संसद द्वारा आवासों के खरीदारों और प्रमोटरों के बीच संविदात्मक संबंधों को विनियमित करने के लिए अधिनियमित किया गया था। रera का उद्देश्य रियल एस्टेट क्षेत्र में पारदर्शिता और जवाबदेही सुनिश्चित करना है, जिससे आवासों के खरीदारों के हितों की रक्षा हो सके।

रेरा के प्रावधानों के तहत, भू-संपदा परियोजनाओं को संबंधित राज्य/संघ राज्य क्षेत्र के भू-संपदा नियामक प्राधिकरण में पंजीकृत कराना ज़रूरी है।

रेरा की धारा 11(4) में कहा गया है कि प्रमोटरों को सक्षम प्राधिकारी से पूर्णता प्रमाण पत्र या कब्जा प्रमाण पत्र, अथवा दोनों, जो भी लागू हो, प्राप्त करना होगा, जिसमें प्रमाणित किया जाएगा कि भू-संपदा परियोजना को स्वीकृत योजना, अनुमोदित लेआउट योजना और विनिर्देशों के अनुसार विकसित किया गया है, और यह कि भवन जल आपूर्ति, स्वच्छता और बिजली जैसे अपेक्षित सिविल इंफ्रास्ट्रक्चर के साथ कब्जा सौंपे जाने के लिए उपयुक्त है।

प्रधानमंत्री उज्ज्वला योजना का कार्यान्वयन

2122. श्रीमती कलाबेन मोहनभाई देलकर:

श्री निलेश ज्ञानदेव लंके:

डॉ. शिवाजी बंडाप्पा कालगे:

श्री संदिपनराव आसाराम भुमरे:

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

- (क) सरकार द्वारा प्रधानमंत्री उज्ज्वला योजना (पीएमयूवाई) के अंतर्गत देशभर में राज्यों/संघ राज्यक्षेत्रों के अनुसार कनेक्शन जारी करने के लिए क्या लक्ष्य निर्धारित किया गया है;
- (ख) उक्त योजना के अंतर्गत गत दो वर्षों में और वर्तमान वर्ष 2026 तक विशेषकर महाराष्ट्र राज्य में और दादरा और नगर हवेली तथा दमण और दीव के संघ राज्यक्षेत्रों में जारी किए गए कनेक्शनों की राज्य/संघ राज्यक्षेत्र-वार संख्या कितनी है; और
- (ग) उक्त योजना के अंतर्गत देशभर में उपलब्ध वितरण नेटवर्कों की राज्य/संघ राज्यक्षेत्र-वार कुल संख्या कितनी है, और इनमें से महाराष्ट्र राज्य और दादरा एवं नगर हवेली तथा दमण एवं दीव संघ राज्यक्षेत्रों के ग्रामीण क्षेत्रों में उपलब्ध वितरण नेटवर्कों की संख्या कितनी है?

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

(क): प्रधानमंत्री उज्ज्वला योजना (पीएमयूवाई) मई, 2016 में शुरू की गई थी, जिसका उद्देश्य देश भर के गरीब परिवारों की वयस्क महिलाओं को बिना-जमानत राशि के एलपीजी कनेक्शन देना था। पीएमयूवाई के तहत 8 करोड़ कनेक्शन देने का लक्ष्य सितंबर 2019 में पूरा हो गया था। शेष गरीब परिवारों को कवर करने के लिए, अगस्त 2021 में उज्ज्वला 2.0 का शुभारम्भ किया गया था, जिसका लक्ष्य 1 करोड़ और पीएमयूवाई कनेक्शन देना था, जो जनवरी 2022 में पूरा हो गया। इसके अतिरिक्त, सरकार ने उज्ज्वला 2.0 के तहत 60 लाख और एलपीजी कनेक्शन देने का फैसला किया और दिसंबर 2022 के दौरान 1.60 करोड़ उज्ज्वला 2.0 कनेक्शन का लक्ष्य भी पूरा कर

लिया गया। इसके अलावा, सरकार ने पीएमयूवाई योजना के तहत और 75 लाख कनेक्शन देने को मंजूरी दी, जो जुलाई 2024 तक पूरा हो गया।

सरकार ने हाल ही में वित्त वर्ष 2025-26 के दौरान पीएमयूवाई के तहत 25 लाख और एलपीजी कनेक्शन देने को मंजूरी दी है ताकि देश में एलपीजी की पहुंच पूरी हो सके। पात्रता मानदंड को आसान बनाकर “गरीब परिवारों की वयस्क महिलाएं, जो वंचना घोषणा जमा करने पर आधारित हों” कर दिया गया है। दिनांक 01.02.2026 की स्थिति के अनुसार, पूरे देश में लगभग 10.51 करोड़ पीएमयूवाई कनेक्शन थे। पीएमयूवाई के तहत कनेक्शनों की संख्या का राज्य-वार ब्यौरा संलग्न **विवरण-I** में दिया गया है।

(ख): वित्त वर्ष 2023-24 और वित्त वर्ष 2024-25 के दौरान, ओएमसी ने पीएमयूवाई के तहत कुल 75 लाख कनेक्शन जारी किए हैं। इसके अलावा, मौजूदा वित्त वर्ष के दौरान, 31 जनवरी, 2026 तक ओएमसी द्वारा 18.41 लाख और कनेक्शन जारी किए गए हैं। वित्त वर्ष 2023-24 और वित्त वर्ष 2024-25 और 2025-26 के दौरान जारी किए गए पीएमयूवाई कनेक्शनों की वर्ष-वार और राज्य/यूटी-वार ब्यौरा संलग्न **विवरण-II** में दिया गया है।

(ग): 01 फरवरी, 2026 की स्थिति के अनुसार, पूरे देश में कुल 25,600 एलपीजी डिस्ट्रीब्यूटरशिप हैं, जिनमें से 17,675 ग्रामीण इलाकों में सेवा दे रही हैं। ग्रामीण और दूर-दराज के इलाकों में एलपीजी की पहुंच को बेहतर बनाने के लिए, तेल विपणन कंपनियों ने 01.04.2016 से 31.12.2025 के दौरान पूरे देश में कुल 8,027 डिस्ट्रीब्यूटरशिप कमीशन की हैं, जिनमें से 7,434 (यानी 93%) ग्रामीण इलाकों में काम कर रही हैं।

ग्रामीण इलाकों में उपलब्ध एलपीजी डिस्ट्रीब्यूटरशिप की संख्या के साथ-साथ राज्य-वार एलपीजी डिस्ट्रीब्यूटरशिप की संख्या का ब्यौरा संलग्न **विवरण-III** में दिया गया है।

विवरण-I

पीएमयूवाई कनेक्शनों की संख्या का राज्यवार विवरण (दिनांक 01.02.2026 की स्थिति के अनुसार):

राज्य/केंद्र शासित प्रदेश	कुल पीएमयूवाई कनेक्शन
अंडमान व नोकोबार द्वीप समूह	13,994
आंध्र प्रदेश	11,07,400
अरुणाचल प्रदेश	54,357
असम	52,00,963
बिहार	1,19,71,196
चंडीगढ़	2,034
छत्तीसगढ़	39,33,452
दादरा और नगर हवेली और दमन और दीव	18,187
दिल्ली	2,84,779
गोवा	2,037
गुजरात	43,72,665
हरियाणा	11,94,341
हिमाचल प्रदेश	1,52,104
जम्मू और कश्मीर	12,75,517
झारखंड	39,51,363
कर्नाटक	42,20,109
केरल	3,90,361
लद्दाख	11,080
लक्षद्वीप	370
मध्य प्रदेश	89,80,172
महाराष्ट्र	52,37,897
मणिपुर	2,26,637
मेघालय	3,23,703
मिजोरम	35,989
नागालैंड	1,26,323
ओडिशा	56,18,406
पुदुचेरी	20,149
पंजाब	13,60,273
राजस्थान	74,80,778
सिक्किम	20,077
तमिलनाडु	41,81,169
तेलंगाना	12,18,251
त्रिपुरा	3,26,561
उत्तर प्रदेश	1,88,85,070
उत्तराखंड	5,30,595

पश्चिम बंगाल	1,23,71,057
कुल	10,50,99,416

स्रोत: पीएसयू ओएमसीज़ की ओर से आईओसीएल

विवरण - II

विगत दो वर्ष और 2025-26 के दौरान पीएमयूवाई के तहत जारी किए गए राज्य-वार कनेक्शनों का ब्यौरा:

राज्य/केंद्र शासित प्रदेश	2023-24	2024-25	2025-26 (दिनांक 01.02.2026 की स्थिति के अनुसार)
अंडमान व नोकोबार द्वीप समूह	383	-	195
आंध्र प्रदेश	4,55,997	3,203	1,36,016
अरुणाचल प्रदेश	4,544	9	671
असम	6,77,955	8,138	1,07,680
बिहार	8,85,019	9,662	3,48,085
चंडीगढ़	1,366	-	7
छत्तीसगढ़	2,93,324	16,605	1,32,700
दादरा और नगर हवेली और दमन और दीव	2,795	2	445
दिल्ली	1,14,936	2,941	25,938
गोवा	692	-	88
गुजरात	4,62,062	4,795	67,030
हरियाणा	3,45,912	2,333	81,184
हिमाचल प्रदेश	10,089	54	1,606
जम्मू और कश्मीर	25,324	367	6,347
झारखंड	2,49,411	1,559	58,612
कर्नाटक	3,91,934	695	78,557
केरल	46,564	97	2,932
लद्दाख	2	-	-
लक्षद्वीप	61	-	-
मध्य प्रदेश	6,05,761	15,730	1,36,261

महाराष्ट्र	3,27,823	3,523	25,983
मणिपुर	22,970	-	1,760
मेघालय	1,01,774	1,385	6,755
मिजोरम	2,436	22	4
नागालैंड	30,324	68	4,283
ओडिशा	2,26,972	2,798	71,249
पुदुचेरी	4,485	20	723
पंजाब	75,928	53	3,044
राजस्थान	4,51,692	7,030	1,04,799
सिक्किम	6,116	-	216
तमिलनाडु	3,97,716	1,849	84,598
तेलंगाना	32,890	336	35,549
त्रिपुरा	31,959	1,060	10,205
उत्तर प्रदेश	10,90,440	5,861	3,06,672
उत्तराखंड	33,756	151	1,215
पश्चिम बंगाल	6,107	2,108	-
कुल	74,17,519	92,454	18,41,409

स्रोत: पीएसयू ओएमसीज की ओर से आईओसीएल

विवरण- III

राज्य-वार, एलपीजी डिस्ट्रीब्यूटरशिप की संख्या का विवरण (दिनांक 01.02.2026 की स्थिति के अनुसार):

राज्य/केंद्र शासित प्रदेश	वितरकों की कुल संख्या	ग्रामीण इलाकों में सेवा देने वाले वितरकों की संख्या
आंध्र प्रदेश	1164	840
अरुणाचल प्रदेश	85	79
असम	604	475
बिहार	2032	1792
छत्तीसगढ़	535	430
दिल्ली	318	0

गोवा	55	11
गुजरात	1042	621
हरियाणा	627	345
हिमाचल प्रदेश	211	142
झारखंड	592	429
कर्नाटक	1279	744
केरल	703	479
मध्य प्रदेश	1552	1080
महाराष्ट्र	2241	1230
मणिपुर	104	89
मेघालय	66	45
मिजोरम	59	48
नागालैंड	84	69
ओडिशा	966	793
पंजाब	863	529
राजस्थान	1388	954
सिक्किम	29	20
तमिलनाडु	1658	1092
तेलंगाना	811	520
त्रिपुरा	89	71
उतार प्रदेश	4145	3138
उत्तराखंड	316	203
पश्चिम बंगाल	1607	1202
अंडमान और निकोबार द्वीप समूह	10	10
चंडीगढ़	26	0
दादरा और नगर हवेली और दमन और दीव	8	6
जम्मू और कश्मीर	275	149
लद्दाख	25	25
लक्षद्वीप	1	0
पुदुचेरी	30	15
कुल	25600	17675

स्रोत: पीएसयू ओएमसीज की ओर से आईओसीएल

WATER CONTAMINATION IN CITIES UNDER AMRUT**2123. SHRI RAHUL GANDHI:**

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

- (a) whether the Government is aware of recent cases of illness and death due to contaminated water in Indore, Dr. Ambedkar Nagar, Gandhinagar, parts of NCR and other cities and if so, the details thereof;
- (b) the number of cases of illness and death reported due to water contamination in Atal Mission for Rejuvenation and Urban Transformation (AMRUT) cities during the last five years;
- (c) whether any compensation has been provided to the families of victims of contaminated water in AMRUT cities and if so, the details thereof;
- (d) the number of AMRUT cities where water quality testing has found contamination above permissible limits along with the details of the contaminants detected, the effects of the contamination and the action taken in this regard; and
- (e) the details of the funds allocated, released and utilised for water quality monitoring and treatment infrastructure under AMRUT during the last five years?

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

(a) to (e): Water is a State subject. The State Governments are responsible for monitoring, enforcement, and corrective action for drinking water safety. The operation, maintenance and replacement of old deteriorated pipelines is the

responsibility of Urban Local Bodies (ULBs)/ parastatals. Government of India supplements the efforts of the States through schematic interventions/ advisories. It provides financial and technical support to the States through various schemes/ Missions such as Atal Mission for Rejuvenation and Urban Transformation (AMRUT) and AMRUT 2.0 for approved infrastructure projects. The State Government of Gujarat and Madhya Pradesh have informed that occurrence of drinking water contamination has been reported from Gandhinagar Municipal Corporation and Balasinor Municipality in Gujarat and urban Indore Municipal Corporation in Madhya Pradesh.

As informed by the State of Madhya Pradesh, on 28.12.2025, incidents of vomiting and diarrhoea were reported in the Bhagirathpura area which falls under Ward No. 11, Zone-4, Assembly Constituency Indore. The State Government has informed that immediately upon receiving information on 28.12.2025 regarding incidents of vomiting and diarrhoea in Bhagirath Pura, Indore, the Indore Municipal Corporation (IMC) along with the Health Department and Public Health Engineering Department initiated a joint and prompt response. First and foremost, all sick patients were attended to and the ones who were serious, were hospitalized in super-specialty Medical College and Private hospital of repute. Not so sick were attended to by Health and Integrated Child Development Services (ICDS) workers with door-to-door survey and distribution of Oral Rehydration Solution (ORS) packets and Chlorine tablets for Water disinfection. 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. The area has old pipelines dating 1997 and some of it is damaged. Municipal administration has identified the old stretches of pipeline in Bhagirathpura area and 9.5 km of pipelines has been laid before the incident. Thereafter, new contract for laying of 5.8 km pipeline has been awarded of which 0.965 km pipeline has been laid.

As informed by the State, 16 deaths have been verified by the Chief Medical & Health Officer/ Death Audit Committee of MGM Medical College, Indore. The State Government has provided ex-gratia financial assistance to the families of the deceased as per prevailing State norms. ₹40 lakh compensation was given to the deceased from Bhagirath Pura. Medical treatment to affected persons was provided free of cost in Government/ Private hospitals. In Bhagirath Pura, 35,421 households surveyed by health officials in which 1,64,942 people were screened. 454 patients were admitted to hospital out of which 441 have been discharged. AIIMS Bhopal experts visited Indore on 03.01.2026 and shared protocol regarding the treatment during meetings and 24X7 medical facility has been ensured by the State.

The matter is sub judice vide Writ Petition no. 247 of 2026 and others in the Hon'ble High Court of Madhya Pradesh at Indore. Hon'ble High Court in their order dated 27.01.2026 appointed Justice Sushil Kumar Gupta, former Judge of Madhya Pradesh High Court, a one-man commission of inquiry into the issues relating to water contamination in Bhagirath Pura, Indore. The terms of reference

of the Commission include submission of report on the cause of contamination and provide its inputs on public health on matters such as number of actual deaths of affected residents on account of contaminated water, nature of disease reported, adequacy of medical response and preventive measures, immediate steps required to ensure safe drinking water, long-term infrastructural and monitoring reforms, and identification and fixing responsibility upon the officers and officials found prima facie responsible for the Bhagirathpura water contamination incident and suggest guidelines for compensation to affected residents, particularly vulnerable sections.

The State Government of Madhya Pradesh has also informed that Standard Operating Procedures have been issued to Urban Local Bodies to avoid contamination of water. About 14,181 leakages were detected so far out of which 12,634 leakages have been repaired. Out of 3,298 Over Head Tanks in the State, 3,109 have been cleaned. Similarly, out of 21,215 tubewells, 179 were found polluted and 86 tubewells were closed for use. Regular testing of quality of water is ensured. 656 water samples were found fail out of 80,976 samples, while action was taken at 588 points where pollution was detected. Issues of contamination of water were resolved through 2,821 Jal Sunwai.

The Cantonment Board Mhow, Dr. Amedkar Nagar, Indore District has informed that in January, 2026, cases of Jaundice among children of Chander Marg, Patti Bazar area of Mhow Cantonment was reported in the media. Initially total 08 children were having symptom of Jaundice, out of which one was confirmed having Hepatitis-A. During survey 12 other person were suspected

from jaundice. All required remedial measures were taken immediately. 02 dispensaries were established on spot with the help of District administration and water sample were taken from the residences of children having Jaundice, and also from Narmada supply and Borewells of the area. However, the testing report received on 24.01.2026 found water of all the samples within the acceptable limits on all parameters. No death has been reported due to contaminated water has been reported in Mhow Cantt, Dr. Ambedkar Nagar. Treatment and medicines were provided free of cost to the ill children and adults with the help of district administration.

As informed by State of Gujarat, in Gandhinagar Municipal Corporation, a localized typhoid outbreak was detected on 29.12.2025 in Sectors 24, 26, 27, 28 and Adivada, affecting 233 persons, with no deaths. Contamination was identified within one week, and emergency response was initiated within one hour on the same day, including deployment of Rapid Response Teams, medical management, intensive surveillance, chlorination, and public health advisories. In Balasinor Municipality, Mahisagar District, a Hepatitis outbreak from October 2025 due to leakage in ageing pipelines adjacent to drains led to 465 cases, nil deaths, detected through routine surveillance and managed through pipeline repairs, super-chlorination, sealing of sources, alternate safe water supply and administrative oversight. As informed by State, the State has established water quality monitoring systems at source and distribution levels, with mandatory testing protocols, automated chlorination at water distribution stations and borewells, routine bacteriological and chemical testing through

accredited laboratories, and continuous surveillance for water quality monitoring and testing.

The State of Uttar Pradesh has informed that complaints were received from Sector Delta-1 and Sector Alpha-2 of Greater Noida under the Greater Noida Authority. Immediate inspection revealed leakage in water connections in localized stretches, which were promptly rectified. Water samples collected from the affected areas were tested, and laboratory reports received so far indicate conformity with prescribed drinking water quality standards. In Haryana, an incident was reported in a private colony in sector 70-70A, Gurugram in December, 2025. The master supply of water is provided by Gurugram Municipal Development Authority (GMDA). After enquiry by the coloniser, the water storage tanks of individual house owners were found unclean and the same were cleaned and issue resolved.

Under AMRUT/ AMRUT 2.0, the States/ UTs are empowered to select, appraise, prioritise and implement the projects as per their local requirements including augmentation/ rehabilitation of infrastructure as per Mission guidelines. Under AMRUT 2.0, cities have prepared City Water Balance Plans (CWBP), which include as-is assessment of water supply systems which help cities/ ULBs to identify vulnerabilities and prioritise system-strengthening measures.

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, a total of 73,520 km of water supply pipeline network has been laid or replaced. Under AMRUT 2.0, about 1.26 lakh km of water supply network has been approved in the sanctioned projects, of which 22,332 km pertains to replacement of the existing water supply network. To provide drinkable water from taps under AMRUT 2.0, 408 round the clock projects (24x7) covering 1152 District Metered Area (DMAs) and benefitting around 16.72 lakh households have been approved to mitigate contaminations in intermittent water supply systems. So far, 6140 Million Litre per Day (MLD) of WTP capacity has been approved under AMRUT, of which, 5,330 MLD WTP capacity has been created. Under AMRUT 2.0, 11,393 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.

To strengthen monitoring system, AMRUT 2.0 advocates incorporation of smart components in water supply schemes, including online water quality sensors, Supervisory Control and Data Acquisition (SCADA) systems, GIS-based asset mapping, bulk and consumer metering, and AI/IoT-based monitoring solutions. Under AMRUT, 258 water supply schemes have been implemented with SCADA. Under AMRUT 2.0, 1,415 water supply projects have provision for SCADA system. In addition, under AMRUT Mitra initiative, women Self Help Groups are engaged by ULBs for collection of water quality testing at field level.

Further for safe disposal of sewage in urban areas, under AMRUT, a total

of 889 sewerage and septage management projects amounting to ₹34,467 crore have been grounded. Through these projects, about 6,299 MLD of sewage treatment capacity has been approved. Of this, 4,843 MLD of sewage treatment capacity (new/augmented) has been created, out of which 1,437 MLD capacity has been developed for recycle and reuse of treated waste water. Under AMRUT 2.0, 583 sewerage/septage projects worth ₹66117.69 crore have been approved by Ministry of Housing and Urban Affairs (MoHUA) so far. Approved projects cover 6,649 MLD sewage treatment capacity (new/augmentation) of which 1,931 MLD sewage treatment capacity is for recycle/reuse.

Drinking water quality arrangement in urban areas is governed by standards and guidelines issued by the Bureau of Indian Standards (BIS) primarily IS 10500: Drinking Water - Specification. Water quality testing for compliance and regulatory reporting should be conducted in NABL accredited laboratories conforming to ISO/IEC 7025. The Ministry has also published Manual on Water Supply and Treatment Systems (Drink from Tap) in March 2024 (<https://mohua.gov.in/publication/manual-on-water-supply-and-treatment-systems---drink-from-tap---march-2024.php>), for reference by the States/ ULBs for designing and implementation of the water supply projects. The manual has a Chapter on “Drinking water quality monitoring and surveillance”, which outlines the standard procedures for various components of drinking water quality monitoring and surveillance and sanitary surveillance (inspection) activities to be undertaken by Urban Water Service Providers.

ULBs/ Parastatal conduct testing of water at Water Treatment Plants

(WTPs) and household levels as per applicable norms. As reported by the States/UTs on the AMRUT 2.0 platform during the period from 1st January, 2024 to 31st December, 2024, a total of 3,32,170 water quality samples out of 3,35,278 samples tested at WTPs and 22,18,838 samples out of 22,45,200 samples tested at the household level were found compliant for the parameters E. coli, Arsenic and Fluoride.

AMRUT/ AMRUT 2.0 is a Centrally Sponsored Scheme. The Central share of funds are released to the State/UTs and not sector-wise. The States further allocate funds to the Cities/ Parastatals as per progress of the works. During last 5 years and current year, Central share of around ₹34,795 crore has been released/ Mother Sanction issued to the States/ UTs for projects under AMRUT/ AMRUT 2.0. The States have submitted utilisation certificates/ incurred expenditure through SNA-Sparsh of around ₹29,751 crore so far.

SVDPs IN MSMEs

2124. SHRI BASTIPATI NAGARAJU:

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

- (a) the details regarding the number of Special Vendor Development Programmes (SVDPs) and Buyer–Seller Meets organized by the Government during the last five years, year-wise;
- (b) the details regarding the number of Micro and Small Enterprises (MSEs) reached/participated through these programmes, during the last five years,

State and year-wise;

- (c) the details regarding the criteria and methodology used to evaluate the effectiveness of these programmes, including metrics such as orders generated, vendor registrations, repeat participation and value of business facilitated;
- (d) whether the Government has conducted any impact assessment or feedback exercise with participants and if so, the details regarding the findings and corrective measures taken therefor; and
- (e) the measures taken by the Government to enhance outreach and industry linkages for MSEs through these programmes?

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): Special Vendor Development Programmes (SVDPs) are being organised under National SC-ST Hub (NSSH) Scheme to enable SC/ST entrepreneurs to understand public procurement processes, improve competitiveness, and directly connect them with Central Public Sector Enterprises (CPSEs). It also helps in creation of awareness relating to procurement policies, tendering procedures and benefits available under the Procurement Policy for MSEs. Details regarding number of SVDPs conducted across the country during last five years and State-wise number of SC/ST entrepreneurs participated in these programmes are given in the enclosed **Statement**.

In addition, the Ministry under Procurement and Marketing Support (PMS) Scheme also organized Vendor Development Programmes (VDPs) to facilitate market access for MSEs. It helps MSEs to understand buyer-specific technical specifications, quality standards, and compliance requirements, enabling them to upgrade their processes and become procurement-ready. Under PMS Scheme, 113 VDPs with participation of 18494 MSEs were organized during last three years.

The Government has taken several measures including SVDPs to enhance the participation of SC/ST MSEs in public procurement process. As per 'MSME Sambandh' portal, the share of SC/ST MSEs in public procurement which was Rs. 767.53 crore in FY2020-21 has been increased to Rs. 3731.93 crore in FY2024-25.

(d) and (e): No Sir. However, the Ministry has recently conducted third Party Evaluation of NSSH Scheme for its continuation in 16th Finance Cycle which highlights that SVDP and awareness programs are clearly aligned with relevance, effectiveness, sustainability and impact amongst the stakeholders. The report also reveals that exhibitions and SVDPs are vital for SC/ST MSEs, offering exposure to new technologies, market trends, and public procurement opportunities. It also advocates for sector-specific events and pre-SVDP orientation sessions to improve relevance and participation.

To enhance outreach and industry linkage for SC/ST MSEs, the Ministry through its field offices / organisations is organizing conclaves, vendor development programmes, entrepreneurship awareness programmes and

workshops at various locations across the country. Under NSSH scheme, apart from SVDPs, 840 awareness campaigns and 61 mega events/conclave have been conducted. Further, social media and various modes of communications are also used to create publicity and wider awareness.

STATEMENT

I. Number of SVDPs conducted under NSSH Scheme

Year	Number of SVDPs
2020-21	91
2021-22	108
2022-23	94
2023-24	96
2024-25	112

II. State-wise number of SC/ST entrepreneurs participated in SVDPs under NSSH Scheme

S. No.	State/UT	Number of SC/ST beneficiaries participated
1.	Andhra Pradesh	336
2.	Arunachal Pradesh	22
3.	Assam	735
4.	Bihar	409
5.	Chandigarh	14
6.	Chhattisgarh	11
7.	Delhi	10
8.	Goa	5
9.	Gujarat	1180
10.	Haryana	24
11.	Himachal Pradesh	29
12.	Jharkhand	1406
13.	Karnataka	3414
14.	Kerala	86
15.	Ladakh	2
16.	Madhya Pradesh	67
17.	Maharashtra	4226
18.	Odisha	1340
19.	Punjab	394
20.	Rajasthan	207
21.	Tamil Nadu	3002
22.	Telangana	1231
23.	Tripura	1
24.	Uttar Pradesh	4906
25.	Uttarakhand	9
26.	West Bengal	1109
	Grand Total	24175

OUTER RING ROAD PROJECT IN KERALA

2125. ADV. ADOOR PRAKASH:

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

- (a) the present status of granting final approval for the Detailed Project Report (DPR) of Vizhinjam-Navaikkulam Outer Ring Road project in Kerala;
- (b) whether Environment Clearance issues of this project have been resolved, if so, the details thereof and if not, the reasons therefor;
- (c) whether the Government is aware that uncertainty in this project is causing delay in the disbursement of compensation and the land owners are facing difficulties; and
- (d) whether the Government will take necessary measures to resolve the issues and early execution of this project, if so, the details thereof?

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

(a) to (d): The work of Detailed Project Report (DPR) for Vizhinjam-Navaikkulam Outer Ring Road (ORR) project in Kerala has been awarded. The Environmental Clearance issues have not been resolved.

The compensation for land acquisition shall be determined by the Competent Authority for Land Acquisition (CALA) in accordance with the National Highway Act 1956 and provisions of the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement (RFCTLARR) Act, 2013, as made applicable by Government. However, disbursement of compensation can be undertaken only after the project is sanctioned.

In view of recent incidents of Reinforced Soil (RS) wall/slope failures in

NH-66 works, the provisions of the ORR project required re-examination, as the project passes through hilly terrain involving high cut sections and extensive earthwork. Accordingly, National Highways Authority of India (NHAI) has modified project design with provisions of viaducts & tunnels to avoid high cut/fill sections which is proposed to be taken up for appraisal & approval.

CONSTRUCTION OF NHS IN KARNATAKA

2126. SHRI KOTA SRINIVASA POOJARY:

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

- (a) whether the Union Government has received proposal from the State Government of Karnataka regarding Agumbe (NH-169A Junction)–Sringeri(NH-169Junction)–Agalagundi–Jaipura–Balehonnur–Hyrambi–Aldur–Nadipura, currently designated as SH-37 and 298 for declaration as National Highways (NHs);
- (b) if so, the details of the proposal along with the action taken by the Government thereon;
- (c) the present status of declaration of the In-Principally Approved NH in Kundapura–Koteshwara–Halady–Someshwara–Agumbe–Sringeri in Udupi and Chikkamagaluru districts;
- (d) the present status of construction of an Elevated Expressway on NH-66-Phase1, Talachery Checkpost (Kerala border) to Byndoor, Kundapura and Phase 2: Byndoor to Karwar–GoaBorder;and
- (e) the details of number of proposals approved and new NHs declared during

the last three years in Karnataka, year-wise?

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

(a) to (c): Government in the Ministry of Road Transport & Highways is primarily responsible for development and maintenance of National Highways (NHs). The road connecting Agumbe (NH-169AJunction)–Sringeri(NH-169 Junction)–Agalagundi–Jaipura–Balehonnur–Hyrambi–Aldur–Nadipura and connecting Kundapura–Koteshwara–Halady–Someshwara–Agumbe–Sringeri is a State road and development of State roads is the responsibility of the respective State Government. Government keeps on receiving proposals from various State Governments/UTs, etc., including from the State Government of Karnataka for declaration / up-gradation of State roads as NHs. Government considers declaration of some of the State roads as NHs from time to time based on the requirements of connectivity, traffic density and synergy with PM Gati Shakti Master Plan.

(d): At present, the proposal for construction of an Elevated Expressway from Talachery Checkpost (Kerala border) to Karwar-Goa border on NH-66 is not under consideration.

(e): Year-wise details of NH declared in the State of Karnataka during the last three years are given below:

Year	NH NO.	Length (in Km)
2022-2023	748A,73Spur,373 Extn &375	461

2023-2024	848R	69
2024-2025	-	-

INCREASE IN DOMESTIC AIRFARE

2127. SHRI GOVIND MAKTHAPPA KARJOL:

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

- (a) whether the Government has taken note of the sudden and steep increase in domestic airline fares on several routes in recent times;
- (b) if so, the reasons therefor along with the impact of Aviation Turbine Fuel (ATF) prices, demand–supply dynamics, operational costs and airline pricing practices on such increase;
- (c) the impact of these fare hikes on passengers, particularly students, senior citizens, patients and middle-income travellers; and
- (d) the steps taken/proposed to be taken by the Government to regulate unreasonable increase in airfares and protect the interests of air passengers?

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 a note of increased airfare in early December, 2025 and has capped maximum airfare in order to protect passenger interest.

Airfares are not subject to regulation by the Government and airlines have

the flexibility to determine their airfares based on their operational needs, while adhering to Rule 135 of the Aircraft Rules, 1937.

The Government generally refrains from regulating airfares to maintain market competitiveness, however, it remains vigilant oversight role, intervening in exceptional circumstances by redistributing capacity across various sectors and imposing temporary fare caps, such as during Pandemic, festivals like Maha kumb, Pahalgam incident & recently massive Indigo flight disruptions.

Airlines operating costs are dynamic in nature and their individual component varies due to multiple factors such as price of Aviation Turbine Fuel (ATF) in international markets, foreign exchange rates, excise duties and Value Added Tax (VAT), lease rentals, etc. ATF alone accounts for 35% to 40% of total operating expenses of airlines.

The government is taking proactive steps to make air travel more affordable, such as, enactment of the Protection of Interests in Aircraft Objects Act, 2025 to lower interest rates and lease rentals, rationalization of Central Excise Duty & GST on MRO components and contracts, and reduction of high VAT on ATF by requesting States/UTs, providing connectivity to un-served and underserved airports of the country through Regional Connectivity Scheme (RCS) - Ude Desh ka Aam Nagrik (UDAN).

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. This covers about 27% of the domestic traffic.

ELECTRIFICATION OF VILLAGES

2128. SHRI KALIPADA SAREN KHERWAL:

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

- (a) the details of the number and percentage of un-electrified households in rural and urban areas, area-wise;
- (b) the number and percentage of economically poor un-electrified households;
- (c) whether the definition for electrification of a village incorporates only ten per cent of houses in that village, if so, the details thereof; and
- (d) whether the Government intends to change this definition and increase the percentage of households included therein, if so, the details thereof and if not, the reasons therefor?

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

(a) to (d): Electricity being a concurrent subject, supply and distribution of electricity to all consumers, in rural as well as urban areas, is within the purview of the respective State Government/ distribution utility. Government of India has been supplementing the efforts of the States in providing access to quality power to all consumers through schemes like Deen Dayal Upadhyaya Gram Jyoti Yojana (DDUGJY) launched in 2014, Pradhan Mantri Sahaj Bijli Har Ghar Yojana (SAUBHAGYA) launched in October, 2017, and currently under

Revamped Distribution Sector Scheme (RDSS) launched in 2021.

The objective of DDUGJY was to connect every inhabited un electrified census village with electricity, and to strengthen the rural electricity distribution system. The objective of SAUBHAGYA was achieving universal household electrification by providing electricity connections to all willing un-electrified households in rural areas and all willing poor households in urban areas in the country by March, 2019.

The definition of 'electrified village' is as per the Rural Electrification Policy, 2006 but under SAUBHAGYA, electrification of all households was taken up, which is continuing under the ongoing scheme of RDSS.

As reported by the States/ UTs, all the inhabited un-electrified census villages in the country were electrified by 28th April, 2018. A total of 18,374 villages were electrified under DDUGJY including 49,25,124 Below Poverty Line (BPL) households. Under DDUGJY and thereafter under SAUBHAGYA electrification of all willing households was completed by 31st March, 2019 as reported by the States/ UTs. A total of 2.86 crore households were electrified during SAUBHAGYA period. Both the schemes stand closed as on 31.03.2022.

Under the RDSS, on grid electrification works amounting to Rs. 6,521 Cr. have been sanctioned for 13.65 lakh households including households belonging to Particularly vulnerable Tribal Group (PVTG) identified under Pradhan Mantri Janjati Adivasi Nyaya Maha Abhiyan (PM-JANMAN), households belonging to Scheduled Tribes (STs) under DA-JGUA (Dharti Aaba Janjatiya Gram Utkarsh Abhiyan), households belonging to Scheduled Castes

(SC) under Pradhan Mantri Anusuchit Jaati Abhyuday Yojana (PM-AJAY) and households in remote & border areas under Vibrant Village Program (VVP), wherever found feasible. Out of the above, a total of 2.93 lakh households have been electrified till date.

खुले में शौच मुक्त योजना का कार्यान्वयन

2129. श्री राजेश रंजन:

क्या **जल शक्ति** मंत्री यह बताने की कृपा करेंगे कि:

(क) खुले में शौच मुक्त योजना के अंतर्गत निर्मित शौचालयों की राज्य/संघ राज्य क्षेत्र-वार और जिला-वार संख्या क्या है:

(ख) इस योजना के अंतर्गत इस मद पर जिला-वार कुल कितनी धनराशि खर्च की गई है, और

(ग) क्या आज की स्थिति के अनुसार देश भर के सभी राज्य और संघ राज्यक्षेत्र खुले में शौच से मुक्त हो गए हैं, यदि हां, तो तत्संबंधी ब्यौरा क्या है?

जल शक्ति मंत्रालय में राज्य मंत्री; तथा रेल मंत्रालय में राज्य मंत्री (श्री वी. सोमन्ना):

(क): स्वच्छ भारत मिशन (ग्रामीण) (एसबीएम (जी) की एकीकृत प्रबंधन सूचना प्रणाली (आईएमआईएस) पर राज्यों/संघ राज्य क्षेत्रों द्वारा दी गई सूचना के अनुसार, स्वच्छ भारत मिशन (ग्रामीण) [एसबीएम (जी)] के अंतर्गत 02-10-2014 से 04-02-2026 तक निर्मित व्यक्तिगत पारिवारिक शौचालयों (आईएचएचएल) की राज्य/संघ राज्य क्षेत्र-वार संख्या संलग्न **विवरण-I** में दी गई है। राज्यों/संघ राज्य क्षेत्रों द्वारा दी गई सूचना के अनुसार, 2014 से एसबीएम (जी) के तहत निर्मित आईएचएचएल का जिला-वार विवरण एसबीएम (जी) डैशबोर्ड के माध्यम से "अपने स्वच्छ भारत डेटा को जानें" के तहत निम्नलिखित लिंक पर देखा जा सकता है:

https://sbm.gov.in/sbmphase2/Secure/Report/SBM_TargetVsAchievementYearWise.aspx

(ख): स्वच्छता राज्य का विषय है। एसबीएम (जी) चरण II, एक केंद्र प्रायोजित योजना होने के कारण, राज्य और संघ राज्य क्षेत्र (यूटी) सरकारों द्वारा अपने संबंधित अधिकार क्षेत्र के भीतर कार्यान्वित की जाती है। राज्य और संघ राज्य क्षेत्र एसबीएम (जी) के तहत निधियां प्राप्त करने के लिए प्रत्येक वित्त वर्ष की शुरुआत में अपनी वार्षिक कार्यान्वयन योजनाएं प्रस्तुत करते हैं। एसबीएम (जी) चरण-II के अंतर्गत राज्यों/संघ राज्य क्षेत्रों को घटक-वार निधियां जारी नहीं की जाती हैं। राज्य/संघ राज्य क्षेत्र अपनी आवश्यकता और आयोजना के अनुसार जिलों को निधियां आवंटित, जारी और निगरानी कर सकते हैं। एसबीएम (जी) के तहत वित्त वर्ष 2014-15 से 2024-25 तक राज्यों और संघ राज्य क्षेत्रों को जारी केंद्रीय हिस्से की निधियों का ब्यौरा संलग्न **विवरण- II** में दिया गया है।

(ग): स्वच्छ भारत मिशन (ग्रामीण) [एसबीएम (जी)], एक केंद्र प्रायोजित योजना 2 अक्टूबर, 2014 को शुरू की गई थी, जिसका उद्देश्य सभी ग्रामीण परिवारों को शौचालय उपलब्ध कराकर 2 अक्टूबर 2019 तक देश को खुले में शौच मुक्त (ओडीएफ) बनाना है। इस कार्यक्रम का सफलतापूर्वक संचालन किया गया और सभी गांवों, जिलों तथा राज्यों/संघ राज्य क्षेत्रों ने 2 अक्टूबर, 2019 को स्वयं को खुले में शौच मुक्त घोषित कर दिया।

विवरण-I

एसबीएम (जी) के तहत 2.10.2014 से 04.02.2026 तक राज्य/संघ राज्य क्षेत्र-वार निर्मित व्यक्तिगत पारिवारिक शौचालय (आईएचएचएल):

क्र.सं.	राज्य/संघ राज्य क्षेत्र का नाम	निर्मित आईएचएचएल की संख्या
1	अंडमान एवं निकोबार द्वीप समूह	23394
2	आंध्र प्रदेश	4457387
3	अरुणाचल प्रदेश	155725
4	असम	4228133
5	बिहार	14223594
6	छत्तीसगढ़	3625479
7	दादरा एवं नगर हवेली तथा दमण एवं दीव	22164
8	गोवा	30361

9	गुजरात	4455629
10	हरियाणा	733759
11	हिमाचल प्रदेश	232229
12	जम्मू एवं कश्मीर	1431628
13	झारखंड	4213753
14	कर्नाटक	5080431
15	केरल	273194
16	लद्दाख	22968
17	लक्षद्वीप	10
18	मध्य प्रदेश	7793433
19	महाराष्ट्र	7220894
20	मणिपुर	277553
21	मेघालय	317269
22	मिजोरम	51010
23	नागालैंड	150192
24	ओडिशा	7575501
25	पुदुचेरी	29890
26	पंजाब	572923
27	राजस्थान	8590938
28	सिक्किम	26411
29	तमिलनाडु	6109008
30	तेलंगाना	3146644
31	त्रिपुरा	506433
32	उत्तर प्रदेश	25780920
33	उत्तराखंड	550205
34	पश्चिम बंगाल	8578540
	कुल	120487602

[राज्यों/संघ राज्य क्षेत्रों द्वारा एसबीएम (जी) के आईएमआईएस पर सूचित किए गए अनुसार]

विवरण-II**राज्य/संघ राज्य क्षेत्र-वार 2014-15 से 2024-25 तक एसबीएम (जी) के तहत जारी केंद्रीय****अंश निधियां:**

(करोड़ रुपये में)

क्र.सं.	राज्य/संघ राज्य क्षेत्र का नाम	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	कुल
1	अंडमान एवं निकोबार द्वीप समूह	0.00	3.40	3.00	30.72	4.70	0.00	7.07	0.00	0.29	0.75	1.60	51.53
2	आंध्र प्रदेश	116.10	234.17	342.21	1219.88	1381.11	248.11	212.27	58.26	147.03	0.00	75.52	4034.66
3	अरुणाचल प्रदेश	14.61	38.71	65.09	137.30	51.31	61.01	15.28	4.10	14.72	15.81	7.41	425.35
4	असम	185.78	474.27	747.58	1171.95	882.09	545.97	276.81	256.78	214.45	389.77	105.21	5250.66
5	बिहार	0.00	221.55	131.86	875.92	2943.69	1867.38	88.56	128.01	711.49	700.00	166.51	7834.97
6	छत्तीसगढ़	28.12	144.72	584.46	677.83	448.50	138.98	68.43	0.00	177.54	83.98	0.00	2352.56
7	दादरा एवं नगर हवेली तथा दमण एवं दीव	0.00	0.00	0.00	19.68	0.84	0.00	1.65	0.00	0.00	0.00	0.00	22.17
8	गोवा	0.00	1.05	0.00	0.52	0.00	0.26	0.23	15.32	25.18	19.61	9.70	71.87
9	गुजरात	156.07	478.22	751.23	466.04	192.92	238.45	312.56	171.36	53.63	109.61	151.40	3081.49
10	हरियाणा	5.93	32.76	68.79	39.66	70.24	115.39	80.60	29.95	0.00	0.00	25.11	468.43
11	हिमाचल प्रदेश	130.17	4.37	117.30	20.68	0.00	33.61	23.62	41.95	38.28	42.00	28.65	480.63
12	जम्मू एवं कश्मीर	103.08	4.05	59.51	202.38	278.37	139.58	24.89	120.00	116.79	241.33	185.00	1474.98
13	झारखंड	23.05	97.32	455.46	698.66	753.02	473.57	153.31	0.00	70.03	50.00	0.00	2774.42
14	कर्नाटक	312.54	450.77	419.56	983.39	739.73	219.80	126.31	0.00	155.84	42.34	95.27	3545.55
15	केरल	33.97	8.50	196.28	59.36	12.47	141.40	103.73	5.66	74.00	0.00	11.67	647.04
16	लद्दाख	0	0	0	0	0	0	2.71	3.56	1.28	5.75	2.55	15.85
17	लक्षद्वीप	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.94	0.00	0.00	1.94
18	मध्य प्रदेश	0.00	374.33	1210.77	1380.61	590.94	242.65	291.48	334.48	184.56	113.39	121.05	4844.26
19	महाराष्ट्र	236.11	567.45	528.94	1235.34	1352.92	396.97	276.75	0.00	0.00	110.45	189.14	4894.07
20	मणिपुर	9.18	44.19	54.49	77.02	75.06	55.62	17.51	12.09	12.86	0.00	0.00	358.02
21	मेघालय	0.00	35.65	75.70	153.89	0.00	37.13	65.41	36.56	16.57	20.81	0.00	441.72
22	मिजोरम	0.00	3.32	10.98	46.24	12.73	10.78	14.05	13.22	9.84	4.98	8.83	134.97
23	नागालैंड	20.87	10.83	64.12	71.41	59.93	39.49	22.17	9.01	19.72	31.07	20.69	369.31
24	ओडिशा	65.84	571.50	863.65	457.02	1367.62	2044.36	58.92	0.00	0.00	46.52	111.26	5586.69
25	पुदुचेरी	2.00	4.40	0.00	50.25	0.00	2.00	0.11	0.00	0.00	0.00	0.00	58.76
26	पंजाब	0.00	38.70	197.02	283.48	0.00	97.18	65.94	0.00	42.05	54.81	41.30	820.48
27	राजस्थान	271.57	938.73	777.30	981.51	865.88	390.00	229.26	275.93	288.78	69.43	98.18	5186.57
28	सिक्किम	3.89	6.12	7.04	12.98	1.96	5.44	6.15	4.49	5.79	6.66	7.61	68.13
29	तमिलनाडु	205.12	78.94	537.02	865.94	760.99	137.80	162.89	0.00	78.47	239.74	99.56	3166.47
30	तेलंगाना	105.62	128.39	135.72	481.94	515.05	119.93	46.86	0.00	0.00	14.18	9.56	1557.25
31	त्रिपुरा	50.65	38.89	24.98	24.00	116.93	81.06	24.33	17.14	28.28	35.79	21.78	463.83
32	उत्तर प्रदेश	237.99	565.39	853.33	3155.37	7414.07	2249.94	800.32	370.59	910.23	2506.71	785.64	19849.58
33	उत्तराखंड	40.52	49.37	348.05	146.69	65.80	50.23	50.69	14.25	37.29	63.75	8.89	875.53
34	पश्चिम बंगाल	371.52	712.92	640.50	583.23	534.25	808.18	261.31	135.45	406.01	720.00	150.47	5323.84
	कुल	2730.30	6362.98	10271.94	16610.89	21493.12	10992.27	3892.18	2058.16	3842.94	5739.24	2539.56	86533.58

**LIQUIDATION SCHEME FOR STATE ELECTRICITY
DISTRIBUTION COMPANIES**

2130. SHRI BHARTRUHARI MAHTAB:

SHRI DAMODAR AGRAWAL:

SHRI TRIVENDRA SINGH RAWAT:

SHRI JUGAL KISHORE:

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

- (a) whether it is a fact that the State Electricity Distribution Companies in the country have outstanding dues of about 1.40 lakh crore to power generation companies at present, if so, the details thereof, State-wise including UT of Jammu and Kashmir;
- (b) whether the Government has any proposal to initiate a liquidation scheme for State Electricity Distribution Companies for payment of their outstanding dues to power generation companies including UT of Jammu and Kashmir; and
- (c) if so, the details thereof?

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

(a) to (c): (i) Government of India has notified the Electricity (Late Payment Surcharge and Related Matters) Rules, 2022 (LPS Rules, 2022) on 3rd June, 2022. Under these rules, all the dues, including late payments surcharges, upto 3rd June 2022 were considered as arrears which were to be rescheduled and the

distribution licensee shall pay such dues in equated monthly instalments (EMIs), starting from August 2022. 13 States reported arrears amounting to Rs. 1,39,947 Cr. as on 03.06.2022 and rescheduled them into EMIs.

(ii) As a result of these measures, 43 EMIs have been paid by the distribution utilities concerned, including pre-payment of legacy dues by some utilities, and the outstanding legacy dues have reduced to ₹4,109 crore as on 10.02.2026. State-wise details are given in the enclosed **Statement**.

(iii) In view of credible improvement in the payment of their dues by the distribution utilities, there does not seem to be any requirement of a liquidation scheme for the same.

STATEMENT

Details of State-wise outstanding dues as on 03.06.2022 and balance outstanding dues as on 10.02.2026 to be paid to Suppliers*:

(In Rs. Cr.)

Sr. No.	State	Discom	As on 03.06.2022	As on 10.02.2026		
			Legacy Overdues as per Discoms	Balance legacy dues after payment of 43 EMIs as per DISCOMs	Current Overdues as per PRAAPTI	Total Overdues (Current + Legacy)
1	Andhra Pradesh	Andhra Pradesh Power Purchase Coordination Committee		0	1,561	1,561

2	Andhra Pradesh	Andhra Pradesh Southern Power Distribution Company Limited		0	277	277
3	Andhra Pradesh	Andhra Pradesh Eastern Power Distribution Company Limited		0	76	76
4	Andhra Pradesh	Andhra Pradesh Central Power Distribution Company Limited	18,309	0	69	69
5	Arunachal Pradesh	Arunachal Power Distribution Department	-	0	0	0
6	Assam	Assam Power Distribution Company Limited	-	0	29	29
7	Bihar	North Bihar Power Distribution Company Ltd.	430	0	71	71
8	Bihar	South Bihar Power Distribution Company Ltd.	662	0	0	0
9	Chandigarh	Chandigarh Power Distribution Limited	-	0	0	0
10	Chhattisgarh	Chhattisgarh State Power Distribution Company Limited	4,162	0	68	68
11	Delhi	The New Delhi Municipal Council	-	0	91	91
12	Delhi	BSES Rajdhani Power Limited	-	0	2	2
13	Delhi	Delhi Tata Power Distribution Limited	-	0	6	6
14	Delhi	BSES Yamuna Power Limited	-	0	0	0
15	DNH & DD	Dadra And Nagar Haveli And Daman And Diu Power Distribution Corporation Ltd	-	0	0	0

16	Goa	Goa Power Department	-	0	1	1
17	Gujarat	Gujarat Urja Vikas Nigam Limited	-	0	6,546	6,546
18	Haryana	Haryana Power Purchase Centre	-	0	124	124
19	Himachal Pradesh	Himachal Pradesh State Electricity Board Limited	-	0	36	36
20	Jammu and Kashmir	Jammu And Kashmir State Power Trading Company Limited	14,164	0	943	943
21	Jharkhand	Jharkhand Bijli Vitran Nigam Limited	6,000	0	809	809
22	Karnataka	Bangalore Electricity Supply Company Ltd.	7,529	763	1,181	1,945
23	Karnataka	Hubli Electricity Supply Company Ltd.	2,528	0	532	532
24	Karnataka	Gulbarga Electricity Supply Company Ltd.	2,129	52	245	296
25	Karnataka	Chamundeshwari Electricity Supply Corporation Limited	1,247	115	67	181
26	Karnataka	Mangalore Electricity Supply Company Ltd.	125	13	1	14
27	Kerala	Kerala State Electricity Board Limited	-	0	70	70
28	Madhya Pradesh	Madhya Pradesh Power Management Co Ltd	8,500	0	645	645
29	Maharashtra	Maharashtra State Electricity Distribution Co. Ltd	17,320	1,438	1,494	2,932

30	Maharashtra	Adani Electricity Mumbai Limited	-	0	0	0
31	Maharashtra	Tata Power Co Ltd-Mumbai Distribution	-	0	48	48
32	Manipur	Manipur State Power Distribution Company Limited	161	0	43	43
33	Meghalaya	Meghalaya Power Distribution Corporation Limited	-	0	17	17
34	Mizoram	Mizoram Power Department	-	0	0	0
35	Nagaland	Nagaland Power Department	-	0	21	21
36	Odisha	Grid Corporation of Odisha	-	0	241	241
37	Puducherry	Puducherry Power Department	-	0	0	0
38	Punjab	Punjab State Power Corporation Limited	-	0	498	498
39	Rajasthan	Jodhpur Vidyut Vitran Nigam Ltd.	8,874	0	945	945
40	Rajasthan	Jaipur Vidyut Vitran Nigam Ltd.	9,264	0	443	443
41	Rajasthan	Ajmer Vidyut Vitran Nigam Ltd.	4,096	0	270	270
42	Rajasthan	Rajasthan Discoms Power Procurement Centre	-	0	0	0
43	Sikkim	Sikkim Power Department	-	0	0	0
44	Tamil Nadu	Tamil Nadu Generation & Distribution Corporation Limited	17,734	1,729	172	1,901
45	Telangana	Southern Power Distribution Company Of Telangana	6,973	0	132	132
46	Telangana	Telangana State Northern Power Distribution Company	2,977	0	25	25
47	Tripura	Tripura State Electricity Corporation Limited	-	0	85	85

48	Uttar Pradesh	Uttar Pradesh Power Corporation Ltd	6,762	0	2,938	2,938
49	Uttar Pradesh	Noida Power Company Limited	-	0	1	1
50	Uttarakhand	Uttarakhand Power Corporation Limited	-	0	57	57
51	West Bengal	West Bengal State Electricity Distribution Company Ltd.	-	0	247	247
52	West Bengal	Damodar Valley Corporation	-	0	2	2
53	West Bengal	India Power Corporation Limited	-	0	52	52
		Total	1,39,947	4,109	21,178	25,287

*Suppliers include generating, transmission and trading companies.

DEVELOPMENTS UNDER NMFP

2131. SUSHRI S. JOTHIMANI:

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

- (a) the recent developments under the National Mission on Food Processing (NMFP), and utilization of the allocated budget during the last financial year;
- (b) the steps being taken by the Ministry to ensure that the benefits of the NMFP reach smaller food processors, particularly those in rural and semi-urban areas, who face barriers in accessing credit and technology;
- (c) whether the Ministry intends to utilize the NMFP to reduce post-harvest losses and address food waste at the farm level; and if so, the details thereof;

(d) whether the Ministry has undertaken any evaluation to measure the success of the NMFP in improving farmers' income and enhancing value addition in agriculture; and

(e) if so, the key findings of the same?

**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 Government of India has delinked the National Mission of Food Processing (NMFP) from Central Government support from the financial year 2015-16. Accordingly, Ministry of Food Processing Industries has not released any funds under NMFP during the last financial year.

(b) to (e): Do not arise in view of reply to part (a) above.

However, the Ministry of Food Processing Industries (MoFPI) through implementation of various initiatives and schemes viz. Pradhan Mantri Kisan SAMPADA Yojana (PMKSY), Prime Minister Formalization of Micro Food Processing Enterprises (PMFME) and Production Linked Incentive Scheme for Food Processing Industries (PLISFPI) aims for the overall development of food processing sector. Under various component of the aforementioned schemes, the MoFPI provides financial assistance, including to the smaller food processors in rural and semi-urban areas, for creation of modern infrastructure with efficient supply chain management from farm gate to retail outlet. The infrastructure created and assistance provided, inter-alia, aims at providing better returns to farmers, creation of employment opportunities, reducing post-

harvest losses and wastage, and increasing the processing level/ value addition.

REPAIR WORKS IN ANDHRA PRADESH UNDER CRIF

2132. SHRI BALASHOWRY VALLABHANENI:

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

- (a) whether the Ministry has received any request(s) from the Government of Andhra Pradesh for construction and/or repair of roads in the State under Central Road and Infrastructure Fund Scheme during the last three years and the current year, year-wise;
- (b) if so, the details thereof, National Highway-wise and district-wise;
- (c) whether the Ministry has sent any list to the State Government for prioritizing the projects for sanction under Central Road and Infrastructure Fund (CRIF) and if so, the details thereof; and
- (d) the details of works that have been undertaken, completed and are in progress during the last three years and the current year, year-wise and NH-wise in Andhra Pradesh?

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

(a) to (d): Government in the Ministry of Road Transport & Highways is primarily responsible for development and maintenance of National Highways (NHs). Additionally, Government takes up development and maintenance of State Roads as per the criteria under the amended CRIF Act, 2000, which provides

for finalization of the list of projects prioritized by State Governments / UTs within the framework of PM Gati Shakti National Master Plan, being the guiding principle for identification, sanction and implementation of Projects. Administrative Approval, Technical Approval and Financial Sanction of projects of the approved list is given by concerned State Governments/ UTs, with permissible excess cost of upto 10 percentage over approved cost. Further responsibility for Project implementation lies with the concerned State / UT Government, with Project monitoring and quality control of works to be done at State/UT level at regular intervals ensuring timely completion of works.

Year-wise details of CRIF Works approved in the State of Andhra Pradesh during the last three years and current year and their present status of completion are given below:

Year	Works Approved			Works Completed			Works in Progress		
	Nos	Length (in km)	Amount (Rs. in Cr.)	Nos	Length (in km)	Amount (Rs. in Cr.)	Nos	Length (in km)	Amount (Rs. in Cr.)
2022-2023	17	224	390.30	8	116	204.30	9	108	186.00
2023-2024	9	62	482.84	2	29	57.00	7	33	425.84
2024-2025	1	1	98.00	-	-	-	1	1	98.00
2025-2026	1	21	49.00	-	-	-	1	21	49.00

FINANCIAL ASSISTANCE FOR GARBAGE, WASTE AND SEWAGE

2133. SHRI A. MANI:

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

- (a) whether the management of garbage, waste and sewage is becoming a serious issue in urban areas in the country;
- (b) if so, the details thereof along with the reasons therefor and the action taken/being taken by the Government in this regard;
- (c) whether the Government provides financial and technical assistance to the States for establishment of garbage and sewage treatment plants and if so, the details thereof, State-wise along with the details of the financial assistance provided to Tamil Nadu during the last three years and the current year, year and city-wise; and
- (d) whether the Government has assessed/proposes to assess the progress of the work carried out by the States in this regard and if so, the details thereof, State-wise?

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

(a) and (b): Growing urban population in the country has led to rise in the demand of management of garbage, waste and sewage in the urban areas of the country. To meet these demands, Government of India launched Swachh Bharat Mission – Urban 2.0 (SBM-U 2.0) with a vision of achieving Garbage Free Status for all Urban Local Bodies (ULBs)/cities in the country through scientific management of all fractions of waste.

As reported by States/UTs on Swachhattam portal, 97 percent wards have achieved 100 percent door-to-door-collection, 88 percent wards have achieved 100 percent segregation of municipal solid waste. A total of 1,62,293 ton per day

(TPD) of Municipal Solid Waste is generated in the urban areas, out of which 1,32,514 TPD is processed. The current processing capacity has reached to 81.65 percent.

To deal with sewerage and septage management in cities having less than 1 lakh population a new component Used Water Management (UWM) has been introduced under SBM-U 2.0. MoHUA is also implementing Atal Mission for Rejuvenation and Urban Transformation (AMRUT) to deal with sewerage and septage management as well as making cities/statutory towns 'self-reliant' and 'water secure', in ULBs with more than 1 lakh population.

(c) : Sanitation is a state subject. Ministry of Housing & Urban Affairs (MoHUA) supplements the efforts of States/UTs by providing policy directions, financial and technical support by sharing Manuals/Standard of Procedures (SoPs) on Solid Waste Management and issue various Advisories & Guidelines time to time for choosing appropriate technologies to manage solid waste.

Government of India has allocated ₹10,930.12 crores under SWM and ₹15,926.55 crores under UWM of SBM-U 2.0. Under SWM component action plans having central share of ₹9503.76 crores for setting up waste processing plants of 158325.72 TPD along with 580 mechanical road sweepers and remediation of 19.48 Cr MT of legacy waste have been approved. Under UWM component STPs/FSTPs with the capacity of 10,830.56 MLD, 17,143 kms of I&D network and 1,940 CESS pool Tankers/Desludging Machines, 517 other desludging equipment have been approved.

Under SBM-U 2.0 central share of fund is released to the State/UTs and not

to the cities. State-wise details of the approved financial assistance is given in the enclosed **Statement-I**. Details of funds released to Tamil Nadu in last three years and current year under SBM-U 2.0 is as below:

2022-23	2023-24	2024-25	2025-26
384.66 Cr	69.05 Cr	180.04 Cr	234.21 Cr

Under sewerage and septage management sector of AMRUT, a total of 889 sewerage and septage management projects having 4,843 MLD and under AMRUT 2.0, 583 sewerage/septage projects having 6,649 MLD sewage treatment capacity have been approved. The State-wise details of financial assistance provided under AMRUT for sewage and septage management is given in the enclosed **Statement-II**.

(d): To evaluate the cleanliness status and progress in implementation of SBM-U in cities, MoHUA has been conducting an annual cleanliness survey – ‘Swachh Survekshan’ since the year 2016 through third party assessment. State-wise details of performance under Swachh Survekshan 2024 is available at <https://ss2024.sbmurban.org/#/home>.

STATEMENT – I

State-wise details of the approved financial assistance

(₹ in Crores)

S. No.	State/UT	Total
1	A&N Islands	8.60
2	Andhra Pradesh	1409.75

3	Arunachal Pradesh	129.45
4	Assam	496.48
5	Bihar	1190.76
6	Chandigarh	45.20
7	Chhattisgarh	619.78
8	Dadra & Nagar Haveli and Daman & Diu	29.17
9	Delhi	1140.57
10	Goa	71.28
11	Gujarat	1327.28
12	Haryana	246.68
13	Himachal Pradesh	163.51
14	Jammu & Kashmir	666.95
15	Jharkhand	358.78
16	Karnataka	2157.75
17	Kerala	218.20
18	Ladakh	9.50
19	Madhya Pradesh	2013.46
20	Maharashtra	3390.37
21	Manipur	117.38
22	Meghalaya	67.29
23	Mizoram	115.70
24	Nagaland	171.47
25	Odisha	769.32
26	Puducherry	83.21
27	Punjab	650.77
28	Rajasthan	1720.80
29	Sikkim	30.10
30	Tamil Nadu	3261.36
31	Telangana	993.40
32	Tripura	70.13
33	Uttar Pradesh	3523.42
34	Uttarakhand	127.41
35	West Bengal	1438.24
	Total	28833.52

STATEMENT – II

The State-wise details of financial assistance provided under AMRUT for sewage and septage management:

(₹ in Crores)

S. No.	State /UT	AMRUT		AMRUT 2.0	
		No.	Cost	No.	Cost
1	A&N islands	0	0	0	0
2	Andhra Pradesh	40	598.47	71	2495.50
3	Arunachal Pradesh	2	53.50	0	0
4	Assam	0	0	2	67.34
5	Bihar	0	0	11	3445.08
6	Chandigarh	2	20.20	4	115.08
7	Chhattisgarh	30	379.17	5	645.37
8	Dadra & Nagar Haveli and Daman & Diu	2	21.96	1	63.47
9	Delhi	7	408.79	38	4832.35
10	Goa	3	117.53	1	21.26
11	Gujarat	98	2943.89	167	6877.24
12	Haryana	44	1655.23	16	1353.24
13	Himachal Pradesh	14	99.71	2	11.6
14	Jammu and Kashmir	15	137.26	3	373.35
15	Jharkhand	9	251.5	1	2284.02
16	Karnataka	55	2499.92	0	0
17	Kerala	151	385.79	45	1147.34
18	Ladakh	2	4.96	2	192.05
19	Madhya Pradesh	29	3882.63	36	5432.04
20	Maharashtra	36	3294.03	46	12510.96
21	Meghalaya	2	57.13	0	0
22	Mizoram	3	13.73	1	39.22
23	Nagaland	2	8.00	2	93.92
24	Odisha	13	138.21	0	0
25	Puducherry	9	11.43	4	107.14
26	Punjab	62	1504.65	12	541.86
27	Rajasthan	30	2360.19	43	5673.7
28	Tamil Nadu	18	5670.80	30	6623.4

29	Telangana	4	203.30	12	5775.11
30	Tripura	1	11.42	0	0
31	Uttar Pradesh	159	7353.01	26	5054.93
32	Uttarakhand	44	188.1	0	0
33	West Bengal	3	192.5	2	341.11
	Total	889	34467.01	583	66117.69

डिस्कॉम द्वारा देय बकाया धनराशि

2134. श्री रवीन्द्र शुक्ला उर्फ रवि किशन:

श्रीमती रूपकुमारी चौधरी:

क्या विद्युत मंत्री यह बताने की कृपा करेंगे कि:

(क) देश में केंद्र, राज्य और निजी विद्युत उत्पादन कंपनियों को वितरण कंपनियों (डीआईएसकॉम)

द्वारा देय कुल बकाया धनराशि राज्यवार कितनी है;

(ख) क्या उक्त बकाया धनराशि के निस्तार के लिए कोई योजना प्रस्तावित की गई है, और यदि हां,

तो तत्संबंधी ब्यौरा क्या है;

(ग) क्या उत्तर प्रदेश, महाराष्ट्र और आंध्र प्रदेश सबसे अधिक बकाया धनराशि वाले राज्यों में शामिल

हैं, और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(घ) उक्त बकाया धनराशि का ब्यौरा क्या है और कोयला-आधारित, गैस-आधारित, जल-विद्युत और

नवीकरणीय ऊर्जा उत्पादन कंपनियों का श्रेणीवार हिस्सा दर्शाने वाला अलग-अलग ब्यौरा क्या

है;

(ङ) क्या वर्ष 2022 में कुल बकाया धनराशि लगभग 1.39 लाख करोड़ रुपये थी, जिसे विभिन्न

योजनाओं के माध्यम से कम किया गया है, और यदि हां, तो इस कमी के प्रमुख कारण क्या हैं;

(च) विलंबित भुगतान का विद्युत उत्पादन और ईंधन आपूर्ति पर क्या प्रभाव है; और

(छ) सरकार की भविष्य में इस प्रकार की बकाया धनराशि के संचय को रोकने के लिए कार्य योजना

का ब्यौरा क्या है?

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

(क) से (छ): (i) विद्युत मंत्रालय, भारत सरकार ने दिनांक 3 जून, 2022 को विद्युत (विलंब भुगतान अधिभार और संबंधित मामले) नियम, 2022 (एलपीएस नियम, 2022) अधिसूचित किए। इन नियमों के तहत, दिनांक 3 जून 2022 तक विलंब भुगतान अधिभार सहित सभी देय राशि उत्पादन कंपनियों (स्वतंत्र विद्युत उत्पादक, केंद्रीय सार्वजनिक क्षेत्र के उद्यम और नवीकरणीय ऊर्जा विकासकर्ता), अंतर-राज्यीय पारेषण लाइसेंसधारियों और व्यापार लाइसेंसधारियों के बकाया को पिछले बकाया के रूप में माना गया और समान मासिक किश्तों (ईएमआई) में वितरण लाइसेंसधारियों द्वारा भुगतान के लिए पुनः निर्धारित नियत तारीखों के साथ पुनर्निर्धारित किया गया। तदनुसार, 13 राज्यों ने दिनांक 03.06.2022 तक 1,39,947 करोड़ रुपये के बकाए की सूचना दी, जिसे ईएमआई तंत्र के तहत पुनर्निर्धारित किया गया था।

एलपीएस नियम वर्तमान बकाया राशि के समयबद्ध निपटान के लिए एक फ्रेमवर्क भी निर्धारित करते हैं और वितरण लाइसेंसधारियों द्वारा लगातार भुगतान चूक की स्थिति में प्रगतिशील विनियमन का प्रावधान करते हैं।

(ii) इन उपायों के परिणामस्वरूप, संबंधित वितरण यूटिलिटी द्वारा 43 ईएमआई का भुगतान किया गया है, जिसमें कुछ यूटिलिटी द्वारा पिछली बकाया राशि का अग्रिम-भुगतान भी शामिल है, और दिनांक 10.02.2026 तक की स्थिति के अनुसार पिछली बकाया राशि घटकर 4,109 करोड़ रुपये रह गई है। डिस्कॉम भी नियमों के तहत कार्रवाई से बचने के लिए समय पर अपने वर्तमान बकाया का भुगतान कर रहे हैं।

(iii) वितरण कंपनियों (डिस्कॉम) द्वारा उत्पादन कंपनियों (जेनको) को विलंबित भुगतान से नकदी प्रवाह की समस्या होती है, जिससे जेनको की समय पर पर्याप्त ईंधन खरीदने की क्षमता बाधित होती है, जिसके कारण संयंत्र का उत्पादन कम हो सकता है और विद्युत की कमी हो सकती है। इस तरह

की देरी नवीकरणीय ऊर्जा परियोजनाओं सहित नई विद्युत उत्पादन क्षमता में निवेश को भी प्रभावित करती है। एलपीएस नियमों ने विद्युत की विश्वसनीय आपूर्ति को सुविधाजनक बनाते हुए जेनको के बकाया का समय पर भुगतान सुनिश्चित करने में मदद की है।

(iv) इसके अलावा, भारत सरकार द्वारा वर्ष 2021 में शुरू की गई संशोधित वितरण क्षेत्र स्कीम (आरडीएसएस) के तहत, स्कीम के तहत वित्तीय सहायता प्राप्त करने के लिए डिस्कॉम का मूल्यांकन करने के लिए परिणाम मूल्यांकन फ्रेमवर्क के तहत एलपीएस नियमों का अनुपालन एक पूर्व-योग्यता मानदंड के रूप में निर्धारित किया गया है।

(v) इसके अलावा, विद्युत मंत्रालय ने राज्य डिस्कॉम/ट्रांसको/जेनको को ऋण स्वीकृत करने के लिए अतिरिक्त विवेकपूर्ण मानदंड बनाए हैं। इनका अनिवार्य रूप से मतलब है कि डिस्कॉम और अन्य राज्य के स्वामित्व वाली यूटिलिटी को दिए गए ऋण निर्धारित शर्तों के मुकाबले उनके प्रदर्शन पर निर्भर होंगे, जिसमें डिस्कॉम द्वारा एलपीएस नियमों का अनुपालन शामिल है।

(vi) एलपीएस नियमों के तहत डिस्कॉम द्वारा देय राज्य-वार बकाया राशि **विवरण-I** पर संलग्न है। इसके अलावा, प्रमुख राज्यों की राज्य विद्युत उत्पादन कंपनियों को देय बकाया राशि **विवरण-II** पर संलग्न है।

विवरण – I

एलपीएस नियमों के तहत डिस्कॉम द्वारा देय राज्य-वार बकाया राशि का ब्यौरा

(करोड़ रुपए में)

क्र.सं.	राज्य	डिस्कॉम	दिनांक 03.06.2022 तक की स्थिति के अनुसार	दिनांक 10.02.2026 तक स्थिति के अनुसार		
			डिस्कॉम के अनुसार पिछला बकाया	डिस्कॉम के अनुसार 43 इएमआई के भुगतान के बाद बकाया	प्राप्ति के अनुसार वर्तमान बकाया	कुल बकाया (वर्तमान + पुराना)
1	आंध्र प्रदेश	आंध्र प्रदेश पावर परचेज कोऑर्डिनेशन कमेटी		0	1,561	1,561
2	आंध्र प्रदेश	आंध्र प्रदेश सदर्न पावर डिस्ट्रीब्यूशन कंपनी लिमिटेड		0	277	277
3	आंध्र प्रदेश	आंध्र प्रदेश ईस्टर्न पावर डिस्ट्रीब्यूशन कंपनी लिमिटेड		0	76	76
4	आंध्र प्रदेश	आंध्र प्रदेश सेंट्रल पावर डिस्ट्रीब्यूशन कंपनी लिमिटेड	18,309	0	69	69
5	अरुणाचल प्रदेश	अरुणाचल पावर डिस्ट्रीब्यूशन डिपार्टमेंट	-	0	0	0
6	असम	असम पावर डिस्ट्रीब्यूशन कंपनी लिमिटेड	-	0	29	29
7	बिहार	नॉर्थ बिहार पावर डिस्ट्रीब्यूशन कंपनी लिमिटेड	430	0	71	71
8	बिहार	साउथ बिहार पावर डिस्ट्रीब्यूशन कंपनी लिमिटेड	662	0	0	0

9	चंडीगढ़	चंडीगढ़ पावर डिस्ट्रीब्यूशन लिमिटेड	-	0	0	0
10	छत्तीसगढ़	छत्तीसगढ़ स्टेट पावर डिस्ट्रीब्यूशन कंपनी लिमिटेड	4,162	0	68	68
11	दिल्ली	नई दिल्ली म्युनिसिपल काउंसिल	-	0	91	91
12	दिल्ली	बीएसईएस राजधानी पावर लिमिटेड	-	0	2	2
13	दिल्ली	दिल्ली टाटा पावर डिस्ट्रीब्यूशन लिमिटेड	-	0	6	6
14	दिल्ली	बीएसईएस यमुना पावर लिमिटेड	-	0	0	0
15	दादरा और नगर हवेली तथा दमन और दीव	दादरा और नगर हवेली और दमन और दीव पावर डिस्ट्रीब्यूशन कॉर्पोरेशन लिमिटेड	-	0	0	0
16	गोवा	गोवा पावर डिपार्टमेंट	-	0	1	1
17	गुजरात	गुजरात ऊर्जा विकास निगम लिमिटेड	-	0	6,546	6,546
18	हरियाणा	हरियाणा पावर परचेज सेंटर	-	0	124	124
19	हिमाचल प्रदेश	हिमाचल प्रदेश स्टेट इलेक्ट्रिसिटी बोर्ड लिमिटेड	-	0	36	36
20	जम्मू और कश्मीर	जम्मू एंड कश्मीर स्टेट पावर ट्रेडिंग कंपनी लिमिटेड	14,164	0	943	943
21	झारखंड	झारखंड बिजली वितरण निगम लिमिटेड	6,000	0	809	809
22	कर्नाटक	बैंगलोर इलेक्ट्रिसिटी सप्लाय कंपनी लिमिटेड	7,529	763	1,181	1,945
23	कर्नाटक	हुबली इलेक्ट्रिसिटी सप्लाय कंपनी लिमिटेड	2,528	0	532	532
24	कर्नाटक	गुलबर्गा इलेक्ट्रिसिटी सप्लाय कंपनी लिमिटेड	2,129	52	245	296

25	कर्नाटक	चामुंडेश्वरी इलेक्ट्रिसिटी सप्लाय कॉर्पोरेशन लिमिटेड	1,247	115	67	181
26	कर्नाटक	मैंगलोर इलेक्ट्रिसिटी सप्लाय कंपनी लिमिटेड	125	13	1	14
27	केरल	केरल स्टेट इलेक्ट्रिसिटी बोर्ड लिमिटेड	-	0	70	70
28	मध्य प्रदेश	मध्य प्रदेश पावर मैनेजमेंट कंपनी लिमिटेड	8,500	0	645	645
29	महाराष्ट्र	महाराष्ट्र स्टेट इलेक्ट्रिसिटी डिस्ट्रीब्यूशन कंपनी लिमिटेड	17,320	1,438	1,494	2,932
30	महाराष्ट्र	अडानी इलेक्ट्रिसिटी मुंबई लिमिटेड	-	0	0	0
31	महाराष्ट्र	टाटा पावर कंपनी लिमिटेड-मुंबई डिस्ट्रीब्यूशन	-	0	48	48
32	मणिपुर	मणिपुर स्टेट पावर डिस्ट्रीब्यूशन कंपनी लिमिटेड	161	0	43	43
33	मेघालय	मेघालय पावर डिस्ट्रीब्यूशन कॉर्पोरेशन लिमिटेड	-	0	17	17
34	मिजोरम	मिजोरम पावर डिपार्टमेंट	-	0	0	0
35	नागालैंड	नागालैंड पावर डिपार्टमेंट	-	0	21	21
36	ओडिशा	ग्रिड कॉर्पोरेशन ऑफ ओडिशा	-	0	241	241
37	पुडुचेरी	पुडुचेरी पावर डिपार्टमेंट	-	0	0	0
38	पंजाब	पंजाब स्टेट पावर कॉर्पोरेशन लिमिटेड	-	0	498	498
39	राजस्थान	जोधपुर विद्युत वितरण निगम लिमिटेड	8,874	0	945	945
40	राजस्थान	जयपुर विद्युत वितरण निगम लिमिटेड	9,264	0	443	443
41	राजस्थान	अजमेर विद्युत वितरण निगम लिमिटेड	4,096	0	270	270
42	राजस्थान	राजस्थान डिस्कॉम्स पावर प्रोक्योरमेंट सेंटर	-	0	0	0
43	सिक्किम	सिक्किम पावर डिपार्टमेंट	-	0	0	0

44	तमिलनाडु	तमिलनाडु जेनरेशन एंड डिस्ट्रीब्यूशन कॉर्पोरेशन लिमिटेड	17,734	1,729	172	1,901
45	तेलंगाना	सदर्न पावर डिस्ट्रीब्यूशन कंपनी ऑफ तेलंगाना	6,973	0	132	132
46	तेलंगाना	तेलंगाना स्टेट नॉर्दर्न पावर डिस्ट्रीब्यूशन कंपनी	2,977	0	25	25
47	त्रिपुरा	त्रिपुरा स्टेट इलेक्ट्रिसिटी कॉर्पोरेशन लिमिटेड	-	0	85	85
48	उत्तर प्रदेश	उत्तर प्रदेश पावर कॉर्पोरेशन लिमिटेड	6,762	0	2,938	2,938
49	उत्तर प्रदेश	नोएडा पावर कंपनी लिमिटेड	-	0	1	1
50	उत्तराखंड	उत्तराखंड पावर कॉर्पोरेशन लिमिटेड	-	0	57	57
51	पश्चिम बंगाल	वेस्ट बंगाल स्टेट इलेक्ट्रिसिटी डिस्ट्रीब्यूशन कंपनी लिमिटेड	-	0	247	247
52	पश्चिम बंगाल	दामोदर वैली कॉर्पोरेशन	-	0	2	2
53	पश्चिम बंगाल	इंडिया पावर कॉर्पोरेशन लिमिटेड	-	0	52	52
		कुल	1,39,947	4,109	21,178	25,287

* आपूर्तिकर्ताओं में उत्पादन, पारेषण और व्यापारिक कंपनियां शामिल हैं

विवरण -II

दिनांक 31.03.2025 तक प्रमुख राज्यों की राज्य विद्युत उत्पादन कंपनियों को देय बकाया राशि

प्रमुख राज्य	विद्युत की बिक्री के लिए प्राप्त (करोड़ रुपये)
आंध्र प्रदेश	
एपीजेनको	8,538
असम	
एपीजीसीएल	446
छत्तीसगढ़	

सीएसपीजीसीएल	2,590
गुजरात	
जीईएल	331
हरियाणा	
एचपीजीसीएल	905
झारखंड	
जेयूयूएल	29
कर्नाटक	
केपीसीएल	12,398
मध्य प्रदेश	
एमपीपीजीसीएल	6,205
महाराष्ट्र	
एमएसपीजीसीएल	25,454
मेघालय	
एमईपीजीसीएल	552
ओडिशा	
ओपीजीसीएल	521
राजस्थान	
आरआरवीयूएनएल	-
तेलंगाना	
टीएसजेनको	11,649
उत्तर प्रदेश	
यूपीआरवीयूएनएल	7,090
उत्तराखंड	
यूजेवीएनएल	322
पश्चिम बंगाल	
डब्ल्यूबीपीडीसीएल	10,917
कुल	87,948

INCREASE IN ETHANOL BLENDING

2135. DR. GANAPATHY RAJKUMAR P.:

SHRI TAMILSELVAN THANGA:

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

- (a) whether the Government has achieved its target to blend twenty per cent ethanol per litre of fuel five years ahead of the target and whether ethanol blending rose from just one and a half per cent in 2014 to twenty per cent in 2025 under the National Policy on Biofuels and if so, the details thereof;
- (b) whether the increase in ethanol blending from one and a half per cent in 2014 to twenty per cent in 2025 was backed by the Government's strong fiscal incentives to the sugarcane industry and if so, the details thereof;
- (c) whether ethanol blending achieves a range of goals such as cutting greenhouse gas emissions, bolstering farmers' incomes and reducing India's oil import bill and if so, the details thereof;
- (d) whether the Government has taken note of the impact of ethanol blending on the economy of the country and if so, the details thereof; and
- (e) whether the Government would take necessary action to reduce fuel prices in the country as a result of blending twenty per cent ethanol per litre of fuel and 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): Government has promoted blending of ethanol in petrol under the Ethanol Blended Petrol (EBP) Programme. The National Policy on Biofuels – 2018, as amended in 2022, inter-alia, advanced the target of 20% blending of

ethanol in petrol from 2030 to Ethanol Supply Year (ESY) 2025–26 (1st November, 2025 to 31st October, 2026). This target of 20% has been achieved in December, 2025 due to the concerted efforts of Government that have led to increased ethanol blending with petrol from 38 crore litres in ESY 2013-14 to over 1000 crore litres in ESY 2024-25. Public Sector Oil Marketing Companies (OMCs) achieved the target of 10% ethanol blending in petrol in June 2022, i.e. five months ahead of the target during ESY 2021–22. Ethanol blending levels thereafter increased to 12.06% in ESY 2022–23, 14.60% in ESY 2023–24, and 19.24% in ESY 2024–25. During the ESY 2025–26, as on 31.12.2025, more than 179 crore litres of ethanol have been blended, achieving an average ethanol blending of 20% in petrol.

Government have taken several measures to increase ethanol production in the country to achieve 20% blending of ethanol in petrol, which *inter-alia* includes expansion of feedstock for Ethanol production, administered price mechanism for Ethanol procurement under the Ethanol Blended Petrol (EBP) Programme, lowered GST rate to 5% for Ethanol for EBP Programme, introduction of various Ethanol Interest Subvention Schemes (EISS) during 2018-22, a dedicated subvention scheme for Cooperative Sugar Mills to convert existing sugarcane-based distilleries into multi-feedstock plants for ethanol production from molasses as well as grains, signing of 233 Long Term Offtake Agreements (LTOAs) between OMCs and Dedicated Ethanol Plants, allocation of 72 Lakh Metric Tonne (LMT) of surplus Food Corporation of India (FCI) rice for ethanol production for the ESY 2025-26, diversion of 40 LMT of sugar for

ethanol production for the ESY 2024-25 and unrestricted production of ethanol from sugarcane juice/sugar syrup, B-Heavy Molasses as well as C-Heavy Molasses for ESY 2025-26, notified the “Pradhan Mantri JI-VAN (Jaiv Indhan-Vatavaran Anukool fasal awashesh Nivaran) Yojana” to provide financial assistance for setting up Advanced Biofuels projects in the country using lignocellulosic biomass and other renewable feedstock, multimodal transportation of ethanol and increasing ethanol storage capacity along with other allied infrastructure for handling of higher blends of ethanol.

(c) and (d): EBP Programme has resulted in payment to farmers to a tune of over Rs. 1,43,822 crore from Ethanol Supply Year (ESY) 2014-15 up to December 2025, besides savings of more than Rs. 1,63,395 crore of foreign exchange, net CO₂ reduction of approximately 832 lakh metric tonne and substitution of more than 277 lakh metric tonnes of crude oil.

(e): Procurement prices of ethanol have been increasing over the years. 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 is higher than petrol produced in refineries.

The price of petrol (including ethanol blended petrol) has been market determined with effect from 26.06.2010. Since then, OMCs take appropriate decisions on pricing on petrol based on inter-alia international product prices and domestic market conditions.

MODERN FOOD PRESERVATION AND PROCESSING TECHNOLOGIES**2136. SHRI JAGDAMBIKA PAL:**

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

- (a) whether the Ministry is collaborating with other Ministries and Departments of the Government to identify, adopt, and scale up diverse forms of modern food preservation and processing technologies aimed at reducing post-harvest losses, improving food safety and enhancing value addition for farmers and if so, the details thereof;
- (b) whether such collaborations include engagement with scientific and technical departments such as the Department of Atomic Energy, inter alia, for specialised technologies such as food irradiation along with other emerging preservation and processing methods and if so, the details thereof;
- (c) whether the Ministry has established or proposes to establish convergence mechanisms with export-promotion and regulatory bodies, including the APEDA, to align food processing infrastructure with export requirements, international standards and market access;
- (d) if so, the details of such inter-ministerial and inter-agency coordination; and
- (e) if not, the reasons therefor and the steps being taken to strengthen institutional convergence in the food processing ecosystem?

**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): The Ministry of Food Processing Industries (MoFPI) collaborates with various Ministries and Departments of the Government of India to identify, adopt and promote modern food preservation and processing technologies with the objectives of reducing post-harvest losses, improving food safety and enhancing value addition for farmers. Such collaboration is undertaken through inter-ministerial consultations, scheme convergence, technical advisory mechanisms and institutional partnerships.

Under Pradhan Mantri Kisan SAMPADA Yojana (PMKSY) Scheme, representatives of line Ministries / Departments, including Department of Atomic Energy and Agricultural and Processed Food Products Export Development Authority (APEDA), are members of the Technical Committee for evaluation of the applications received for financial assistance. Setting up of Irradiation facilities are supported through Integrated Cold Chain and Value Addition Infrastructure Scheme of PMKSY. MoFPI consulted with Bhabha Atomic Research Centre, Department of Atomic Energy for specialized technologies such as food irradiation for ensuring compliance, enhancing shelf life and improving food safety. Applicants also have to submit an agreement with designated agency of Department of Atomic Energy for the supply of source of food irradiation.

Under Pradhan Mantri Formalization of Micro Food Processing Enterprises (PMFME) Scheme, all the States/ UTs have appointed State Nodal Agency, constituted State Level Approval committee & District Level Committee for implementation of the scheme. MoFPI under PMFME Scheme has signed

Memorandum of Understanding (MoUs) / Joint Letters with the Ministry of Rural Development (MoRD), Ministry of Housing and Urban Affairs (MoHUA), Ministry of Tribal Affairs (MoTA), National Cooperative Development Corporation (NCDC), National Scheduled Tribes Finance and Development Corporation (NSTFDC), National Scheduled Castes Finance and Development Corporation (NSFDC), Indian Council of Agricultural Research (ICAR), Department of Animal Husbandry and Dairying (DAHD), Food Safety and Standards Authority of India (FSSAI). Further, a Standard Operating Procedure (SOP) has been signed with the Ministry of Agriculture and Farmers Welfare for convergence of the Agriculture Infrastructure Fund (AIF) Scheme with the PMFME Scheme, enabling micro food processing enterprises, Farmer Producer Organizations (FPO), Self Help Groups (SHG) and cooperatives to access institutional credit.

In addition, MoFPI works in close coordination with the Agricultural and Processed Food Products Export Development Authority (APEDA) to align food processing infrastructure with export requirements, international quality standards and market access, including capacity building of enterprises, quality certification, and promotion of export-oriented food processing. These arrangements facilitate technical support, capacity building, credit linkage, quality and food safety compliance, and inclusive participation of cooperatives, SHGs, and SC/ST entrepreneurs in the food processing sector.

Further, MoFPI, through its schemes, encourages adoption of other emerging technologies such as Controlled temperature/ ventilated vehicle and Marketing Infrastructure (Retail chain of outlets for perishable products with

facilities such as frozen storage/ cold room/ cold storage/ deep freezers/ refrigerated display cabinets/ chillers/ packing/ packaging/ ripening chamber etc.) as part of its preservation and processing methods.

In order to align food processing infrastructure with export requirements, international standards and market access, MoFPI is implementing “Production Linked Incentive scheme” for Food Processing Sector with an outlay of Rs 10,900 Crore to support creation of global food manufacturing champions and support Indian brands of food products in international market.

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.

UNPLANNED URBANISATION

2137. SHRI SRIBHARAT MATHUKUMILLI:

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

- (a) whether the Government maintains data on the number of statutory and census towns in the country that are growing without an approved Master

Plan and if so, the details thereof, State-wise;

- (b) whether the Government has undertaken any study to identify the reasons for a large number of urban areas growing without statutory Master Plans and if so, the key findings thereof;
- (c) whether the Government is aware that a significant share of urban growth is occurring outside the boundaries of statutory towns, often in the absence of planned urban services and development regulations and if so, the details thereof along with the steps taken to address this issue;
- (d) whether the Government has examined the implications of such unplanned growth for urban infrastructure, land use and service delivery and if so, the details thereof; and
- (e) whether the Government has issued any advisories to States for constituting planning authorities to cover urbanising areas as well and if so, the details thereof?

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

(a) to (e): As per 12th Schedule of the Constitution of India, urban planning including preparation of Master Plans/Development Plans and constitution of planning authorities are the function of State Government/ Urban Local Bodies (ULBs)/ Urban Development Authorities and are governed by the respective State Town and Country Planning / Municipal laws. The challenges of urbanization vary from State to State and city to city, based on the geographical and physiographical conditions. Government of India supplements the efforts of

the States through schematic interventions/ advisories.

The Ministry of Housing & Urban Affairs (MoHUA), Government of India has issued Urban and Regional Development Plan Formulation and Implementation (URDPFI) Guidelines, 2014

([https://mohua.gov.in/upload/uploadfiles/files/URDPFI%20Guidelines%20Vol%20I\(2\).pdf](https://mohua.gov.in/upload/uploadfiles/files/URDPFI%20Guidelines%20Vol%20I(2).pdf)) for adoption by the States/Union Territories for regulated and planned development.

Atal Mission for Rejuvenation and Urban Transformation (AMRUT) was launched on 25 June 2015 in selected 500 cities (485 cities including 15 merged cities) and towns across the country. The Sub-Scheme on Formulation of GIS based Master plans for (>1 Lakh population) 500 AMRUT cities, has been undertaken under AMRUT for geo data base creation and GIS based Master Plan formulation. At present 461 AMRUT Cities in 35 States are on board with an approved outlay of ₹ 408.94 Cr. Draft GIS based Master Plans have been formulated for 404 towns out of which Master Plans for 288 towns have been finalized.

AMRUT 2.0 was launched in the year 2021 in all Urban Local Bodies (ULBs)/ cities. Under the Mission, States/ Union Territories (UTs) are empowered to select, appraise, propose and implement projects. Under AMRUT 2.0, a sub-scheme for Formulation of GIS based Master Plans covering Class-II Towns with population of 50,000 - 99,999 is placed. Geo database for 91 cities and draft Master Plan for 56 cities has been created and additionally, another 63 cities have finalized the Master Plans so far.

FRUITS AND VEGETABLES PRODUCTION

2138. SHRI YUSUF PATHAN:

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

- (a) the details of fruits and vegetable production (in volume and value) since 2014, year-wise and category-wise;
- (b) the details of crop loss (in volume and value) in case of fruits and vegetables since 2014, year-wise and category-wise;
- (c) the details of value addition in fruits and vegetables (in volume and value) since 2014, year-wise; and
- (d) the details of the required and available cold storage capacity, pack-houses, reefer vehicles and ripening chambers?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES; AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAVNEET SINGH):

- (a): Year-wise details of fruits and vegetable production in the country is given in the enclosed **Statement**.
- (b): The Ministry of Food Processing Industries estimates post-harvest losses from time to time for various agri-produces in the country through commissioning of studies based on primary surveys. Two studies were commissioned by the Ministry through (i) Indian Council of Agriculture Research (ICAR) - Central Institute of Post-Harvest Engineering & Technology (CIPHET), 2015 with reference year 2012-14 and (ii) NABARD Consultancy Service Pvt. Ltd (NABCONS), 2022 with reference year 2020-22. The available studies on post-

harvest losses are periodic in nature and do not provide year-wise estimates since 2014. Thus, as per these two studies, the estimates of post-harvest losses in the crops covered in the Fruits & Vegetables category in terms of quantity and monetary loss as reported in the reports are as below:

Fruits &Vegetables	Quantity Loss (in Lakh MT)_		Monetary Loss (in Rs. Crore)	
	As per ICAR-CIPHET Study (2015)	As per NABCONS Study (2022)	As per ICAR-CIPHET Study (2015)	As per NABCONS Study (2022)
Apple	2.36	2.16	2121.19	1941.53
Banana	25.66	25.03	5922.01	5777.01
Citrus	13.80	10.98	5463.51	4347.13
Grapes	2.90	2.40	1885.41	1562.08
Guava	7.28	6.90	2339.32	2217.05
Mango	18.67	17.39	11363.47	10581.92
Papaya	3.65	3.71	799.22	786.10
Sapota	0.78	0.80	268.65	263.13
Pineapple	-	1.08	-	303.74
Pomegranate	-	2.23	-	1533.08
Muskmelon	-	1.01	-	232.30
Cabbage	8.96	7.79	1414.18	1230.05
Cauliflower	8.82	7.28	2056.03	1696.87
Green Pea	4.36	3.76	2651.30	2288.30
Mushroom	0.23	0.17	293.10	221.90
Onion	21.85	19.34	5823.94	5156.32
Potato	41.12	33.48	7042.24	5733.84
Tomato	26.35	24.59	6344.45	5921.15
Tapioca	3.18	3.38	604.24	642.50
Bottle gourd	-	2.22	-	338.67
Brinjal	-	9.54	-	1989.50
Beans	-	1.85	-	758.95
Radish	-	2.11	-	252.13

Capsicum	-	0.29	-	105.13
Okra	-	3.89	-	1123.77

(c): To assess the value addition in various agricultural commodities, the Government has conducted two studies to determine the level of processing, viz., (i) *“An Assessment of the Extent of Food Processing in Various Food Sub-Sectors”* in 2014 conducted by the Institute of Economic Growth (IEG) and (ii) *“Study to Determine the Level of Food Processing in India”* in 2021 commissioned by the Ministry of Food Processing Industries (MoFPI) through Deloitte. The available studies on level of processing are periodic in nature and do not provide year-wise estimates since 2014. The details of the extent of processing of Fruits and Vegetables in percentage as reported in the reports are as below:

Category/ Commodity	Estimated level of processing (in %)			
	IEG Study 2014	Deloitte Study 2021		
	2010-11	2010-11	2015-16	2018-19
Fruits	2.4	1.6	2.9	4.5
Vegetables	2.2	2.1	2.2	2.7

(d): As per the study commissioned by Ministry of Food Processing Industries through M/s Academy of Management Studies (AMS), New Delhi, the estimated requirement for cold storage increased from the NCCD-estimated gap of 32.72

lakh MT in 2015 to 48.03 lakh MT in 2025 due to demand from the increasing urban population. To bridge this gap, the Ministry of Food Processing Industries (MoFPI) has been implementing a central sector umbrella scheme called “Pradhan Mantri Kisan Sampada Yojana (PMKSY)” since 2017-18 across the country. Under component schemes of PMKSY 1607 projects have been approved as on 31.12.2025. Out of these 1196 projects have been completed/operationalised under which 690 cold storages for captive use only have been supported creating a preservation capacity of 51.82 LMT/annum. Further, a total of 1541 number of reefer vehicles & insulated tankers have been supported under the Cold Chain and Operation Greens component schemes under PMKSY.

Apart from this, under Mission for Integrated Development of Horticulture (MIDH) implemented by Ministry of Agriculture and Farmers Welfare, during the last 10 years i.e. from 2014-15 to 2024-25, assistance has been provided for establishment of 43999 pack houses, 171 refrigerated vans and 943 ripening chambers and a total of 1647 cold storages have been developed with capacity of 74.67 Lakh MT.

STATEMENT

Production of Fruits and Vegetables from 2014-15 to 2024-25 (Third Advance Estimates):

Production in '000 MT			
S. No.	Years	Fruits	Vegetables
1	2014-15	86601.68	169478.23
2	2015-16	90183.04	169063.93
3	2016-17	92918.05	178172.40
4	2017-18	96447.00	184040.79
5	2018-19	97966.66	183169.61
6	2019-20	102079.85	188283.83
7	2020-21	102481.17	200445.23
8	2021-22	107507.24	209143.40
9	2022-23	110207.45	212548.44
10	2023-24	112978.02	207207.84
11	2024-25 (Third Adv. Est.)	118759.63	215683.72

DISPOSAL OF CASES UNDER SAMADHAAN PORTAL

2139. SHRI BRIJMOHAN AGRAWAL:

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

- (a) the current ratio of applications filed to cases disposed by Micro and Small Enterprise Facilitation Councils (MSEFCs) under the Samadhaan portal and

- primary reasons for pendency at the pre-admission stage;
- (b) whether the Government maintains data on awards forwarded to District Collectors for recovery as arrears of land revenue but pending execution for over six months and if so, the details thereof;
 - (c) the number of cases registered under the Samadhaan portal during the last years State-wise including Chhattisgarh;
 - (d) the number of rice millers registered their grievances under this portal in Chhattisgarh;
 - (e) the steps taken to monitor the frequency of meetings of State Councils, specifically in Chhattisgarh, to ensure compliance with statutory timelines; and
 - (f) the measures taken to safeguard Micro, Small and Medium Enterprises (MSMEs) dues from extinguishment when buyers undergo insolvency proceedings?

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): As per the data available on MSME SAMADHAAN Portal, the applications filed by Micro and Small Enterprises (MSEs) are 2,56,892. Out of this, a total of 1,57,997 cases have been decided by Micro and Small Enterprise Facilitation Councils (MSEFCs). Thus, the ratio of applications filed to the cases disposed off is 1: 0.61.

All new cases are being filed by MSEs on the newly launched MSME ODR Portal (<https://odr.msme.gov.in/>) w.e.f. 15th October, 2025.

As informed by MSEFCs, the primary reasons for pendency at the pre-admission stage are incomplete applications/ lack of supporting documents, time taken in verification of eligibility and claim details before formal admission, inconsistencies in the information/ documents submitted by the MSEs, incomplete application filed on SAMADHAAN Portal, Udyam Registration Certificate (URC) obtained after the dispute, delay in responses from buyers/respondents after issue of notices, limited administrative capacity and workload of Facilitation Councils etc.

Ministry of MSME does not maintain data on awards forwarded to District Collectors.

(c): The State-wise number of cases registered on the SAMADHAAN Portal in the country, including Chhattisgarh, since the inception of Portal on 30.10.2017, are given in the enclosed **Statement**.

(d): As per NIC Data for SAMADHAAN Portal, 19 applications have been filed under Rice Milling activity (NIC -2008 Code : 10612 – Rice Milling) in the State of Chhattisgarh, so far.

(e): As per MSMED Act, 2006, the MSEFCs come under the sole jurisdiction of State/UT Government concerned and conduct their proceedings as per specific Rules framed by the respective State/UT Governments. For timely resolution of delayed payment applications, the Ministry of MSME has taken up the request with States/UTs administration to increase the number of MSEFCs in their

respective States/UTs and conduct regular meetings of councils.

Under the World Bank–assisted Central Sector Scheme, "Raising and Accelerating MSME Performance (RAMP)", MSEFCs are being provided with Human Resource (Legal and Office/Secretarial) and IT Infrastructure Support to strengthen their functioning and make them effective.

As informed by the Directorate of Industries, Chhattisgarh, for effective monitoring and expeditious disposal of cases, a number of measures have been taken such as Cause-list and Case Tracking, Time-bound Stage Conversion, File Monitoring, Priority to Old Cases, and Multiple modes of Service and Notice Mechanism, to ensure compliance and statutory timelines in Chhattisgarh State.

(f): Insolvency proceedings are governed by Insolvency and Bankruptcy Code, 2016 and the MSMEs are classified as Operational Creditors under the Act.

STATEMENT

State-wise Details of Cases filed on SAMADHAAN Portal (as on 09.02.2026)

S. No.	State	Applications filed by MSEs
1	Andaman and Nicobar Islands	64
2	Andhra Pradesh	1,671
3	Arunachal Pradesh	3
4	Assam	1,092
5	Bihar	838
6	Chandigarh	1,276
7	Chhattisgarh	2,788
8	Dadra and Nagar Haveli & Daman and Diu	994
9	Delhi	29,657
10	Goa	850

11	Gujarat	26,691
12	Haryana	18,748
13	Himachal Pradesh	1,331
14	Jammu and Kashmir	693
15	Jharkhand	1,558
16	Karnataka	13,900
17	Kerala	3,263
18	Ladakh	0
19	Lakshadweep	0
20	Madhya Pradesh	4,682
21	Maharashtra	58,235
22	Manipur	23
23	Meghalaya	83
24	Mizoram	3
25	Nagaland	16
26	Odisha	1,605
27	Puducherry	268
28	Punjab	11,594
29	Rajasthan	15,903
30	Sikkim	8
31	Tamil Nadu	17,149
32	Telangana	7,076
33	Tripura	17
34	Uttar Pradesh	20,810
35	Uttarakhand	2,500
36	West Bengal	11,503
	Grand Total	2,56,892

GUIDELINES FOR GEOMETRIC DESIGN IN HILLY TERRAINS

2140. SHRI ANURAG SINGH THAKUR:

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

- (a) the salient features and implementation status of IRC:52-2019 guidelines regarding geometric design in hilly terrains, detailing critical provisions for hairpin bends including 15–30 meter curve radii, ruling gradients up to 7% and superelevation to ensure safe traffic reversal;
- (b) the specific NHAI construction rules enforced for hairpin bends in Himachal Pradesh, incorporating erosion control measures under IRC: SP:48-2023, avoidance of 90-degree hill cuttings per recent policy circulars and integration with Green National Highways Corridor Project standards to preserve mountainous ecosystems;
- (c) the decisions regarding speed limits on National Highways in hilly areas, specifying ruling design speeds of 40-60 km/h in steep terrains and variations for public transport safety under Ministry SOPs; and
- (d) whether the Government proposes to update these rules to enhance sustainability and accident reduction in States like Himachal Pradesh and if so, the details thereof?

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

(a) to (d): National Highways (NHs) projects are executed in accordance with the provisions of the applicable Contract/Concession Agreement, which are formulated in conformity with Indian Roads Congress (IRC) Manuals/Guidelines. Primarily the applicable IRC guidelines for NHs projects in hilly terrains are IRC:52 “Guidelines for the Alignment Survey and Geometric Design of Hill Roads” and IRC: SP:48 “Hill Road Manual”. Geometric design parameters such

as design speed, horizontal curve radii, super-elevation, hairpin bends, vertical gradient etc. are provided in conformity with the provisions of IRC:52; whereas other parameters such as hill cuttings, erosion control measures including bio-engineering measures, safety & traffic control measures, ecology & environment etc. are in conformity with the provisions of IRC: SP:48 which ensure safe traffic reversal, enhance sustainability, reduce accident, public transport safety and preserve mountainous ecosystem. Government in Ministry of Road Transport & Highways has also issued a circular on 07th November 2025 for systematic remedial measures to address concerns regarding Construction of National Highways in Hilly Regions.

DELAY IN HIGHWAY PROJECTS IN PUNJAB

2141. DR RAJ KUMAR CHABBEWAL:

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

- (a) Whether it is a fact that there has been considerable delay in the progress of many of the 29 highway projects inaugurated by the Government in 2024 in Hoshiarpur, Punjab;
- (b) if so, the details thereof along with the reasons therefor, project-wise;
- (c) The details of the total cost escalation in the proposed projects due to the delay in their execution;
- (d) Whether the Government is taking any measures to ensure the completion of all these highway projects in a time-bound manner and if so, the details thereof, project-wise; and

(e) Whether the Government is planning any new highway projects in the State of Punjab and if so, the details thereof especially in the Hoshiarpur Lok Sabha Constituency?

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

(a) to (e): 29 nos. of highway projects inaugurated/foundation laid in 2024 in Hoshiarpur consist of 16 nos. of National Highways (NH) projects and 13 nos. of projects on State roads under Central Road Infrastructure Fund (CRIF) Scheme.

Government in the Ministry of Road Transport & Highways is primarily responsible for development & maintenance of NHs.

The Government in Ministry of Road Transport and Highways (MoRTH) also allocates funds for State Governments / Union Territories (UTs) for development and maintenance of State Roads under the CRIF Scheme as per the provisions of the amended CRIF Act, 2000. The criteria inter-alia provides for finalization of list of projects by State Governments/ UTs to be approved by MoRTH. Administrative Approval, Technical Approval and Financial Sanction of projects of the approved list is given by concerned State Governments/ UTs, with permissible excess cost of upto 10 percentage over approved cost. Further responsibility for Project implementation lies with the concerned State / UT Government, with Project monitoring and quality control of works to be done at State / UT level at regular intervals ensuring timely completion of works. Government in MoRTH releases funds to the State Governments / UTs based

on the submission of Utilization Certificates of funds released earlier under CRIF.

Out of 16 nos. of NH projects, 14 nos. NH projects are delayed for various reasons such as delay in handing over of land, delay in statutory clearances / permissions, delay in approval of General Arrangement Drawing (GAD) of Railway ROBs / RUBs and Force Majeure events like heavy rainfall, etc. The project wise details are given in the enclosed **Statement-I**.

Out of 13 nos. of State Road projects finalized under CRIF scheme, State Government of Punjab has not given Administrative approval of 6 nos. projects. The progress/award of remaining 7 no. projects are delayed for various reasons such as delay in handing over of land, delay in statutory clearances / permissions, delay in approval of GAD of Railway ROBs, etc. The project wise details are given in the enclosed **Statement-II**.

The Ministry actively monitors NH projects in close coordination with project implementing agencies, State Governments, contractors / developers. Periodic review meetings are held at various levels, and steps are taken to remove site hindrances and to improve liquidity of funds available with contractors/developers, to expedite progress. Possession drives are carried out in close coordination with the State Government and District Administrations.

In addition, various initiatives have been taken to avoid or reduce project delays, including streamlining land acquisition & environment clearances, online approval of General Arrangement Drawing (GAD) of Railway ROBs/RUBs, revamping dispute resolution mechanism, in active collaboration with the State

Governments and other stakeholders.

Development and maintenance of NHs is a continuous process. Works on NHs are accordingly taken up based on the traffic density, condition of road and synergy with PM Gati Shakti National Master Plan to keep the NHs in traffic worthy condition.

STATEMENT-I

Details of 16 nos. NH projects in Punjab which were inaugurated / foundation laid in Hoshiarpur, in 2024:

Sr. No.	Project Name	Total Length (km)	Total Project Cost (Cr.)	Appointed Date	Scheduled Completion Date	Actual/ Expected Completion Date
1	4-laning of Phagwara to Hoshiarpur road (NH 344B) including Phagwara & Hoshiarpur Bypass under Bharatmala Pariyojna (Design length: 48.622 km) in the State of Punjab on Hybrid Annuity Mode.	48.62	1196.38	31.03.2025	30.03.2027	31.03.2027
2	Construction of 4-Lane (Partial Access Controlled) Laddowal Bypass from km. 0.000 to Km.17.041 Linking NH-95 with NH-1 via Laddowal seed Farm at Ludhiana in the State of Punjab on Hybrid Annuity Mode	17.041	438.6	28.06.2017	25.12.2019	05.04.2021
3	Four Laning of existing two lane with paved shoulder road from Talwandi Bhai to Ferozepur NH-05 (Old NH-95) from km 170.380 to km 194.040 in the state of Punjab on EPC mode	23.66	354.52	15.01.2019	13.01.2021	10.02.2022
4	Construction of Six Lane Flyover at km 315+200 and Construction of entry/exit ramp from km 320+300 to km 320+840 and Construction of Additional Two Lane ROB on Both sides of Existing Four Lane ROB at km 311+865 along with approaches and Construction of VUP at km 311+770 along with improvement of Sherpur Chowk on Panipat-Jalandhar section of NH-44 (Old NH-1) in the state of Punjab	3.5	107.68	15.03.2021	15.09.2022	17.05.2023
5	Construction of LVUP near Dakoha railway crossing at Jalandhar City on old NH-01 (New NH-44) at Km. 370.100 including entry/exit in State of Punjab on EPC mode.	0.985	13.66	21.02.2022	20.02.2023	29.12.2023
6	Work of construction of 4-lane with paved	18.77	539.4	Work was originally sanctioned on		

	shoulder of Ferozepur Bypass from existing Ch. km 212.500 to km 229.690 (design Ch. km 231.270) section of NH - 354 on EPC Mode in the State of Punjab. (LENGTH = 18.770 KM).			12.12.2023 but due to non-handing over of land, civil work component of sanctioned provision is deleted and revised estimate for Rs. 122.17 Cr is sanctioned for completion of pre-construction activities.		
7	Construction of Dadwindi realignment starting from existing Km 36.250 and terminating at existing Km 38.650 including 2-lane ROB on NH-703A on EPC mode in the State of Punjab. (Job No: NH-703A-PB-2022-23-568)	2.4	114.6	Work was sanctioned on 31.03.2023 but due to non-handing over of land, civil work component of sanctioned provision is deleted and revised estimate for Rs. 24.98 Cr is sanctioned for completion of pre-construction activities.		
8	Rehabilitation and Up-gradation to 2 Lane with paved shoulders of Patto Jawahar Singh Wala to Dina village Kangar road section of NH-254 Design Chainage from Km 38+000 to Km 51+200 in the State of Punjab.	13	94.6	28-08-2024	20-02-2026	31-12-2026
9	Construction of 2 lanes ROB over L.C.NO. S-53/T-2 at CH. 50+665 of NH-703A (Jalandhar - Kapurthala - Sultanpur Lodhi - Makhu) in the State of Punjab on EPC mode. (Job No. NH-703A-PB-2021-22-556)	1.06	87.51	21-12-2023	20-12-2025	31-12-2026
10	Four Laning with paved shoulders from Km 29.00 to Km 36.25 Section of Jalandhar Kapurthala Sultanpur Lodhi Lohian Makhu Road, NH-703A, (7.25 km), and strengthening of existing road from km 23.400 to km 1229.000 & from km 36.25 to km 3713.68 stretch of NH-703A	7.25	52.99	08-12-2023	07-06-2025	30-04-2026
11	Construction of Rail Over Bridge in lieu of 15th Railway Crossing no.E/2 on Ferozepur-16r-Fazlika Rail section at Km 2/4-5 & on NH-95(New NH-05) section Ferozepur to Indo Pak Border at km 205.320 (near Ferozepur city & village Madhre) in the State of Punjab on EPC mode. (Job No. NH-95 (New NH-05)-PB-2021-22-550)	0.01	43.44	08-07-2024	20-03-2026	31-12-2026
12	Providing Road safety and flood damage repair from Km 54.00 to 60.800 on Jalandhar – Kapurthala – Sultanpur Lodhi (Dadwindi) – Lohian Makhu Road NH 703A in the state of Punjab on EPC Mode.	6.8	17.77	08-12-2023	07-12-2024	30-04-2025
13	Rehabilitation and up-gradation to 2 lane with paved shoulder of NH-703A from Makhu (Design Ch 0+000) to Arifke (Design Ch 24+600) including construction of two ROB's (Project Length =24.600 km) in the State of Punjab on EPC mode.(Job No. NH-703A-PB-2017-18-489)	24.6	192.48	15-11-2019	14-05-2021	30-06-2024
14	Construction of 4 lane ROB and its approaches in lieu of existing level crossing LC No.92-C at	1.3	58.77	17-12-2019	16-12-2021	30-11-2023

	Km 63 on NH-503E in Nangal near Ajouli Mour in the State of Punjab					
15	Four Laning with paved shoulders of the road section from Km 4.040 to Km 12.720 (length 8.680 Km) on Jalandhar-Kapurthala-Sultanpur Lodhi-Makhu NH-703A.	8.68	39.68	20-02-2019	19-02-2020	30-11-2022
16	Strengthening of road from Km 0.00 to 0.715, Km 1.880 to Km 4.04 and from Km 37.680 to Km 48.49 of NH 703A under NH Division PWD B&R Jaandhar in the state of Punjab on EPC Mode	13.415	19.34	28-02-2022	15-03-2023	15-03-2023

STATEMENT-II

Details of 13 nos. CRIF projects in Punjab which were inaugurated / foundation laid in Hoshiarpur, in 2024:

Sr. No.	Project Name	Total Length (km)	Total Project Cost (Cr.)	Appointed Date	Scheduled Completion Date	Actual / Expected Completion Date
1	Construction of Railway Over bridge on Jandiala Gehri Khujaja road crossing Amritsar Dehli Railway line at C-36/T-3 railway crossing in Distt. Amritsar.	RoB	45.75	-	-	-
2	Constn. of High Level Bridge 5 Span 20.60 m each off over East Being X-ing Jalandhar-Jandiala- Nurmehal Talwan Road Near Village Kangniwal km 12.80 in Distt.Jalandhar	RoB	10.00	27.11.2024	26.11.2025	30.09.2026
3	Construction of ROB at LC No. S-55 Section Kartarpur-Kapurthala road at RD 448/ T-3 SNL-ASR Rail Setion	RoB	45.00	-	-	-
4	Construction of 4 lane ROB at Level Crossing No. S-25/E-2 old (A-25) at Km 0.800 to MDR-48 in Distt. Tarn Taran	RoB	82.88	19.06.2024	18.06.2026	30.06.2026
5	Upgradation of Ludhiana-Rahon Road (MDR-54)	11.43	43.46	29.12.2023	28.09.2024	31.08.2026
6	Four laning of old Amritsar- Tarn Taran road section from Km 114.200 to 126.500 in District Amritsar & Tarn Taran (MDR-103)	12.30	61.24	09.02.2024	08.02.2026	31.03.2027
7	Hard shouldering and Strengthening G.T road to Ghari Mandi and Jandiala Tarn Taran Road (MDR-89)	17.97	12.19	18.12.2023	17.11.2024	31.12.2025
8	Upgradation of Road from Amritsar Delhi National Highway (NH-1) Tangra to Muchal to Dehriwal To Tarsikka to saidpur to Udhonangal Amritsar Hoshiarpur Road (NH 503A) (Excluding section Muchal to Dehriwal) in	21.00	13.76	-	-	-

	Distt.Amritsar.					
9	Upgradation of Road from Amritsar Hoshiarpur Road (NH-503A) Khojala to Tarsikka to Saidpur to Nath di khui along distributary to Tarsika to Amritsar Delhi National Highway (NH1) Tangra to Ekalgadda Upto Jandiala Verowal Road in Distt.Amritsar.	30.70	22.34	-	-	-
10	Construction of New Road on Dhusi Bandh Traverse along River Ravi from Ghonewal Ramdass Road to Gulgarh in District Amritsar	53.22	78.42	24.11.2025	23.05.2027	23.05.2027
11	Widening/ Strengthening of Subhanpur-Nadala- Bholath Road (MDR-47)	17.61	42.49	-	-	-
12	Upgradation & Strengthening of Plan road Lahori Mal (Gharinda) to Dhand in Constituency Attari in District Amritsar (ODR)	11.91	12.30	-	-	-
13	Upgradation of Beas to Dera Baba Jaimal Singh Sathiala Butala Kartarpur Road (MDR-89)	20.47	20.26			

DISRUPTIONS OF FLIGHTS BY FOG

2142. SHRI NARESH GANPAT MHASKE:

SHRIMATI BHARTI PARDHI:

DR. SHRIKANT EKNATH SHINDE:

SHRI RAVINDRA DATTARAM WAIKAR:

SHRI SHRIRANG APPA CHANDU BARNE:

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

- (a) whether the Government has consulted stakeholders to address flight operational challenges posed by fog during the winter season and if so, the details thereof;
- (b) the key measures identified during these consultations to mitigate the fog-related disruptions of flights and ensure smooth operations;
- (c) the roles of agencies such as the Directorate General of Civil Aviation (DGCA), Bureau of Civil Aviation Security (BCAS), Airports Authority of India

(AAI), India Meteorological Department (IMD) and Central Industrial Security Force (CISF) in enhancing preparedness and collaboration for managing fog-related challenges;

(d) the steps taken to integrate technological solutions and enhance coordination among stakeholders to minimise delays during fog; and

(e) the manner in which these initiatives align with the “Ease of Flying” objective and improve the passenger experience during adverse weather conditions?

**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): Ministry held various meetings with all stakeholders including DGCA, Bureau of Civil Aviation Security (BCAS), Indian Meteorological Department (IMD), Indian Air Force (IAF), airline operators, Airports Authority of India (AAI) & private aerodrome operators to assess preparedness for low visibility operations.

During these consultations, key measures identified include advance operational planning, deployment of suitably equipped aircraft and trained flight crew, enhanced coordination among stakeholders, timely dissemination of weather information, and adherence to low visibility procedures, with the objective of mitigating fog-related disruptions and ensuring smooth flight operations.

Further, Ministry and DGCA has issued directions in the form of SOP to all scheduled airlines to handle situations arising out of adverse weather

conditions. AAI has also issued fog preparedness manual for guidance and implementation at AAI airports.

Directorate General of Civil Aviation (DGCA) has issued the Operational Circular (OC) 03 of 2025 in regard to a comprehensive framework for preparedness, all-weather operations & passenger facilitation.

Ministry has established a permanent, 24x7 Passenger Assistance Control Room (PACR) to enhance passenger-centric governance. This initiative integrates MoCA, DGCA, AAI, and airlines for real-time monitoring of flight disruptions, baggage issues, and refunds, aiming to accelerate grievance redressal and improve the overall travel experience. Many passengers have expressed satisfaction that their grievances are acknowledged and resolved promptly, and have conveyed their appreciation.

ACTION AGAINST PASSENGERS PLAYING MUSIC

2143. SHRI MATHESWARAN V. S.:

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

- (a) the action taken by the Government against passengers playing music inside passenger aircraft without using earphones;
- (b) whether the Government proposes to insert any penal provisions against passengers who play music without earphones inside aircraft and if so, the details thereof;
- (c) the details of guidelines, issued by the Directorate General of Civil Aviation (DGCA) to airline operators regarding playing of music inside aircraft; and

(d) whether bloggers or social media influencers are permitted to make video blogs inside aircraft 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): DGCA has issued Civil Aviation Requirements (CAR), Section 3, Air Transport, Series M, Part VI, pertaining to the Handling of Unruly Passengers under the provisions of Rule 22, Rule 23 and Rule 29 of the Aircraft Rules, 1937.

As per the said CAR, any unlawful or disruptive behavior on board an aircraft that interferes with the performance of duties of crew members, jeopardizes the safety of the aircraft, persons or property on board, affects good order and discipline, or causes discomfort to other passengers and crew members, may invite penal action.

(c): It is an operational practice of airlines, equipped with In-Flight Entertainment (IFE) systems, to play soft instrumental music during boarding and disembarkation and other pre-loaded entertainment content to passengers during flight.

(d): Rule 13 of the Aircraft Rules, 1937 restricts photography at DGCA-licensed aerodromes and from aircraft in flight, except with prior written permission.

NH ASSET MONETISATION IN ANDHRA PRADESH

2144. SHRI LAVU SRIKRISHNA DEVARAYALU:

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

- (a) the key features and objectives of the first-ever Asset Monetisation Strategy for the road sector released by the National Highways Authority of India (NHAI);
- (b) the total funds raised through Toll-Operate-Transfer, Infrastructure Investment Trusts and securitisation models under the National Monetisation Pipeline so far and the length of National Highways covered;
- (c) the details of National Highway assets monetised till date, State-wise particularly those located in Andhra Pradesh;
- (d) whether any National Highway stretches in Andhra Pradesh are proposed to be monetized during the Asset Monetisation Plan period 2025–30, if so, the details thereof; and
- (e) the details of the manner in which the proceeds from asset monetisation are proposed to be utilised for new highway development, maintenance and expansion, especially in States with growing infrastructure needs such as Andhra Pradesh?

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

(a): The objectives of National Highways Authority of India (NHAI)'s Asset Monetization Programme, derived from the National Monetization Pipeline, are to unlock the value of investments in public sector assets by tapping into private sector capital and efficiencies which can be leveraged for capacity augmentation / greenfield infrastructure creation.

Through asset monetization of roads, NHAI aims to achieve the following:

- i. Unlocking of economic value of completed road assets, leading to generation of funds that can be invested in new projects
- ii. Attracting alternate sources of capital, in addition to traditional sources of funds such as budgetary allocation and toll revenues to ensure adequate and efficient funding.
- iii. Efficiency improvements through monetization by attracting private players' participation in Operations and Maintenance (O&M) for higher standards of project management and use of innovative technologies for upkeep of the road asset.

(b): The proceeds received under different modes of Asset Monetization as on 06.02.2026 are as below:

Mode	Revenue (Rs. in Cr.)	Length covered (Km)
Toll-Operate-Transfer (TOT)	58265	2931.578
Infrastructure Investment Trusts (InvIT)	43638	2342.56
Securitization	50125	1312
TOTAL	152028	6586.138

(c): The state-wise details of monetization of National Highways Assets through Toll-Operate-Transfer (TOT) & Infrastructure Investment Trusts (InvIT) modes as on 06.02.2026 are given in the enclosed **Statement**.

(d): As of now, the following road assets pertaining to the state of Andhra Pradesh has been identified for monetization in FY 2025-26:

- i. Six lane Gundugolanu- Chinna Avutapalli section of NH-16
- ii. Chilakaluripet-Vijayawada section of NH-16

(e): The fund raised through TOT mode is transferred into the Consolidated Fund of India (CFI), which is ploughed back to NHAI through budgetary support as NHAI investment and can be used for construction and Debt servicing.

Earlier, the fund received from InvIT mode was used for repayment of NHAI debt. However, the fund raised through InvIT mode is now transferred into the Consolidated Fund of India (CFI).

The project “Delhi-Mumbai Expressway” is under securitization mode through Special Purpose Vehicle (SPV). The funds are utilized for the project expenses of Delhi-Mumbai Expressway.

STATEMENT**Details of Projects Awarded under TOT**

S. No.	TOT Bundle	Project	Chainage	Length (km)	NH	Fee Plaza	States
1	TOT Bundle-1	Siddhantham to Gundugolanu	From Km 950 + 542 to Km 1022 + 494	71.950	NH-5	Unguturu	Andhra Pradesh
2	TOT Bundle-1	Diwancheruvu to Siddhantham	From Km 901 + 500 to Km 950 + 542	49.040	NH-5	Ethakota	
3	TOT Bundle-1	Annavaram to Diwancheruvu	From Km 830 + 525 to Km 901 + 500	70.980	NH-5	Krishnavaram	
4	TOT Bundle-1	Ankapalli to Annavaram (Tuni)	From Km 741 + 255 to Km 830 + 525	88.530	NH-5	Vemapadu	
5	TOT Bundle-1	Icchapuram to Narasannapeta	From Km 484 + 000 to Km 580 + 700	96.700	NH-5	Laxmipuram	
6	TOT Bundle-1	Bamanbore to Garamore	From Km 182 + 600 to Km 254 + 537	71.940	NH-8A	Vaghasia	Gujarat
7	TOT Bundle-1	Garamore to Samakhiyali	From Km 254 + 537 to Km 306 + 000	51.460	NH-8A	Surajbari	
8	TOT Bundle-1	Porbandar to Jetpur	From Km 001 + 960 to Km 117 + 600	115.640	NH-8B	Vanana Dhumiyani	
9	TOT Bundle-5 (A-1)	Palanpur-Radhanpur-Samkhiyali	From km 589.600 to km 536.000	53.600	NH-27	Bhiladi	
10	TOT	Palanpur-	From km 536.000 to	105.900	NH-27	Varahi	

	Bundle-5 (A-2)	Radhanpur-Samakhiyali	km 430.100			Bhalgam	
11	TOT Bundle-1	Puintola to Icchapuram	From Km 419 + 600 to Km 484 + 000)	64.400	NH-5	Bellupada	Odisha & Andhra Pradesh
12	TOT Bundle-3	Jhansi-Lalitpur (Package-1)	From Km 000+000 to Km 49+700	49.700	NH-25&26	Babina	
13	TOT Bundle-3	Jhansi-Lalitpur (Package-2)	From Km 49+700 to Km 99+005	49.305	NH-26	Vighakhhet	
14	TOT Bundle-3	Lucknow-Raibareli	From Km 12+700 to Km 82+700	70.000	NH-24B	Dakshina Skhpur	
15	TOT Bundle-9	Handia-Rajatalab	From km 712.900 to km 785.544	72.644	NH-19	Lalanagar	
16	TOT Bundle-11 (2nd call)	Allahabad Bypass	From km 628.753 to km 713.215	84.462	NH-2 (New NH-19)	Kokhraj, Shringveerpur, Nawabganj, Soraon, Sahson and Handia	
17	TOT Bundle-17	Lucknow-Ayodhya	km 15.400 to km 137.970	122.57	NH-28 (New NH-27)	Ahmadpur and Raunahi	
18	TOT Bundle-17	Ayodhya-Gorakhpur	Km. 137.970 to Km. 252.860	116.101	NH-28 (New NH-27)	Chaukadi and Mandawnagar	
19	TOT Bundle-17	Lucknow-Sultanpur	Km. 11.500 (Design Chainage 11.500) to	127.425	NH-56 (Now	Bara and Asroga	

			km. 134.700 (Design Chainage 138.925)		NH-731)		
20	TOT Bundle-3	Kotwa-Muzaffarpur	From Km 440+000 to Km 520 + 000	80.000	NH-28	Parsoni Khem	Bihar
21	TOT Bundle-3	Hazaribagh-Ranchi including Ramgarh bypass	From Km 41 + 500 to Km 115+290	73.790	NH-33	Pundag	Jharkhand
22	TOT Bundle-3	Madurai to Kanyakumari Package 1	From Km 000+000 to Km 52+300	52.300	NH-7	Kappalur	Tamil Nadu
23	TOT Bundle-3	Madurai to Kanyakumari Package 2	From Km 52+300 to Km 116+500	64.200	NH-7	Etturvattum	
24	TOT Bundle-3	Madurai to Kanyakumari Package 3	From Km 116+500 to Km 180+000	63.500	NH-7	Salaipudhur	
25	TOT Bundle-3	Madurai to Kanyakumari Package 4	From Km 180+000 to Km 243+470	63.470	NH-7	Nanguneri	
26	TOT Bundle-7	Eastern Peripheral Expressway (EPE)	From km 1.000 to km 136.000	135.000	NE-2	Jakhauli, Mawikalan Duhai, DME (IC) Dasna,Bilakbarpur Fatehpur Rampur Maujpur	Delhi

27	TOT Bundle-12 (2nd call)	Lalitpur Sagar Lakhnadon	From km 99.005 to km 415.089	316.084	NH-26	Malthone, Chitora, Titarpani and Bakori	Uttar Pradesh and Madhya Pradesh
28	TOT Bundle-13	Kota bypass and Cable stay bridge	Km 373.545 to Km 375.080 and Km 0.000 to Km 26.285 (Chainage from km 1052.429 to km 1080.249)	27.820	NH-76	Staggered Sakatpura at km 1055+217 (LHS) and Nayagaon at km 1059+350 (RHS)	Rajasthan
29	TOT Bundle-13	Gwalior-Jhansi	Km 16.00-Km 56.328 and Km 54.000-Km 96.127	82.455	NH-75 (New NH-44)	Dagrai at Km 82.328	Madhya Pradesh
30	TOT Bundle-14	Delhi-Meerut Expressway	from design Km 0.000 to Km 59.777 (Starting from Km. 0.000 on Nizamuddin Bridge on NH-9 (Old NH-24) and ending at Km. 51.975 of NH-334 (Old NH- 58) including Green Field Alignment	59.777	NH-334 (Old NH-58)	Delhi-Meerut Expressway (DME) (Sarai Kale Khan DME KM 0000) Indirapuram Plaza DME KM 9500 Dundahera Plaza DME KM 1990 Dasna Plaza DME KM 2760 Rasoolpur Sikrod DME KM 3134	UP & Delhi

						Bhojpur Plaza DME KM 4570 Kashi Plaza DME KM 5823	
31	TOT Bundle-14	Delhi-Hapur section (part of Delhi-Meerut Expressway)	Design Km 0.000 to Km 50.934 (existing km 0.000 to km 50.000)	50.934	NH-9 (old NH- 24)	Chhajarsi @ Km.39.730	
32	TOT Bundle-14	Binjabahal - Teliebani	Design chainage from km 414.982 to km 493.300 (existing km 414.000 to km 491.710)	78.318	NH-6 (New NH-49)	Bideibadkudar at Km 439.515	Odisha
33	TOT Bundle-18	Chandikhol - Bhadrak	Km 62.000 to Km 136.500	74.5	NH-16	Bhagada-Narayanpur	
34	TOT Bundle-16	MH/TS Border to Armur and Adloor Yellareddy to Bowenpally (Hyderabad Nagpur section)	Km 175+000 to Km 313+507 Km 373+762 to Km 486+838	251.583	NH-44	Pippalwada Rolmamda Gamjal Bhiknoor Manoharabad	Telangana

Details of projects awarded under InvIT

S. No.	INVIT Bundle	Project	Chainage	Length (km)	NH	Fee Plaza	State
1	INVIT Bundle-1	Maharashtra/Karnataka border (Kagal)- Belgaum	km 515+000 to km 592+705)	77.705	NH-48 (Old NH-4)	Kognoli at Km 591.240 and Hattargi at km 537.770	Karnataka
2	INVIT Bundle-3 (Modified)	Hubli to Haveri	km 189.00 to km 403.470	214.470	NH-48	Hebbalu at km 237.650, Chalageri at km 286.110 and Bankapur at km 352.550	
3	INVIT Bundle-3 (Modified)	Davangere to Haveri					
4	INVIT Bundle-3 (Modified)	Davangere to Chitradurga					
5	INVIT Bundle-1	Abu Road to Swaroopganj	km 646+000 to km 677+000	31.000	NH-27	Undavariya at 670.750	Gujarat
6	INVIT Bundle-1	Palanpur/Khemana to Abu road	km 601+000 to km 646+000	45.000	NH-27	Khemana at km 602.750	
7	INVIT Bundle-4	Gandhidham (Kandla) – Mundra Port	(km 0.00 – km 71.400)	71.4	NH-41	Mokha	
8	INVIT Bundle-1	Chittorgarh to Kota & Chittorgarh Bypass	km 891+929 to km 1052+429	160.500	NH-27	Bassi at km 929.629, Aroli at km 986.629 & Dhaneswar at km	Rajasthan

						1032.629	
9	INVIT Bundle-1	Kothakota Bypass – Kurnool	km 135+469 to km 211+000	74.622	NH-44	Pullur at km 200.950	Telangana
10	INVIT Bundle-2	Shivpuri-Jhansi	km 1305+087 to km 1380+387	75.300	NH-27	Raksha at km 1374.650	Madhya Pradesh
11	INVIT Bundle-3 (Modified)	Rewa Katni Jabalpur Lakhnadon	From km 880.600 to km 891.780 of NH- 30 and km 1358.00 to km 1428.557 (81.737 km), From km 725.185 to km 813.257 (88.072 km), From km 813.157 to km 880.600 (67.343 km) and From km 656.600 to km 725.185 (69.185 km)	306.337	NH-30 & 34) NH -30 (old NH-7)	Boharipar at km 1362.780 Kherwasaani at km 739.000 Mohtara at km 840.567 Odhaki Paipkhar at km 675.700	
12	INVIT Bundle-3 (Modified)	Lakhnadon to Mahagaon	km 546.420 to km 653.770	107.350	NH-44	Madai at km 549.200 and Khawasa at km 651.750	
13	INVIT Bundle-3	Mohgaon to Khawasa					

	(Modified)						
14	INVIT Bundle-2	Agra Bypass	km 0+000 to km 32+800	32.800	NH-2 & 3	Raibha at km 10.800	Uttar Pradesh
15	INVIT Bundle-3 (Modified)	Orai Bara	km 1515.713 to km 1578.872 on LHS and from km 1578.360 to km 151.713 of RHS	62.903	NH-25	Usaka Chamari at km 1519.880	
16	INVIT Bundle-4	Bareilly – Sitapur	(km 262.000 – km 419.590)	157.59	NH-30 (Old NH-24)	Faridpur, Maigalganj	
17	INVIT Bundle-2	Borkhedi-Wadber-Deodhari-Kelapur-Maharashtra/Telangana Border	km 36+600 to km 175+000	138.150	NH-44 (old NH-7)	Daroda at km 92.500 & Kelapur at km 150.000	Maharashtra
18	INVIT Bundle-3 (Modified)	Chichira-Kharagpur	km 16.130 to km 72.250	56.120	NH-49 (old NH-6)	Balibhasha at km 43.350	West Bengal
19	INVIT Bundle-3 (Modified)	Kachugaon to Rakhaldubi Bus Junction and Rakhaldubi Bus Junction to Kaljhar	km 30.00 to km 92.671 (62.671 km) and km 961.500 to 1013.00 (51.500 km)	114.171	NH-27 (old NH-31C)	Patgaon at km 49.600 & Dahalpara at km 971.200	Assam
20	INVIT Bundle-3 (Modified)	Kaljhar to Patacharkuchi	km 1013.00 to km 1040.300	27.300	NH-27 (old NH-31)	Galia at km 1017.350	
21	INVIT Bundle-4	Gundugolanu-Devarapalli-Kovvuru section	(km 15.320 – 85.204)	69.884	NH-16	Veeravalli	Andhra Pradesh

22	INVIT Bundle-4	Narasannapeta- Ranasthalam	(km 580.671-km 634.470)	53.799	NH-16	Madapam	
23	INVIT Bundle-4	Anandapuram-Pendurti Ankapalli	(km 682.980 – km 731.585)	48.605	NH-16	Marripalem & Dukkavanipalem	
24	INVIT Bundle-4	Ranasthalam to Hanumanthvaka	(km 634.00 – km 700.544)	66.544	NH-16	Nathavalasa	
25	INVIT Bundle-4	Chittor-Mallavaram Gadanki	(km 0.00 – km 61.128)	61.128	NH-140	Gadanki	
26	INVIT Bundle-4	AP/TN Border to Nalagampalli, AP/Karnataka Border section	(km134.890 – km 219.687)	84.797	NH-4	Mahasamudram	
27	INVIT Bundle-4	Muzaffarnagar-Haridwar	(km 130.560 – km 209.120)	78.56	Old NH-58 (New NH- 334)	Chapar, Bahadrabad	Uttarakhand
28	INVIT Bundle-4	Raipur to Simga	(km 0.00 – km 48.580)	48.58	NH-30 (old NH-200)	Tarpongi	Chhattisgarh
29	INVIT Bundle-4	Simga to Bilaspur	(km 48.580 – km 126.525)	77.945	NH-130 (old NH- 200)	Bhojpuri, Mudipar	

ESTABLISHMENT OF VDVKS**2145. SHRIMATI SHAMBHAVI:****SHRI RAJESH VERMA:****DR. LATA WANKHEDE:**

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

- (a) the number of Van Dhan Vikas Kendras (VDVKs) established in the tribal areas of Bihar and Madhya Pradesh for value addition to minor forest produce;
- (b) the details of procurement of honey, lac and medicinal plants through these Kendras;
- (c) the status of marketing linkages provided to tribal Self-Help Groups under the Tribes India brand;
- (d) the measures taken to train tribals in scientific harvesting and processing techniques; and
- (e) the success stories of tribal entrepreneurs among the States supported under the Pradhan Mantri Van Dhan Yojana?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI DURGA DAS UIKEY):

- (a) and (b): Under the scheme of Pradhan Mantri Janjatiya Vikas Mission (PMJVM), 126 Van Dhan Vikas Kendras (VDVKs) have been sanctioned in the state of Madhya Pradesh who have reported a cumulative sale of Rs. 349 lakhs. While under the scheme of Pradhan Mantri Janjati Adivasi Nyaya Maha AbhiyaN (PM-JANMAN), 83 VDVKS have been sanctioned in the state of Madhya

Pradesh who have reported a cumulative sale of Rs. 11.78 lakhs. These sale figures are for VDVK products including honey, lac, and medicinal plants as reported by the State. No proposal for establishment of VDVKs has been received from the State Nodal Department / State Implementing Agency of Bihar.

(c): Under the scheme of PMJVM scheme, Tribal Co-Operative Marketing Development Federation of India Limited (TRIFED) undertakes marketing development of the tribal products produced by them which include handicraft, handloom & natural and food products. The identification and empanelment of tribal artisans and procurement of various tribal products from them are the core activities for generating livelihood opportunities for tribal communities. The various tribal products are sold through retail network chain of 116 Tribes India Outlets, exhibition and e-Commerce platforms across the country. TRIFED has been also striving to make efforts for accessing the export market for tribal products.

Empanelment of Tribal Artisans/ Suppliers: TRIFED empanels tribal artisans/suppliers, which comprise individual tribal artisans, tribal SHG groups, reputed NGOs, Govt. agencies etc. working with tribal artisans. 6154 suppliers/producers are empaneled with TRIFED as of 31.10.2025, which are associated with 3,12,167 families. It includes 475 tribal SHGs associated with 9,469 families.

Tribal Artisan Empanelment Melas: TAeMs are organized for identification of new artisans and new products at the sourcing level in States/Districts/Villages

for expanding the tribal supplier base. The details of TAeM's organized by TRIFED during last 5 financial years are given below:

S. No.	Year	TAeM Organised in Nos
1	2020-2021	8
2	2021-2022	23
3	2022-2023	7
4	2023-2024	61
5	2024-2025	18
6	2025-26 Till 31.01.2026	16

Sourcing of tribal products: TRIFED has been undertaking procurement of tribal products through its empanelled tribal artisans/suppliers, which comprise individual tribal artisans, SHGs and Govt Organisations/NGOs working with tribal artisans. The details of purchases made by TRIFED during last 5 financial years are given below:

Sl. No	Year	Purchase (Rs. In Crore)
1	2020-2021	16.51
2	2021-2022	29.00
3	2022-2023	16.08
4	2023-2024	18.04
5	2024-2025	17.55
6	2025-26 Till 25.01.2026	11.96

Sale of Tribal Products: TRIFED has been marketing tribal products through its own shops called "TRIBES India, Franchise Outlets and outlets of the state emporia on consignment basis. The details of gross sales made by TRIFED during last 5 years are given below:

Sl. No	Year	Gross Sale (Rs. In Crore)
1	2020-2021	30.12
2	2021-2022	43.42
3	2022-2023	36.12
4	2023-2024	36.07
5	2024-2025	33.87
6	2025-26Till 25.01.2026	21.35

Exhibitions: TRIFED has been organizing events like Aadi Mahotsav, Aadi Bazaar and Aadi Chitra for promotion of tribal products. The details of same for last 2 years is given below:

Year	No. of Aadi Mahotsav	No. of Aadi Bazaar	No. of Aadi Chitra	No. of Exhibition Participated
2023-24	4	12	4	176
2024-25	5	19	7	199
2025-26 Till 21.01.2026	0	19	5	338

International Marketing: For its brand promotion and market expansion globally, TRIFED has been participating in various international exhibitions. In line with this objective, TRIFED participated in international exhibitions recently from Nov. 2024 to Feb. 2025 at Melbourne Australia, Frankfurt Germany and Birmingham, UK, besides putting up kiosks of tribal products in 8 Indian Embassies abroad. The details of sales made in countries abroad from the year

2021 to 2025 are mentioned as below:

Sl. No.	Financial Year	Country placing order	Value of sales made (in lakhs)	Products ordered
1	2021-22	USA, Chile, Croatia, Philippines, Hungary, Thailand, Vietnam, Indonesia	22.36	Arakku Coffee, Spices, Tea, Honey, Art & Craft, Textile, Painting, Blue Pottery
2	2022-23	Myanmar	2.71	Gifting products
3	2024-25	Indonesia, Malaysia, Turkey, Israel, UAE, Qatar, Sri Lanka, UK, Japan, Kazakhstan, Canada, Hungary	24.84	Gifting products, Coffee, Longpi pottery, Paintings, Blue Pottery, Organic products, cane & bamboo, Dokra, Arakku Coffee, Woollens
	Total Sales value (in lakh):		49.91	

TRIFED also shipped various tribal product worth Rs. 36.50 lakhs to Indian Embassies abroad to 64 countries under Atma Nirbhar Bharat Mission for display and promotion of various tribal art and craft.

(d): Under the VDVK initiative, the members are provided with training programmes for primary processing, value addition, entrepreneurship awareness and entrepreneurship development to make them market ready.

(e): The success stories of tribal entrepreneurs among the States supported under the Pradhan Mantri Janjatiya Vikas Mission is given at <https://trifed.tribal.gov.in/success-stories>.

सीतापुर में बिजली से वंचित गांव

2146. श्री राकेश राठौर:

क्या विद्युत मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार को जानकारी है कि सीतापुर संसदीय निर्वाचन क्षेत्र के सेवता क्षेत्र के कई गाँव और कई अन्य हिस्से आज की तारीख तक बिजली आपूर्ति से वंचित हैं, जिसके कारण हजारों परिवार बिजली के बिना रहने को विवश हैं;

(ख) यदि हां, तो ऐसे गाँवों की संख्या कितनी है और इन गाँवों में अब तक बिजली आपूर्ति न होने के कारणों का क्षेत्रवार ब्यौरा क्या है; और

(ग) सरकार द्वारा उक्त गाँवों में बिजली आपूर्ति सुनिश्चित करने के लिए तैयार की गई कार्य-योजना क्या है और इन क्षेत्रों में विद्युतीकरण पूरा होने की अपेक्षित समय-सीमा क्या है?

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

(क) से (ग): चूंकि विद्युत एक समवर्ती विषय है, अतः सभी उपभोक्ताओं को विद्युत की आपूर्ति और वितरण संबंधित राज्य सरकार/वितरण यूटिलिटी के कार्यक्षेत्र में है। भारत सरकार 2014 में शुरू की गई दीन दयाल उपाध्याय ग्राम ज्योति योजना (डीडीयूजीजेवाई), अक्टूबर, 2017 में शुरू की गई प्रधानमंत्री सहज बिजली हर घर योजना (सौभाग्य) और वर्तमान में वर्ष 2021 में शुरू की गई संशोधित वितरण क्षेत्र स्कीम (आरडीएसएस) जैसी स्कीमों के माध्यम से सभी उपभोक्ताओं को गुणवत्तापूर्ण विद्युत उपलब्ध कराने में राज्यों को अनुपूरक सहायता प्रदान कर रही है।

राज्यों द्वारा दी गई सूचना के अनुसार, देश के सभी आबाद गैर-विद्युतीकृत जनगणना गांवों का विद्युतीकरण दिनांक 28 अप्रैल, 2018 तक कर दिया गया था। डीडीयूजीजेवाई के तहत कुल 18,374 गांवों का विद्युतीकरण किया गया, जिनमें से 1,498 गांवों का विद्युतीकरण उत्तर प्रदेश राज्य में किया गया, जिसमें सीतापुर संसदीय क्षेत्र का 01 गांव भी शामिल है। इसके अलावा, सौभाग्य के तहत, सभी इच्छुक घरों का विद्युतीकरण दिनांक 31 मार्च, 2019 तक पूरा कर लिया गया था।

सौभाग्य अवधि के दौरान कुल 2.86 करोड़ घरों का विद्युतीकरण किया गया, जिनमें से 91.8 लाख घरों का विद्युतीकरण उत्तर प्रदेश राज्य में और 1.8 लाख घरों का विद्युतीकरण सीतापुर संसदीय क्षेत्र में किया गया। दोनों स्कीमें 31.03.2022 को बंद हो चुकी हैं।

संशोधित वितरण क्षेत्र स्कीम (आरडीएसएस) के तहत, जहां भी यह व्यवहार्य पाया गया, 13,65,139 लाख घरों के लिए 6,521 करोड़ रुपये की राशि के ऑन-ग्रिड विद्युतीकरण कार्य संस्वीकृत किए गए हैं जिनमें प्रधानमंत्री जनजातीय आदिवासी न्याय महाअभियान (पीएम-जनमन) के तहत चिह्नित विशेष रूप से कमजोर जनजातीय समूह (पीवीटीजी) से संबंधित घर, डीए-जेजीयूए (धरती आबा जनजातीय ग्राम उत्कर्ष अभियान) के तहत अनुसूचित जनजातियों (एसटी) से संबंधित घर, प्रधानमंत्री अनुसूचित जाति अभ्युदय योजना (पीएम-अजय) के तहत अनुसूचित जातियों (एससी) से संबंधित घर और वाइब्रेंट विलेज प्रोग्राम (वीवीपी) के तहत दूरदराज और सीमावर्ती क्षेत्रों के घर शामिल हैं। उपर्युक्त में से, अब तक कुल 2.93 लाख घरों का विद्युतीकरण किया जा चुका है।

सीतापुर संसदीय क्षेत्र में, राज्य द्वारा प्रस्तुत प्रस्ताव के आधार पर आरडीएसएस के तहत 4,301 घरों के विद्युतीकरण के लिए कार्य संस्वीकृत किए गए हैं। स्कीम की समाप्ति तिथि 31.03.2028 है और संस्वीकृत कार्यों को योजना अवधि के दौरान पूरा किए जाने की उम्मीद है।

WATER SCARCITY AND DRINKING WATER STRESS IN NORTHERN KERALA

2147. SHRI RAJMOHAN UNNITHAN:

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

- (a) whether the Government is aware that several areas in northern Kerala including Kasaragod district face recurring drinking water scarcity during the summer season and if so, the details thereof;
- (b) whether it is a fact that inadequate surface water conservation and

groundwater recharge have aggravated the situation and if so, the details thereof;

(c) whether any district-specific assessment of drinking water stress has been undertaken and if so, the details and the findings thereof;

(d) whether Central schemes for drinking water supply and water conservation are being effectively implemented in the said region and if so, the details thereof; and

(e) the steps taken/proposed to be taken by the Government to ensure sustainable and equitable access to safe drinking water?

**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): Since August 2019, Government of India is implementing Jal Jeevan Mission (JJM) – Har Ghar Jal, in partnership with States/ UTs including Kerala, to make provision of safe and adequate tap water connection to every rural household of the country. At the start of JJM, only 0.39 lakh (15%) rural households were reported to have tap water connections in the Kasaragod District of Kerala. So far, as reported by the state, more than 0.47 lakh additional rural households have been provided with tap water connections. Thus, as on 28.01.2026, out of 2.54 lakh rural households in the district, more than 0.86 lakh (33.9%) households are reported to have tap water connections in their homes.

Water being a state subject, the responsibility of planning, approval, implementation, operation, and maintenance of drinking water supply schemes,

including those under the JJM, as well as for augmentation, conservation and efficient management of water resources lies with State/UT Governments. The Government of India supports the States by providing technical and financial assistance.

Ministry of Jal Shakti has been implementing Jal Shakti Abhiyan (JSA) since 2019. JSA: CTR, with its sixth edition implemented in all the districts (rural as well as urban) of the country including the state of Kerala under the theme “Jal Sanchay, Jan Bhagidari: Jan Jagrukta Ki Or”, emphasizing community participation and water conservation awareness. The campaign emphasizes convergent financing and active community participation to ensure maximum impact. To achieve effective inter-sectoral convergence among Ministries for constructing artificial recharge structures, the Government has implemented a multi-pronged strategy that leverages collaboration, resource optimization and institutional coordination.

(d) and (e): Development of reliable drinking water sources and/ or augmentation of existing sources to provide long-term sustainability of water supply system in villages, is an integral part of JJM. To achieve this objective, following provisions have been made in operational guidelines for the implementation of JJM:

- i.) Any water supply scheme undertaken under JJM is approved only after the recommendation of a Source Finding Committee of the respective State Government, to the effect that the identified water source through which the scheme is planned, has sufficient yield for sustaining water

supply as per required norm, for the scheme design period;

- ii.) Development/ strengthening/ augmentation of drinking water sources; and infrastructure for bulk transfer of water, treatment, and distribution systems in water deficit, drought-prone and desert areas without dependable ground water sources; and
- iii.) Strengthening of drinking water sources in convergence with other schemes such as *VB-G RAM G*, Finance Commission grants to rural local bodies/ PRIs, MP & MLA's Local Area Development Fund, District Mineral Foundation (DMF) Fund, CSR fund, etc.

Further, Jal Shakti Abhiyan – Catch the rain campaign, in its different editions, focused on water conservation and rainwater harvesting structures, renovation of traditional water bodies, reuse and recharge structures, watershed development, etc.

To ensure equitable access to safe drinking water, JJM follows the principle of “*no one is left out*” and accords priority to water-scarce, drought-prone, desert, quality-affected, tribal and Aspirational districts, SC/ST majority villages, JE-AES affected districts and Saansad Adarsh Gram Yojana villages.

VACANCIES IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS

2148. SHRIMATI RACHNA BANERJEE:

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

- (a) the number of sanctioned posts, posts in position and vacancies in the Ministry of Housing and Urban Affairs including the break-up of reserved

posts across categories;

(b) the number of vacancies in the Ministry and its Departments since 2014 including reserved posts, year and category-wise; and

(c) the number of contractual employees engaged in the Ministry since 2014, year and category-wise?

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

(a) and (b): The Ministry of Housing and Urban Affairs (MoHUA) comprises officers/officials belonging to All India Services, Central Secretariat Services, other Organized Services and General Civil Services. The postings, transfers and promotion orders issued from time to time in respect of these officers/officials by the respective Cadre Controlling Authorities are implemented by this Ministry. At present, in this Ministry, 1063 posts are filled up against the sanctioned strength of 1329.

As regards vacancies and hiring of employees since 2014, it is informed that occurrence and filling up of vacancies is a continuous process. The vacancies reported by this Ministry to the respective Cadre Controlling Authorities, are filled up by them, in compliance with the Reservation norms/guidelines of Government of India.

However, the vacancies that arise in the cadre of Central Public Health and Environmental Engineering Organization (CPHEEO) and Multi-Tasking Staff (MTS) are maintained by this Ministry as these posts are directly filled up by MoHUA, through Union Public Service Commission (UPSC) and Staff

Selection Commission (SSC), respectively.

In CPHEEO, the sanctioned strength is of 17 officers/staff against which 12 officers/staff are in position. As regards the post of MTSs in MoHUA, 64 MTSs are in position against the sanctioned strength of 81. The details of vacancies reported since 2014 in CPHEEO and in the post of MTS in MoHUA, are given in the enclosed **Statement**.

(c): At present, 81 contractual MTS staff, 20 Data Entry Operators and 07 Staff Car Drivers have been hired by MoHUA through different service providers.

STATEMENT

YEAR-WISE AND CATEGORY-WISE VACANCIES REPORTED/FULFILLED

IN CPHEEO:

S. No.	Vacancy Year	Category									
		Vacancy reported	Vacancy fulfilled	Vacancy reported	Vacancy fulfilled	Vacancy reported	Vacancy fulfilled	Vacancy reported	Vacancy fulfilled	Vacancy reported	Vacancy fulfilled
		SC		ST		OBC		UR		EWS	
1	2014	00	00	00	00	00	00	00	00	00	00
2	2015	00	00	00	00	00	00	00	00	00	00
3	2016	00	00	00	00	00	00	00	00	00	00
4	2017	00	00	00	00	01	01	01	01	00	00
5	2018	00	00	00	00	00	00	00	00	00	00
6	2019	00	00	00	00	00	00	00	00	00	00
7	2020	00	00	00	00	00	00	00	00	00	00
8	2021	01	01	00	00	01	01	02	00	00	00

9	2022	00	00	00	00	00	00	00	00	00	00
10	2023	00	00	00	00	00	00	00	00	00	00
11	2024	00	00	00	00	01	00	01	01	00	00
12	2025	00	00	00	00	00	00	00	00	00	00
TOTAL		01	01	00	00	03	02	04	02	00	00

**YEAR-WISE AND CATEGORY-WISE VACANCIES REPORTED/FULFILLED
OF MTSSs IN MoHUA:**

S. No.	Vacancy Year	Category									
		Vacancy reported	Vacancy fulfilled	Vacancy reported	Vacancy fulfilled	Vacancy reported	Vacancy fulfilled	Vacancy reported	Vacancy fulfilled	Vacancy reported	Vacancy fulfilled
		SC		ST		OBC		UR		EWS	
1	2014	00	00	00	00	00	00	00	00	00	00
2	2015	00	00	00	00	00	00	00	00	00	00
3	2016	00	00	04	02	15	13	19	18	00	00
4	2017	00	00	00	00	00	00	00	00	00	00
5	2018	00	00	00	00	00	00	00	00	00	00
6	2019	00	00	02	01	08	04	02	02	03	01
7	2020	03	01	01	01	06	03	08	04	03	01
8	2021	04	02	01	01	07	03	09	08	03	02
9	2022	05	00	01	00	08	00	11	00	03	00
10	2023	05	03	01	01	08	07	06	03	06	05
11	2024	04	00	00	00	01	00	05	00	02	00
12	2025	04	00	01	00	04	00	06	00	02	00
TOTAL		25	06	11	06	57	30	66	35	22	09

ULBS EQUIPPED WITH MECHANISED CLEANING EQUIPMENTS**2149. THIRU DR. S. JAGATHRAKSHAKAN:****SHRIMATI KANIMOZHI KARUNANIDHI:**

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

- (a) the total number of Urban Local Bodies (ULBs) and municipalities equipped with mechanised sewer and septic tank cleaning equipments as of March 2025, State-wise;
- (b) the number of ULBs that have fully eliminated manual entry into sewers and septic tanks along with the certification or verification status thereof;
- (c) the number of inspections conducted under the Prohibition of Employment as Manual Scavengers and Their Rehabilitation Act, 2013 during the last five years and the details of the violations detected in this regard; and
- (d) whether the Government has issued any Standard Operating Procedure (SOP) or technical guidelines mandating the use of mechanical devices for cleaning sewer lines and septic tanks and if so, the details thereof including the year of issue?

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

- (a) and (b): Sanitation is a state subject, all State/UTs have been advised to procure or lease necessary equipment to achieve 100% mechanization of sewer and septic tank cleaning. Ministry of Housing and Urban Affairs (MoHUA) has identified required machinery and equipment for 100% mechanized sewer and septic tank maintenance operation and facilitated listing this equipment on the

Government e-Marketplace (GeM) portal to facilitate easy procurement by States and ULBs.

MoHUA launched a SafaiMitra Surakshit Shehar protocol for all ULBs. Based on the protocol, a ULB can be declared as SafaiMitra Surakshit if it attains at least 'adequate' status in each of the domains - institutional domain, manpower domain, and equipment domains as prescribed in the protocol. Currently, more than 3,489 ULBs have declared themselves SafaiMitra Surakshit Shehar.

As per the information received from Ministry of Social Justice and Empowerment (MoSJE), NAMASTE (National Action for Mechanised Sanitation Ecosystem) scheme provides for upfront Capital Subsidy to Sanitation Workers and Private Sanitation Service Operators (PSSOs) for procurement and deployment of mechanised sanitation equipment. Further, under Swachhta Udyami Yojana (SUY), loan and upfront capital subsidy is provided for procurement of mechanized cleaning equipments/ vehicles. Details of the direct loans and upfront capital subsidy provided till March, 2025 under SUV is given in the enclosed **Statement**.

(c): MoSJE has informed that data of Inspections conducted by States/UTs under the Prohibition of Employment as Manual Scavengers and Their Rehabilitation Act, 2013 is not maintained centrally.

(d): With the objective of eradication of hazardous entry into sewers and septic tanks, and sustaining elimination of manual scavenging, through mechanization of sewer and septic tank cleaning operations, a new component i.e. Used Water

management (UWM) has been included under Swachh Bharat Mission – Urban (SBM-U) 2.0.

MoHUA has issued an advisory on Emergency Response Sanitation Unit (ERSU) to institutionalize safety practices and put in place frameworks to mitigate the dangers of manual cleaning of sewer in 2019. MoHUA has also issued SOP containing procedure to be followed during mechanical and manual cleaning of sewer and septic tanks in November, 2018.

Further, MoHUA has issued Model Empanelment and Contract documents in June, 2025 to guide Urban Local Bodies (ULBs) in engaging Private Sanitation Service Operators (PSSOs). This framework aims to establish clear legal and operational guidelines for delivering safe, mechanized services in compliance with the Prohibition of Employment as Manual Scavengers and their Rehabilitation (PEMSR) Act, 2013.

STATEMENT

State-Wise Progress under SUY as on March 2025

(₹ in lakhs)

State/SCA/CA	Capital Subsidy to beneficiaries			Loans to ULBs by NSKFDC		
	No. of ULBs	No. of Units	Capital Subsidy released	No. of ULBs	Loan amount Released by NSKFDC	No. Of Equipments / Units
A & N Islands	1	8	38.19	0	0.00	0
Andhra Pradesh	28	239	2886.52	0	0.00	0
Bihar	1	1	4.61	1	534.06	21
Gujarat	1	11	81.32	0	0.00	0
Haryana	1	6	20.78	1	6.12	1
Jharkhand	1	7	27.09	0	0.00	0
Madhya Pradesh	3	119	507.68	15	2601.36	131

Maharashtra	1	2	7.90	2	36.08	5
Odisha	2	9	62.43	0	0.00	0
Rajasthan	6	5	20.60	0	0.00	0
Tamil Nadu	2	9	158.84	0	0.00	0
Telangana	6	23	191.78	7	231.05	76
Uttar Pradesh	2	57	217.87	1	35.46	4
Puducherry	0	0	0.00	1	289.34	6
Uttarakhand	0	0	0.00	1	550.47	56
Himachal Pradesh	0	0	0.00	1	22.83	2
Grand Total	55	496	4225.61	30	4306.77	302

बारदोली के ग्रामीण और जनजातीय क्षेत्रों में बार-बार बिजली आपूर्ति बाधित होना

2150. श्री प्रभुभाई नागरभाई वसावा:

क्या विद्युत मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार को गुजरात के बारदोली संसदीय निर्वाचन क्षेत्र के ग्रामीण और जनजातीय क्षेत्रों में

बार-बार बिजली आपूर्ति बाधित होने, कम वोल्टेज, ट्रांसफार्मर की विफलता और लंबे समय तक मरम्मत कार्य होने संबंधी समस्याओं की जानकारी है;

(ख) यदि हां, तो विगत तीन वर्षों के दौरान कितनी शिकायतें प्राप्त हुई हैं और उनके निवारण की स्थिति क्या है;

(ग) क्या सरकार के पास बारदोली के दूरस्थ और जनजातीय गांवों में अतिरिक्त ट्रांसफार्मर लगाने, फीडर पृथक्करण, भूमिगत केबल बिछाने अथवा सौर ऊर्जा आधारित वैकल्पिक व्यवस्थाओं सहित निर्बाध विद्युत आपूर्ति सुनिश्चित करने का कोई प्रस्ताव है; और

(घ) यदि हां, तो निर्धारित समय-सीमा सहित तत्संबंधी कार्य योजना क्या है?

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

(क) और (ख): चूंकि विद्युत एक समवर्ती विषय है, अतः उपभोक्ताओं को विद्युत की आपूर्ति और वितरण संबंधित राज्य सरकार/वितरण यूटिलिटी के दायरे में है। भारत सरकार सभी उपभोक्ताओं को

गुणवत्तापूर्ण और विश्वसनीय विद्युत की आपूर्ति के लक्ष्य को प्राप्त करने में राज्यों की सहायता के लिए विभिन्न स्कीमों के माध्यम से उनके प्रयासों को पूरक सहायता प्रदान करती है।

दक्षिण गुजरात विज कंपनी लिमिटेड (डीजीवीसीएल) ने कहा है कि वह बारदोली लोकसभा निर्वाचन क्षेत्र में 6 लाख से अधिक उपभोक्ताओं को विद्युत की आपूर्ति के लिए उत्तरदायी है। पिछले तीन वर्षों की अवधि में, अर्थात् वित्त वर्ष 2023-24 से वित्त वर्ष 2025-26 (जनवरी, 2026 तक) के दौरान, विद्युत आपूर्ति में व्यवधान, वोल्टेज में उतार-चढ़ाव और ट्रांसफार्मर की विफलता आदि से संबंधित कुल 1,03,747 शिकायतें प्राप्त हुई हैं और कोई भी शिकायत लंबित नहीं है।

(ग) और (घ): भारत सरकार ने वित्तीय रूप से स्थिर और प्रचालन रूप से कुशल वितरण क्षेत्र के माध्यम से उपभोक्ताओं को विद्युत की आपूर्ति की गुणवत्ता और विश्वसनीयता में सुधार के उद्देश्य से वर्ष 2021 में संशोधित वितरण क्षेत्र स्कीम (आरडीएसएस) शुरू की। आरडीएसएस स्कीम के तहत 2.83 लाख करोड़ रुपये की परियोजनाओं को संस्वीकृति दी गई है, जिसमें गुजरात राज्य के लिए 16,712 करोड़ रुपये (डीजीवीसीएल के लिए 4,153 करोड़ रुपये सहित) के अवसंरचना संबंधी कार्य (स्मार्ट मीटरिंग सहित) शामिल हैं। इसमें से बारदोली निर्वाचन क्षेत्र अर्थात् सूरत और तापी जिले में स्मार्ट मीटरिंग सहित कार्यों के लिए 555 करोड़ रुपये की राशि संस्वीकृत की गई है।

इसके अलावा, डीजीवीसीएल ने गुजरात सरकार की विभिन्न स्कीमों नामतः सिस्टम इम्प्रूवमेंट (एसआई), रोबस्ट-एसआई, वनबंधु कल्याण योजना-2 (वीकेवाई-2), किसान सूर्योदय योजना (केएसवाई) तथा सरदार कृषि ज्योति योजना (एसकेजेवाई) के तहत 316 करोड़ रुपये की कुल लागत के साथ बारदोली लोकसभा निर्वाचन क्षेत्र के लिए एक कार्य योजना भी तैयार की है। रोबस्ट-एसआई को छोड़कर, जिसके लिए समय-सीमा वित्त वर्ष 2026-27 है, इन सभी स्कीमों के तहत कार्यों को पूरा करने की समय-सीमा वित्त वर्ष 2025-26 है। इनमें निम्नलिखित कार्य शामिल हैं:

- ओवरलोडिंग समाधान करने और वोल्टेज प्रोफाइल में सुधार के लिए अतिरिक्त और उच्च क्षमता वाले वितरण ट्रांसफार्मर की स्थापना।

- विश्वसनीय विद्युत आपूर्ति सुनिश्चित करने और व्यवधानों को कम करने के लिए कृषि और गैर-कृषि फीडरों को सुदृढ़ और अलग करना।
- क्षतिग्रस्त कंडक्टरों के प्रतिस्थापन, नए खंभों के निर्माण और एचटी ओवरहेड नेटवर्क को भूमिगत केबल में संरक्षण के माध्यम से नेटवर्क को सुदृढ़ करना।
- विशेष रूप से दूरस्थ और दुर्गम स्थानों में ग्रिड पावर को पूरक करने के लिए लागू सरकारी नीतियों के तहत रूफटॉप और वितरित सौर ऊर्जा प्रणालियों को बढ़ावा देना।

MEASURES TO REDUCE ROAD ACCIDENTS

2151. SHRI KUNDURU RAGHUVeer:

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

- (a) the steps taken by the Government to reduce road accidents and enhance road user safety;
- (b) whether the Government is implementing awareness programmes, stricter enforcement of traffic laws and road engineering improvements to reduce accidents; and
- (c) whether the Ministry is coordinating with State Governments and local bodies to strengthen accident response systems, trauma care centres and emergency support services and if so, the details thereof?

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

- (a) to (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. The Central Government, in

coordination with the States / UTs and other stakeholders, undertake various activities to enhance safety of road users under this multi-prolonged strategy. Accordingly, details of various initiatives taken for road safety in the country is given in the enclosed **Statement**.

Government has implemented the National Programme for Prevention & Management of Trauma and Burn Injuries. Under the programme, Trauma Care Facilities (TCFs) were sanctioned in Government Hospitals/ Medical Colleges across the country. Further, Government has taken initiatives towards assisting States/UTs in setting up Trauma Care facilities along the highways with an overall objective to bring down preventable deaths due to road accidents by developing a pan-India trauma care network at every 100 kms.

STATEMENT

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.
- ii. 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).

(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. Government has issued guidelines for incentive to States for Implementation of Electronic Enforcement of Road Safety under the Scheme for Special Assistance to States for Capital Investment 2025-26 (SASCI 2025-26) with allocation of Rs. 3,000 Crore (on first come first serve basis).
- iv. 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.

(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 in Ministry of Road Transport and Highways has notified the Cashless Treatment of Road Accident Victims Scheme, 2025 on 5th May, 2025. The detailed guidelines including process flow, stakeholder wise standard operating procedures and clearly delineated roles and responsibilities have also been notified on 4th June, 2025.

श्रीनिवासपुरी के लिए पुनर्विकास योजना

2152. श्री रामवीर सिंह बिधूड़ी:

क्या आवासन और शहरी कार्य मंत्री यह बताने की कृपा करेंगे कि:

(क) दक्षिण दिल्ली लोक सभा क्षेत्र के श्रीनिवासपुरी क्षेत्र के पुनर्विकास की संपूर्ण योजना का ब्यौरा क्या है;

(ख) क्या वर्ष 2019 में यह वादा किया गया था कि उक्त क्षेत्र के मकानों को तोड़कर प्रथम चरण छत्तीस माह में पूरा कर लिया जाएगा, लेकिन छह वर्ष बाद भी प्रथम चरण पूरा नहीं हुआ है, जबकि संपूर्ण विकास चार चरणों में किया जाना है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है;

(ग) क्या उक्त क्षेत्र की दुकानों को तोड़ दिया गया था और प्रथम चरण में ही उक्त दुकानों को पुनः

आवंटित करने की योजना थी, लेकिन उक्त कार्य को चौथे चरण के लिए टाल दिया गया है; और

(घ) यदि हां, तो प्रस्तावित पुनर्विकास के उक्त चारों चरणों को कब तक पूरा कर लिया जाएगा?

आवासन और शहरी कार्य मंत्रालय में राज्य मंत्री (श्री तोखन साहू):

(क) और (ख): श्रीनिवासपुरी स्थित जीपीआरए कॉलोनी की पुनर्विकास योजना निम्नलिखित 4 पैकेजों में शुरू की गई है:

(i) पैकेज-I (टाइप-III): 3112 टाइप-III आवासीय क्वार्टर, एक बहुस्तरीय कार पार्किंग, सीजीएचएस औषधालय, सामुदायिक केंद्र।

(ii) पैकेज-II (टाइप-II): 1240 टाइप-II आवासीय क्वार्टर, जिनमें मल्टी लेवल कार पार्किंग की सुविधा है।

(iii) पैकेज-III (टाइप-IV): 1220 टाइप-IV आवासीय क्वार्टर, जिसमें यूटिलिटी ब्लॉक भी सहित है।

(iv) पैकेज-IV (सामाजिक इन्फ्रास्ट्रक्चर): सामाजिक इन्फ्रास्ट्रक्चर जैसे शॉपिंग कॉम्प्लेक्स, पुलिस स्टेशन, प्रसूति केंद्र, डाकघर, बीएसईएस कार्यालय, सामुदायिक केंद्र आदि।

श्रीनिवासपुरी पैकेज-I कॉलोनी के कार्य का ठेका फरवरी 2019 में दिया गया था और तदनुसार कॉलोनी को खाली कराने और ध्वस्त कराने का कार्य किया जाना था। हालांकि, वन विभाग से वृक्ष प्रत्यारोपण की अनुमति प्राप्त न होने के कारण कार्य शुरू नहीं हो सका और पैकेज-I का कार्य फरवरी 2023 में समाप्त कर दिया गया। वर्तमान में, पैकेज-I के कार्य का अगस्त 2025 में पुनः ठेका दिया गया और इस पैकेज-I के पूरा होने की तिथि जून 2028 है।

(ग): दुकानों को ध्वस्त नहीं किया गया है। शॉपिंग कॉम्प्लेक्स सहित सामाजिक इन्फ्रास्ट्रक्चर का कार्य पैकेज-IV का हिस्सा है।

(घ): उक्त पुनर्विकास योजना के चारों पैकेजों को पूरा करने की समय सीमा जून 2030 है।

UTILISATION OF ROAD SAFETY FUND

2153. SHRI VARUN CHAUDHRY:

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

- (a) the details of collection and utilisation of the Road Safety Fund during the last five years, year-wise and State-wise;
- (b) the impact of utilisation of the Road Safety Fund in reducing road accidents and road accident deaths; and
- (c) whether any review of the utilisation of the Road Safety Fund has been undertaken vis-a-vis its objective of reducing road accidents and if so, the details thereof?

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

(a) to (c): There is no specific Road Safety Fund at the Central level. Road Safety funds are established at the level of States/UTs. However, Road Safety is an integral and indispensable component of every National Highway Project. Road Safety initiatives on National Highways commence with the inception of Detailed Project Report (DPR) as road safety audit of all National Highways projects has been made mandatory at all stages i.e. design, construction, operation & maintenance through auditors/experts. As per available data, expenditure on comprehensive road safety aspects varies from 2.21% to 15% of total cost of the development projects depending upon structures involved for construction of National Highways.

Besides, the Government also implements the scheme for creation of

awareness & publicity among road users and provides financial support to Transport Departments of States/UTs for setting up of Model Driving Training Institutes/Centres, setting up of Model Inspection & Certification Centres, improving and Strengthening of Public Transport System etc. The details of funds released for these initiatives during the last three Financial Years are given in the enclosed **Statement**.

The analysis of the road accident fatalities data in terms of number of vehicles and road length indicates that the road fatalities per 10,000 vehicles have reduced from 5.8 in 2018 to 4.3 in 2022 and fatalities per 10,000 Kms of roads have reduced from 254 in 2018 to 250 in 2022.

STATEMENT

**Details of funds released by the Ministry of Road Transport & Highways
for various road safety initiatives/schemes during the last five FYs:**

(Rs. In Crores)											
Sl. No.	Activity/ Programme	BE FY 2020-21	Expenditure in FY 2020-21	BE FY 2021-22	Expenditure in FY 2021-22	BE FY 2022 - 23	Expenditure in FY 2022 - 23	BE FY 2023 - 24	Expenditure in FY 2023 - 24	BE FY 2024 - 25	Expenditure in FY 2024 - 25
1	Road Safety publicity measures and awareness campaigns, National Highway Accident Relief Service Scheme (NHARSS), refresher Training of Drivers in Unorganised Sector and Human Resource Development, etc.	171.00	65.94	109.00	41.48	189.50	68.67	138.10	85.04	103.50	99.20
2	Inspection and Certification Centres (Revenue)	29.00	16.20	29.00	14.15	33.00	14.60	24.00	17.77	19.50	10.65
3	Improving and Strengthening of Public Transport System	89.00	30.60	103.00	10.80	15.00*	30.33	50.00	38.00	38.00	16.04

*Rs. 40.00 crore at RE Stage

धनबाद में एनएच-19 पर बाईपास सड़क का निर्माण

2154. श्री दुलू महतो:

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

- (क) क्या सरकार को धनबाद में तोपचांची-राजगंज-गोबिंदपुर-निरसा खंड के समानांतर राष्ट्रीय राजमार्ग (एनएच)-19 के भीड़भाड़ वाले हिस्सों को बाईपास करने के लिए एक वैकल्पिक कॉरिडोर/रिंग रोड के विकास के संबंध में कोई अभ्यावेदन प्राप्त हुआ है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है;
- (ख) क्या धनबाद के चारों ओर एक पूर्ण रिंग रोड (वृत्ताकार नेटवर्क) विकसित करने के उद्देश्य से इस कॉरिडोर को उगारों/उगादुंग के माध्यम से बोकारो-पुरुलिया मार्ग (एनएच-32) से जोड़ने का कोई प्रस्ताव विचाराधीन है;
- (ग) यदि हाँ, तो इस परियोजना की व्यवहार्यता अध्ययन या विस्तृत परियोजना रिपोर्ट (डीपीआर) की वर्तमान स्थिति क्या है और इसके लिए कितनी धनराशि आवंटित की गई है; और
- (घ) यदि नहीं, तो क्या सरकार देश की 'कोयला राजधानी' के रूप में धनबाद के रणनीतिक महत्व को देखते हुए इस परियोजना को पीएम गति शक्ति कार्यक्रम के आगामी चरण में शामिल करने का विचार रखती है?

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

(क): धनबाद में टॉपचांची-राजगंज-गोबिंदपुर-निरसा खंड के समानांतर राष्ट्रीय राजमार्ग (एनएच)-19 पर भीड़-भाड़ कम करने के लिए माननीय सांसद श्री दुलू महतो से धनबाद जिले में रिंग रोड/बाईपास के निर्माण के लिए अभ्यावेदन पत्र, दिनांकित 03.12.2025 प्राप्त हुआ है।

(ख) से (घ): वर्तमान में, विस्तृत परियोजना रिपोर्ट के लिए प्रक्रिया शुरू करने पर कोई विचार नहीं लिया गया है। सरकार का सड़क परिवहन और राजमार्ग मंत्रालय पीएम-गति शक्ति राष्ट्रीय मास्टर प्लान के सिद्धांतों के आधार पर जनसंख्या, शहर/नगर को पार करने में रसद (लॉजिस्टिक) दक्षता, शहरी आयोजना, शहर/नगर में अन्य अवसंरचना के विकास प्रस्ताव जैसे विभिन्न शहरी कारकों

पर विचार करते हुए रिंग रोड/बाईपास की आवश्यकता का आकलन करता रहता है।

भोपाल में कार्गो हवाईअड्डे का विकास

2155. श्री आलोक शर्मा:

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

(क) क्या सरकार ने भोपाल सहित देश में नए कार्गो हवाईअड्डों के निर्माण के लिए कोई कार्य-योजना तैयार की है;

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

(ग) क्या भोपाल में कार्गो हवाईअड्डे के निर्माण के संबंध में कोई कार्रवाई की गई है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है?

सहकारिता मंत्रालय में राज्य मंत्री; तथा नागर विमानन मंत्रालय में राज्य मंत्री (श्री मुरलीधर मोहोले):

(क) से (ग): कार्गो सुविधाओं का विकास विभिन्न कारकों जैसे हवाईअड्डे के विकास में प्रगति, निर्धारित परिचालनों में वृद्धि, हैंडलिंग क्षमता, घरेलू कार्गो मात्रा में वृद्धि और एयरलाइनों की माँग पर निर्भर होता है। एयरलाइनें कार्गो क्षमता, परिचालन क्षमताओं और किसी भी हवाईअड्डे से परिचालन की समग्र वाणिज्यिक व्यवहार्यता के अपने आंतरिक मूल्यांकन के आधार पर कार्गो परिचालन शुरू करती हैं। एएआई कार्गो लॉजिस्टिक्स एंड एलाइड सर्विसेज कंपनी लिमिटेड (एएआईसीएलएएस) ने भोपाल हवाईअड्डे पर कोल्ड स्टोरेज सुविधा के साथ घरेलू हवाई कार्गो सुविधा स्थापित की है।

PRODUCTION AND SUFFICIENCY OF ETHANOL FROM NON-SUGARCANE SOURCES

2156. SHRI ESWARASAMY K.:

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

- (a) the expected production of ethanol from non-sugarcane sources, source-wise; and
- (b) whether the expected production is sufficient to meet the country's ethanol blending target and 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): Government has promoted blending of ethanol in petrol under the Ethanol Blended Petrol (EBP) Programme. The National Policy on Biofuels – 2018, as amended in 2022, inter-alia, advanced the target of 20% blending of ethanol in petrol from 2030 to Ethanol Supply Year (ESY) 2025–26 (1st November, 2025 to 31st October, 2026). This target of 20% has been achieved in December, 2025 due to the concerted efforts of Government that have led to increased ethanol blending with petrol from 38 crore litres in ESY 2013-14 to over 1000 crore litres in ESY 2024-25.

As per the Roadmap for Ethanol Blending in India 2020–25 prepared by the Inter-Ministerial Committee led by NITI Aayog, the requirement of ethanol for 20% blending in ESY 2025–26 was estimated at about 1016 crore litres, of which around 466 crore litres was projected from non-sugar based sources.

However, the actual offer from non-sugar based ethanol producers has been significantly higher than the projections made in the Roadmap. For the ongoing ESY 2025–26, Oil Marketing Companies (OMCs) floated tenders for procurement of approximately 1050 crore litres of ethanol for blending in petrol.

Against this, eligible offers received aggregated to 1759 crore litres, indicating substantial surplus.

Out of the total ethanol allocated so far by OMCs, about 760 crore litre has been allocated from non-sugar based sources. This reflects the rapid expansion of grain-based ethanol capacity in the country and the overall ethanol production capacity in the country is sufficient to achieve and sustain the target of 20% ethanol blending in petrol.

बेघर बुजुर्गों और अन्य जरूरतमंद व्यक्तियों के लिए आश्रयस्थल

2157. श्री कुलदीप इंदौरा:

क्या आवासन और शहरी कार्य मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या सरकार ने शहरी फुटपथों पर रात गुजारने वाले बेघर बुजुर्गों और अन्य जरूरतमंद व्यक्तियों को स्थायी या अस्थायी आश्रय प्रदान करने के लिए, विशेषकर सर्दियों के दौरान, कोई योजना शुरू की है;
- (ख) यदि हाँ, तो तत्संबंधी ब्यौरा क्या है और गत तीन वर्षों के दौरान उक्त योजना के अंतर्गत प्रति वर्ष आश्रय प्रदान किए गए जरूरतमंद व्यक्तियों की औसत संख्या कितनी है;
- (ग) पिछले पांच वर्षों के दौरान उक्त योजना के तहत जारी की गई धनराशि का राज्य-वार ब्यौरा क्या है; और
- (घ) क्या सरकार निकट भविष्य में यह सुनिश्चित करने के लिए किसी योजना पर विचार कर रही है या विचार करने की संभावना है कि किसी भी जरूरतमंद व्यक्ति को सड़क किनारे, विशेषकर सर्दियों के दौरान, रात न गुजारनी पड़े और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है?

आवासन और शहरी कार्य मंत्रालय में राज्य मंत्री (श्री तोखन साहू):

- (क) और (ख): भारत के संविधान की सातवीं अनुसूची के अनुसार, भूमि और कॉलोनीकरण राज्य

के विषय हैं। तदनुसार, बेघर व्यक्तियों के पुनर्वास की प्राथमिक जिम्मेदारी राज्यों/संघ राज्य क्षेत्रों की है। भारत सरकार विभिन्न कार्यक्रमों और योजनाबद्ध हस्तक्षेपों के माध्यम से राज्य के प्रयासों में सहायता करती है। आवासन और शहरी कार्य मंत्रालय ने संबंधित राज्यों/संघ राज्य क्षेत्रों के माध्यम से शहरी बेघरों को बुनियादी सुविधाओं से युक्त स्थायी हर-मौसम में रहने योग्य आश्रय उपलब्ध करने के उद्देश्य से दीनदयाल अंत्योदय योजना-राष्ट्रीय शहरी आजीविका मिशन (डीएवाई-एनयूएलएम) के एक घटक के रूप में शहरी बेघरों के लिए आश्रयस्थलों (एसयूएच) योजना की शुरुआत की है। आवासन और शहरी कार्य मंत्रालय ने शहरी बेघरों को समायोजित करने के लिए शीतकालीन कार्य योजना के संबंध में चयनित राज्यों/संघ राज्य क्षेत्रों को परामर्शिकाएँ जारी की हैं, जिसमें अस्थायी आश्रयस्थलों की व्यवस्था शामिल थी। इन आश्रयस्थलों में रहने वालों की संख्या समय-समय पर बदलती रहती है। आश्रयस्थलों में रहने वालों की औसत संख्या मंत्रालय द्वारा नहीं रखी जाती है। राज्यों/संघ राज्य क्षेत्रों द्वारा दी गई जानकारी के अनुसार, 30.09.2024 तक, 1.41 लाख बिस्तरों की क्षमता वाले कुल 1,995 आश्रय स्थल बनाए गए थे। राज्य/संघ राज्य क्षेत्र-वार सूची **विवरण-I** में संलग्न है।

इसके अलावा, सामाजिक न्याय और अधिकारिता मंत्रालय वरिष्ठ नागरिकों के लिए एकीकृत कार्यक्रम (आईपीएसआरसी) घटक के तहत अटल वयो अभ्युदय योजना (एवीवाईवाईवाई) कार्यान्वित करता है, गरीब वरिष्ठ नागरिकों को आश्रय, भोजन, चिकित्सा देखभाल और मनोरंजन के अवसर प्रदान करने के लिए वरिष्ठ नागरिक गृहों (वृद्धाश्रमों) के रखरखाव के लिए कार्यान्वयन एजेंसियों (एनजीओ/वीओ) को सहायता अनुदान प्रदान किया जाता है।

(ग) और (घ): डीएवाई-एनयूएलएम के अंतर्गत, मिशन के सभी घटकों के कार्यान्वयन के लिए राज्यों/संघ राज्य क्षेत्रों को समेकित रूप से निधियां जारी की गई थीं। मिशन के एसयूएच सहित विभिन्न घटकों के अंतर्गत निधियों का पारस्परिक आबंटन संबंधित राज्यों/संघ राज्य क्षेत्रों द्वारा उनकी आवश्यकताओं के अनुसार किया जाता है। पिछले पांच वर्षों के दौरान राज्य/संघ राज्य क्षेत्र-वार जारी की गई निधियों का ब्यौरा संलग्न **विवरण-II** में दिया गया है। मिशन 30.09.2024 को

समाप्त हुआ।

विवरण-I

डीएवाई-एनयूएलएम के तहत बनाए गए आश्रयस्थलों की संख्या (30.09.2024 तक)

क्रम संख्या	राज्यों/संघ राज्य क्षेत्रों के नाम	बनाए गए आश्रयस्थल
1	आंध्र प्रदेश	95
2	अरुणाचल प्रदेश	0
3	असम	6
4	बिहार	111
5	छत्तीसगढ़	47
6	गोवा	3
7	गुजरात	78
8	हरियाणा	54
9	हिमाचल प्रदेश	20
10	जम्मू और कश्मीर	2
11	झारखंड	57
12	कर्नाटक	108
13	केरल	27
14	मध्य प्रदेश	118
15	महाराष्ट्र	99
16	मणिपुर	0
17	मेघालय	4
18	मिजोरम	96
19	नागालैंड	3
20	ओडिशा	46
21	पंजाब	30
22	राजस्थान	237
23	तमिलनाडु	276
24	तेलंगाना	45
25	त्रिपुरा	9
26	उत्तर प्रदेश	145

27	उत्तराखंड	13
28	पश्चिम बंगाल	70
29	अंडमान और निकोबार द्वीप समूह	0
30	चंडीगढ़	1
31	दादरा और नगर हवेली तथा दमन और दीव	0
32	दिल्ली	193
33	पुडुचेरी	2
34	लद्दाख	0
	कुल	1,995

विवरण-II

डीएवाई-एनयूएलएम के तहत 2020-21 से 2024-25 (30.09.2024 तक) तक जारी की गई निधियों की स्थिति:

(करोड़ रुपये में)

क्रम संख्या	राज्य/संघ राज्य क्षेत्र	2020-21	2021-22	2022-23	2023-24	2024-25	कुल जारी
1	आंध्र प्रदेश	58.23	60.50	37.63	0.00	0.00	156.36
2	अरुणाचल प्रदेश	9.36	0.00	0.00	7.47	0.00	16.83
3	असम	21.92	32.91	20.16	16.62	0.00	91.61
4	बिहार	30.90	0.00	0.00	10.00	0.00	40.90
5	छत्तीसगढ़	0.00	14.71	0.00	15.00	0.00	29.71
6	गोवा	3.90	3.40	0.00	0.00	0.00	7.30
7	गुजरात	71.58	49.67	32.66	40.79	6.25	200.95
8	हरियाणा	10.54	14.22	12.82	0.00	0.00	37.58
9	हिमाचल प्रदेश	10.21	10.20	6.00	0.00	1.00	27.41
10	जम्मू और कश्मीर	3.67	6.25	13.46	0.00	0.00	23.38
11	झारखंड	16.28	18.37	0.00	12.00	0.00	46.65
12	कर्नाटक	32.07	0.00	0.00	26.25	0.00	58.32
13	केरल	27.90	35.38	29.23	15.00	5.00	112.51
14	मध्य प्रदेश	55.09	63.36	100.00	10.00	0.00	228.45
15	महाराष्ट्र	96.15	64.37	62.33	90.09	0.00	312.94
16	मणिपुर	2.98	10.08	25.00	5.35	0.00	43.41

17	मेघालय	3.79	0.00	1.29	2.80	0.00	7.88
18	मिजोरम	16.17	14.98	10.00	3.99	0.00	45.14
19	नागालैंड	6.96	4.92	1.83	7.38	0.00	21.09
20	ओडिशा	20.07	13.43	0.00	8.44	0.00	41.94
21	पंजाब	0.00	19.36	68.49	0.00	0.00	87.85
22	राजस्थान	39.31	40.53	0.00	15.00	0.00	94.84
23	सिक्किम	1.10	0.00	0.00	1.00	0.00	2.10
24	तमिलनाडु	110.65	104.67	6.00	85.00	0.00	306.32
25	तेलंगाना	38.10	31.69	100.00	25.00	0.00	194.79
26	त्रिपुरा	13.48	14.17	2.00	10.86	0.00	40.51
27	उत्तर प्रदेश	65.34	62.65	0.00	33.98	8.75	170.72
28	उत्तराखंड	6.05	2.00	8.60	0.00	2.50	19.15
29	पश्चिम बंगाल	34.30	43.39	0.00	45.42	5.00	128.11
30	अंडमान और निकोबार द्वीप समूह	0.00	0.28	0.00	0.34	0.00	0.62
31	चंडीगढ़	1.82	1.86	2.54	3.55	0.50	10.27
32	दादरा और नगर हवेली, दमन और दीव	0.00	0.00	0.00	0.00	0.00	0.00
33	दिल्ली	0.00	0.00	0.00	0.00	0.00	0.00
34	पुडुचेरी	4.20	0.00	0.00	5.11	0.00	9.31
35	लद्दाख	0.00	2.10	0.00	0.00	0.00	2.10
	कुल	812.12	739.47	540.04	496.44	29.00	2617.07

UNAUTHORISED TOLL COLLECTION IN ASSAM

2158. SHRI PRADYUT BORDOLOI:

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

- (a) whether the Government is aware that the illegal or unauthorised toll booths are operating in the State of Assam, if so, details thereof including the number of such toll booths and the money collected by each such toll booth since their establishment;
- (b) whether any action has been taken against such toll booths, if so, the details

thereof including the number of toll booths closed, amount of monetary imposition (if any) and any other action taken, if not, the reasons therefor;

(c) the details regarding the number of complaints received concerning the misconduct or arbitrary practice by the toll operators in Assam and the action taken thereon; and

(d) whether the Government is aware of public concerns and objections raised by commuters in Assam regarding the imposition of toll collection at Rangamati (NH-37) and Ratowa (NH-15), particularly in view of the condition of road infrastructure and limited transport alternatives in the region, if so, the corrective measures taken thereon?

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

(a) and (b): No case of illegal or unauthorised establishment of fee plazas in the State of Assam has been reported. All user fee plazas on National Highways have been established as per the respective user fee notification published in the Gazette of India, in accordance with the provisions of the National Highways Fee (Determination of Rates and Collection) Rules, 2008, and the Concession Agreement. Further, the Government through its executing agencies monitors all fee plazas to ensure compliance with the National Highways Fee Rules, 2008.

(c): The details of complaint received for the Financial Year 2025-26 are broadly regarding waiting time & Fastag issues, non-Maintenance of Toilet Block & Premises etc. The complaints regarding Fee Plaza received by National

Highways Authority of India (NHAI) in Assam are as below:

Through Public Grievance Portal: 15 Nos.

Through Rajmargyatra Portal: 79 Nos and

Through 1033 helpline: 770 Nos.

All the complaints received have been examined thoroughly and disposed/resolved accordingly.

Some other complaints received over mobile phone/whatsapp/social media regarding Telipara Fee Plaza for not allowing users benefit of 5% of Gross Vehicle Weight as per Gazette Notification dated 16.07.2018. In this regard, a penalty of Rs. 10 Lakh imposed on the toll collecting agency, M/s Riddhi Siddhi Associates for non-compliance of above statutory provisions on dated 06.10.2025.

Further, for lapses of fee collecting agency for Non-Maintenance of Toilet Block & Premises as per the Norms, a penalty of Rs 2.00 Lakhs imposed on the agency in Balachera fee plaza.

In addition, as per First Information Report (FIR) an FIR filed by Uttar Pradesh Special Task Force (STF) dated 22.01.2025 in the State of UP regarding the involvement in the fraudulent activity of unauthorized fee collection in Madanpur Fee Plaza in Assam, the Contract Agreement of User fee Collecting agency M/s MB Consortium was terminated and debarred by NHAI on 18.03.2025.

(d): Rangamati (NH-37) and Ratowa (NH-15) fee plazas have been established as per Gazette of India Notification No. S.O. 2233 (E) dated 10th June, 2024 &

S. O. 3442 (E) dated 2nd August, 2024 in accordance with the general policy for establishment of user fee plazas on National Highways.

There are already various provisions for discounts in user fees and monthly passes for local and regular users of National Highways across the country, in accordance with the NH Fee Rules, 2008.

IMPROVEMENT IN REVENUE MODEL OF NHAI

2159. SHRI DEEPENDER SINGH HOODA:

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

- (a) the present total debt of the National Highways Authority of India (NHAI);
- (b) the year-wise increase in NHAI debt since 2014;
- (c) whether the Government has assessed the rising debt burden as a risk to the long-term financial sustainability of national highway development;
- (d) the steps being taken to reduce reliance on borrowing and improve NHAI's revenue model; and
- (e) whether any independent financial review has been conducted to evaluate NHAI's debt servicing capacity and future liabilities?

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

- (a): The debt liability of National Highways Authority of India (NHAI) as on 31st January 2026 is Rs.2,16,624 crore.
- (b):

Year	Amount Outstanding at the end of each Financial Year (Rupees in crores)	Year-wise increase (%)
2014-15	24,188	--
2015-16	44,567	84.25%
2016-17	74,742	67.71%
2017-18	1,21,931	63.14%
2018-19	1,78,867	46.70%
2019-20	2,48,281	38.81%
2020-21	3,06,703	23.53%
2021-22	3,48,522	13.64%
2022-23	3,42,802	-1.64%
2023-24	3,35,173	-2.23%
2024-25	2,44,539	-27.04%
2025-26	2,16,624	-11.42%

(c): The Government has taken several measures to ensure that the debt burden does not pose a risk to the long-term financial sustainability of National Highway development.

NHAI has not raised any funds through borrowings since October, 2022.

Further, the budgetary support to NHAI has been on a rising trend in recent years. In addition, the Government has adopted alternative financing mechanisms such as asset monetisation through Toll-Operate-Transfer (TOT)

and Infrastructure Investment Trusts (InvITs) to meet its funding requirements.

(d): Steps taken to reduce reliance on borrowings which include monetisation of operational highway assets through TOT and InvITs model.

(e): NHAI regularly assesses its financial position as a part of its internal financial management and statutory reporting process. This includes its debt servicing capacity and future liabilities. NHAI's financial statements are audited by the Comptroller and Auditor General of India, which includes examination of financial performance, debt levels and contingent liabilities.

पेट्रोलियम और प्राकृतिक गैस संबंधी आयात निर्भरता में कमी

2160. श्री दर्शन सिंह चौधरी:

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

- (क) क्या सरकार ने ऊर्जा सुरक्षा को मजबूत करने और विदेशी मुद्रा व्यय को कम करने के उद्देश्य से पेट्रोलियम और प्राकृतिक गैस के आयात पर निर्भरता कम करने के लिए कोई दीर्घकालिक रणनीति अपनाई है;
- (ख) यदि हाँ, तो कच्चे तेल और प्राकृतिक गैस के संबंध में पिछले पांच वर्षों के दौरान आयात निर्भरता के प्रतिशत का ब्यौरा क्या है और ऐसी निर्भरता को कम करने के लिए घरेलू उत्पादन बढ़ाने हेतु क्या कदम उठाए गए हैं; और
- (ग) क्या सरकार द्वारा घरेलू अन्वेषण और उत्पादन, मुक्त क्षेत्र लाइसेंसिंग नीति, जैव ईंधन, हाइड्रोजन और संपीड़ित बायोगैस जैसे वैकल्पिक ईंधन और ऊर्जा दक्षता तथा इलेक्ट्रिक मोबिलिटी को बढ़ावा देकर आयात निर्भरता कम करने के लिए कोई विशिष्ट कार्य योजना लागू की गई है या प्रस्तावित है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है?

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

(क): सरकार ने देश में घरेलू कच्चे तेल और प्राकृतिक गैस के उत्पादन बढ़ाने और तेल और गैस के आयात पर निर्भरता कम करने के लिए कई नीतिगत फैसले लिए हैं और कदम उठाए हैं। इसका उद्देश्य देश की उर्जा सुरक्षा को मजबूत करना और विदेशी विनिमय खर्च कम करना है। इन फैसलों में, अन्य बातों के साथ-साथ, निम्नानुसार शामिल हैं:

- i. हाइड्रोकार्बन खोजों के शीघ्र मुद्रीकरण के लिए उत्पादन साझेदारी संविदा (पीएससी) व्यवस्था के अंतर्गत नीति, 2014;
- ii. खोजे गए लघु क्षेत्र नीति, 2015;
- iii. हाइड्रोकार्बन अन्वेषण और लाइसेंसिंग नीति (एचईएलपी), 2016;
- iv. पीएससी के विस्तार हेतु नीति, 2016 और 2017;
- v. कोल बेड मीथेन (सीबीएम) के शीघ्र मुद्रीकरण के लिए नीति, 2017;
- vi. राष्ट्रीय डेटा भंडार की स्थापना, 2017
- vii. राष्ट्रीय भूकंपीय कार्यक्रम, 2017 के तहत तलछटी बेसिन के अमूल्यांकित क्षेत्रों का अनुमोदन;
- viii. पूर्व नई अन्वेषण लाइसेंसिंग नीति (पूर्व-एनईएलपी) के अंतर्गत खोजे गए क्षेत्रों और अन्वेषण ब्लॉकों के लिए उत्पादन साझेदारी संविदा (पीएससी) के विस्तार हेतु नीतिगत ढाँचा, 2016 और 2017;
- ix. तेल/गैस की उन्नत पुनप्राप्ति विधियों को बढ़ावा देने/प्रोत्साहित करने की नीति, 2018;
- x. मौजूदा उत्पादन साझेदारी संविदा (पीएससी) के अंतर्गत अपरंपरागत हाइड्रोकार्बन के अन्वेषण और संदोहन के लिए नीतिगत ढाँचा, कोल बेड मीथेन (सीबीएम) संविदाएं और नामांकन क्षेत्र, 2018;
- xi. प्राकृतिक गैस विपणन सुधार, 2020;

xii. बोलीदाताओं को आकर्षित करने के लिए श्रेणी II और III बेसिन के अधीन ओएएलपी ब्लॉकों में चरण-I में कम रॉयल्टी दरें, शून्य राजस्व हिस्सेदारी (अप्रत्याशित लाभ तक) और कोई वेधन प्रतिबद्धता नहीं, 2019;

xiii. अपतटीय क्षेत्र में लगभग 1 मिलियन वर्ग किलोमीटर (एसकेएम) "निषिद्ध" क्षेत्र को मुक्त करना, जिसे पहले वर्ष 2022 तक अन्वेषण के लिए अवरुद्ध किया गया था;

xiv. व्यापार में सुगम्यता, संविदात्मक स्थिरता और परिचालन दक्षता को बढ़ावा देने के लिए तेल क्षेत्र (विनियमन और विकास) अधिनियम, 1948 में संशोधन।

(ख) और (ग): पिछले पांच वर्षों के दौरान कच्चे तेल में आयात निर्भरता 85.5%-88.6% और प्राकृतिक गैस में 44%-50% के बीच रही है। सरकार ने घरेलू अन्वेषण और उत्पादन, वैकल्पिक ईंधन जैसे जैव ईंधन, ग्रीन हाइड्रोजन, संपीड़ित बायोगैस, तरलीकृत प्राकृतिक गैस (एलएनजी), ऊर्जा दक्षता और विद्युत गतिशीलता को बढ़ावा देकर आयात निर्भरता को कम करने के लिए विभिन्न पहलों को लागू किया है, जिसमें, अन्य बातों के साथ-साथ, इथेनॉल मिश्रण कार्यक्रम (ईबीपी) के तहत 20% इथेनॉल मिश्रण प्राप्त करना और इथेनॉल की उपलब्धता बढ़ाने के लिए फीडस्टॉक के दायरे को व्यापक बनाना शामिल है। सरकार ने 2016 में हाइड्रोकार्बन अन्वेषण और लाइसेंसिंग नीति (एचईएलपी) शुरू की है। इस नीति के अंतर्गत, खुला रकवा लाइसेंसिंग नीति (ओएएलपी) शुरू की गई थी। पिछले तीन वर्षों के दौरान, ओएएलपी बोली राउंड VIII और IX के अंतर्गत देश में 1,72,912.95 वर्ग किलोमीटर को कवर करने वाले 38 अन्वेषण ब्लॉक प्रदान किए गए हैं। संधारणीय विमानन ईंधन (एसएएफ) सहित उन्नत जैव ईंधन के लिए परियोजनाएं स्थापित करने के लिए वित्तीय सहायता प्रदान करने के लिए प्रधान मंत्री जैव ईंधन-वातावरण अनुकूल फसल अवशेष निवारण (पीएम जी-वन) योजना शुरू की गई है। संपीड़ित बायोगैस (सीबीजी) को बढ़ावा देने के लिए, किफायती परिवहन के लिए दीर्घकालिक विकल्प (एसएटीएटी) योजना शुरू की गई है, और बायोमास एकत्रीकरण का समर्थन करने और सीबीजी संयंत्रों को मौजूदा पाइपलाइन नेटवर्क से जोड़ने के लिए बीएएम (बायोमास एग्रीगेशन मशीनरी) और डीपीआई (प्रत्यक्ष पाइपलाइन अवसंरचना) जैसी

योजनाएं शुरू की गई हैं। राष्ट्रीय हरित हाइड्रोजन मिशन (एनजीएचएम) को 2030 तक 5 एमएमटीपीए ग्रीन हाइड्रोजन के उत्पादन के उद्देश्य से शुरू किया गया है। सरकार ने विभिन्न क्षेत्रों के लिए एलएनजी की उपलब्धता बढ़ाने के लिए भी कई कदम उठाए हैं, जिनमें, अन्य बातों के साथ-साथ, एलएनजी टर्मिनलों और एलएनजी स्टेशनों सहित एलएनजी बुनियादी ढांचे की स्थापना शामिल है। रिफाइनरियों को सरकार की पीएटी (परफार्म, अचीव और ट्रेड) ऊर्जा दक्षता सुधार योजना में शामिल किया गया है। भारी उद्योग मंत्रालय ने एफएएमई II राजसहायता योजना के तहत पीएसयू तेल विपणन कंपनियाँ (ओएमसी) को 8,932 इलेक्ट्रिक वाहन कनेक्शन स्टेशन (ईवीसी) लगाने के लिए 873.5 करोड़ रुपए दिए गए हैं। इसके अलावा, ओएमसी ने अपने आरओ पर अपनी निधि से 18,706 ईवीसी लगाए हैं। देश भर में कुल 27,638 ईवीसी लगाए गए हैं; जिनमें से 20,886 ईवीसी चालू हो चुके हैं।

पश्चिमी सिंहभूम में हवाई संपर्क

2161. श्रीमती जोबा माझी:

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

- (क) क्या पश्चिमी सिंहभूम (चाईबासा) लौह अयस्क खनन और स्टील अथॉरिटी ऑफ इंडिया लिमिटेड (सेल) की उपस्थिति के कारण एक प्रमुख राजस्व उत्पादक केंद्र होने के बावजूद सीधे हवाई संपर्क से वंचित है और जिसके कारण निवासियों को दुर्गम रास्तों से लगभग 200 किमी दूर रांची की यात्रा करने के लिए मजबूर होना पड़ता है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है;
- (ख) क्या सरकार के पास चाईबासा में मौजूदा हवाईपट्टी को एक क्षेत्रीय हवाई अड्डे के रूप में उन्नत और क्रियान्वित करने के लिए उड़ान योजना के तहत कोई प्रस्ताव है जिससे सारंडा वन क्षेत्र में औद्योगिक गतिविधियों और पर्यटन को बढ़ावा मिल सके और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है; और
- (ग) क्या इस उद्देश्य के लिए कोई व्यवहार्यता अध्ययन शुरू किया गया है और यदि हाँ, तो तत्संबंधी

ब्यौरा क्या है?

सहकारिता मंत्रालय में राज्य मंत्री; तथा नागर विमानन मंत्रालय में राज्य मंत्री (श्री मुरलीधर मोहोले):

(क) से (ग): झारखंड के पश्चिमी सिंहभूम जिले में स्थित राज्य सरकार के स्वामित्व वाली चाईबासा हवाईपट्टी का वर्तमान में हेलीपैड के रूप में उपयोग किया जा रहा है और इसमें परिचालन रनवे नहीं है। तथापि, हवाईपट्टी 'उड़ान' दस्तावेज में असेवित हवाईपट्टियों की सूची में उपलब्ध है। आज की तारीख तक किसी भी एयरलाइन बोलीदाता ने चाईबासा हवाईपट्टी से आरसीएस उड़ानें परिचालित करने के लिए प्रस्ताव प्रस्तुत नहीं किए हैं। योजना के प्रावधानों के अनुसार, असेवित और अल्पसेवित हवाईअड्डों का पुनरुद्धार/उन्नयन, वैध बोली के माध्यम से इसकी पहचान किए जाने और चयनित एयरलाइन प्रचालक को अवार्ड करके किया जाता है।

यदि कोई एयरलाइन भविष्य में बोली प्रक्रिया के चरण में चाईबासा हवाईपट्टी को जोड़ने वाली आरसीएस उड़ानों के परिचालन के लिए वैध प्रस्ताव प्रस्तुत करती है, तो उस पर योजना के प्रावधानों के अनुसार विचार किया जा सकता है।

STATUS AND EXPANSION OF ATAL BHUJAL YOJANA

2162. SHRI Y. S. AVINASH REDDY:

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

- (a) the current status of the Atal Bhujal Yojana (ABY) including the number of States and districts covered and the funds allocated and utilized thereon;
- (b) whether the Government has any plans to extend ABY to other States facing groundwater scarcity and if so, the details thereof; and
- (c) the Government's assessment of the impact of ABY on groundwater management in the pilot States?

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

(a): Atal Bhujal Yojana was a pilot scheme for community led participatory groundwater management implemented in priority water stressed areas across 8,203 priority water stressed Gram Panchayats of 229 blocks in 80 districts of seven states viz. Gujarat, Haryana, Karnataka, Madhya Pradesh, Maharashtra, Rajasthan and Uttar Pradesh. During its course, the programme has demonstrably improved groundwater management through active community participation, preparation of participatory Water Security Plans, adoption of water efficient practices, community-led monitoring, and implementation of recharge structures.

The total amount of funds released and utilised, State-wise, as on 09.02.2026 under Atal Bhujal Yojana is given in the enclosed **Statement**.

(b): 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.

(c): 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.

STATEMENT

The total amount of funds released and utilised, State-wise, as on 09.02.2026 under Atal Bhujal Yojana:

(Amount In Rs. Crores)

State	Funds released/ assigned (till 09.02.2026)	Funds utilized (till 09.02.2026)
Gujarat	623.44	539.08
Haryana	731.56	652.64
Karnataka	940.98	894.77
Madhya Pradesh	229.39	197.47
Maharashtra	671.87	627.14
Rajasthan	518.77	487.68
Uttar Pradesh	274.17	227.90
Total	3990.18	3626.68

PETROL PUMPS AND CNG STATIONS IN DELHI

2163. SHRI MANOJ TIWARI:

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

- (a) the number of new petrol pumps and Compressed Natural Gas (CNG) stations established by Oil Marketing Companies (OMCs) in the North-East Delhi Parliamentary Constituency since the year 2014; and
- (b) whether these projects have resulted in the creation of employment

opportunities for local youth, 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): Expansion of Retail Outlet (RO) network (in urban/rural) by Public Sector Oil Marketing Companies (OMCs) is a continuous process to ensure adequate availability of motor fuels such as petrol & diesel throughout the country. ROs are set up by Public Sector OMCs at identified locations based on field survey and feasibility studies. Locations having sufficient potential and which are economically viable are rostered in the Marketing Plans for setting up ROs. During the period April, 2014 to January, 2026, 07 ROs have been set up in Delhi by Public Sector OMCs including 01 RO in North East Delhi Parliamentary Constituency. Around 10 employment opportunities have been created for operating RO set up in North East Delhi Parliamentary Constituency.

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 authorised by Petroleum and Natural Gas Regulatory Board (PNGRB). Indraprastha Gas Limited (IGL), authorized for development of CGD Network in NCT of Delhi Geographical Area, has established 15 CNG Stations in North East Delhi Parliamentary Constituency since 2014. More than 250 individuals have been provided employment through these 15 CNG stations.

FUNDS FOR DRINKING WATER AND SANITATION UNDER SCM**2164. SHRI T.M. SELVAGANAPATHI:**

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

- (a) whether it is a fact that the Union Government is providing funds to cities across the country for the purpose of drinking water and sanitation under the Smart Cities Mission and if so, the details thereof;
- (b) the details of the total funds released so far to various cities across the country during the last three financial years;
- (c) whether it is also true that the State Governments have been demanding more allocation of funds under the said mission; and
- (d) if so, the details thereof along with the steps taken by the Government in this regard?

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

(a) and (b): The cities under SCM have been developed based on Smart City Proposals (SCPs) received from States/UTs, across various sectors, viz., smart mobility, Water Sanitation Hygiene (WASH), smart governance, smart energy, environment etc., approved by State High Powered Steering Committee (HPSC) chaired by the Chief Secretary of the State.

Under the Water, Sanitation and Hygiene (WASH), the city strengthened solid waste management through the procurement of waste collection vehicles, promotion of source segregation, decentralized waste processing, citizen awareness initiatives and the construction of a sewage treatment plant. Water

supply projects focused on ensuring safe and reliable drinking water through treatment facilities, improved distribution networks, and smart metering, while storm water drainage projects addressed urban flooding through drain development, rehabilitation and desilting works. The projects undertaken under WASH sector in SCM is as below:

S. No.	Sector	Total		Completed		Implementation Stage	
		No. of Projects	Cost (₹ crore)	No. of Projects	Cost (₹ crore)	No. of Projects	Cost (₹ crore)
1	WASH	1,547	49,625	1485	47,707	62	1,918

Under Smart Cities Mission (SCM), out of Central Government's allocation of ₹48,000 Cr, the cities have been able to claim central financial assistance of ₹47,458 crore (i.e. 99% of the total Central share allocation for cities) of which of ₹46,231 Cr has been utilized (i.e. 97% of the total Central share allocation for cities). State/UT wise Central Financial Assistance claimed & utilized by 100 Smart Cities since inception of the Mission is at Statement.

(c) and (d): The Smart Cities Mission has already come to end on 31.03.2025 and there is no budgetary provision under the mission post its closure.

STATEMENT

Details of the total funds released so far to various cities under SCM

(Amount in Rs. Cr)

Sl. No.	State/ City Name	Status of Gol Funds		Total Projects	
		Gol funds claimed	Gol funds utilized	No. of Projects	Cost of Projects
1	Andaman Nicobar Islands	306	245	18	511

	Port Blair	306	245	18	511
2	Andhra Pradesh	1,860	1,840	280	6,589
	Amaravati	488	488	19	903
	Kakinada	490	485	92	1,908
	Tirupati	392	388	104	2,083
	Visakhapatnam	490	479	65	1,695
3	Arunachal Pradesh	978	879	75	1,032
	Itanagar	488	405	32	521
	Pasighat	490	475	43	512
4	Assam	490	490	21	755
	Guwahati	490	490	21	755
5	Bihar	1,901	1,797	152	5,243
	Bhagalpur	490	483	27	1,504
	Biharsharif	433	410	61	1,449
	Muzaffarpur	490	419	30	860
	Patna	488	484	34	1,430
6	Chandigarh	490	490	97	2,694
	Chandigarh	490	490	97	2,694
7	Chhattisgarh	1,370	1,309	520	4,454
	Atal Nagar	488	472	52	944
	Bilaspur	429	403	126	1,765
	Raipur	453	435	342	1,745
8	Dadra and Nagar Haveli	392	389	29	853
	Silvassa	392	389	29	853
9	Daman and Diu	386	386	52	1,148
	Diu	386	386	52	1,148
10	Delhi	343	317	127	997
	NDMC	343	317	127	997
11	Goa	490	469	51	1,051
	Panaji	490	469	51	1,051
12	Gujarat	2,867	2,834	359	11,507
	Ahmedabad	490	490	70	2,655
	Dahod	417	414	36	984
	Gandhinagar	490	463	43	1,046
	Rajkot	490	488	71	2,184
	Surat	490	490	87	2,694

	Vadodara	490	489	52	1,943
13	Haryana	980	922	161	2,136
	Faridabad	490	490	44	929
	Karnal	490	432	117	1,207
14	Himachal Pradesh	978	955	291	1,552
	Dharamshala	490	477	80	656
	Shimla	488	478	211	896
15	Jammu and Kashmir	941	885	288	6,603
	Jammu	489	444	127	2,969
	Srinagar	452	441	161	3,634
16	Jharkhand	490	490	26	1,847
	Ranchi	490	490	26	1,847
17	Karnataka	3,428	3,316	917	13,819
	Belagavi	490	490	217	2,780
	Bengaluru	488	456	57	1,054
	Davanagere	490	490	128	1,976
	Hubballi-Dharwad	490	444	81	1,950
	Mangaluru	490	457	105	2,579
	Shivamogga	490	490	112	1,381
	Tumakuru	490	490	217	2,099
18	Kerala	978	964	177	3,003
	Kochi	490	490	98	1,761
	Thiruvananthapuram	488	474	79	1,242
19	Lakshadweep	183	45	12	289
	Kavaratti	183	45	12	289
20	Madhya Pradesh	3,430	3,422	788	15,129
	Bhopal	490	490	82	2,791
	Gwalior	490	490	84	1,633
	Indore	490	490	231	3,751
	Jabalpur	490	490	130	2,197
	Sagar	490	489	80	1,782
	Satna	490	483	86	1,363
	Ujjain	490	490	95	1,613
21	Maharashtra	3,874	3,873	347	16,980
	Aurangabad	490	490	47	2,835
	Kalyan-Dombivali	490	490	19	1,245
	Nagpur	490	489	47	1,768

	Nashik	444	444	53	3,197
	Pimpri-Chinchwad	490	490	25	1,304
	Pune	490	490	55	3,333
	Solapur	490	490	49	1,587
	Thane	490	490	52	1,712
22	Manipur	398	348	27	513
	Imphal	398	348	27	513
23	Meghalaya	490	444	13	517
	Shillong	490	444	13	517
24	Mizoram	490	418	45	508
	Aizawl	490	418	45	508
25	Nagaland	490	474	40	689
	Kohima	490	474	40	689
26	Odisha	980	980	107	3,589
	Bhubaneswar	490	490	32	2,072
	Rourkela	490	490	75	1,517
27	Puducherry	343	338	80	595
	Puducherry	343	338	80	595
28	Punjab	1,470	1,419	204	4,486
	Amritsar	490	484	44	1,911
	Jalandhar	490	445	78	1,186
	Ludhiana	490	490	82	1,389
29	Rajasthan	1,960	1,948	579	8,640
	Ajmer	490	490	179	2,224
	Jaipur	490	484	170	2,545
	Kota	490	484	87	2,154
	Udaipur	490	490	143	1,717
30	Sikkim	978	905	55	1,661
	Gangtok	488	447	29	744
	Namchi	490	458	26	917
31	Tamil Nadu	5,390	5,363	729	17,952
	Chennai	490	490	49	1,104
	Coimbatore	490	490	72	1,455
	Erode	490	486	55	1,304
	Madurai	490	490	16	1,900
	Salem	490	490	114	1,861
	Thanjavur	490	488	103	996

	Thoothukudi	490	482	75	1,038
	Tiruchirappalli	490	489	83	1,548
	Tirunelveli	490	480	81	1,817
	Tiruppur	490	489	28	2,833
	Vellore	490	489	53	2,096
32	Telangana	806	806	168	2,895
	Greater Warangal	377	377	119	1,800
	Karimnagar	429	429	49	1,094
33	Tripura	490	490	77	808
	Agartala	490	490	77	808
34	Uttar Pradesh	4,900	4,889	893	21,161
	Agra	490	490	62	2,369
	Aligarh	490	488	52	1,830
	Bareilly	490	485	88	1,476
	Jhansi	490	490	78	1,868
	Kanpur	490	489	91	3,060
	Lucknow	490	490	103	2,126
	Moradabad	490	490	41	1,503
	Prayagraj	490	489	146	2,295
	Saharanpur	490	487	115	1,292
	Varanasi	490	490	117	3,342
35	Uttarakhand	490	484	33	1,144
	Dehradun	490	484	33	1,144
36	West Bengal	490	486	226	1,460
	New Town Kolkata	490	486	226	1,460
	Total	47,320	46,108	8064	1,64,811
	Non-Selected Smart Cities	18	18		
	Sultanpur Lodhi	120	105		
	Grand Total	47,458	46,231		

As reported by States / UTs as on 15.01.2026.

उद्यमिता प्रोत्साहन पहलों के लिए प्रयास

2165. श्री कंवर सिंह तंवर:

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

(क) क्या सरकार ने अमरोहा, हसनपुर, धनौरा, जोया, नौगावां सादात और मंडावर में महिला समूहों और युवाओं के लिए उद्यमिता विकास और प्रशिक्षण कार्यक्रम को प्रोत्साहित करके स्थानीय उद्यमों को मजबूत करने और रोजगार पैदा करने के उद्देश्य से उत्तर प्रदेश के अमरोहा जिले में खाद्य प्रसंस्करण आधारित उद्यमिता और कौशल-उन्मुख प्रशिक्षण को बढ़ावा देने की आवश्यकता का आकलन किया है;

(ख) यदि हाँ, तो उक्त जिले में उद्यमिता प्रोत्साहन पहल, प्रशिक्षण मॉड्यूल, ऋण सुविधा और जिला स्तरीय जनसम्पर्क के लिए किए गए प्रयासों का ब्यौरा क्या है; और

(ग) यदि नहीं, तो इसके क्या कारण हैं?

खाद्य प्रसंस्करण उद्योग मंत्रालय में राज्य मंत्री; तथा रेल मंत्रालय में राज्य मंत्री (श्री रवनीत सिंह):

(क) से (ग): खाद्य प्रसंस्करण उद्योग मंत्रालय (एमओएफपीआई) देश में सूक्ष्म खाद्य प्रसंस्करण उद्यमों की स्थापना / उन्नयन के लिए वित्तीय, तकनीकी और व्यावसायिक सहायता प्रदान करने हेतु एक केंद्र प्रायोजित "प्रधानमंत्री सूक्ष्म खाद्य प्रसंस्करण उद्यम उन्नयन (पीएमएफएमई) योजना" कार्यान्वित कर रहा है। इस योजना का उद्देश्य उत्तर प्रदेश के अमरोहा जिले सहित सभी जिलों में खाद्य प्रसंस्करण आधारित उद्यमिता, कौशल विकास और रोजगार सृजन को बढ़ावा देना है, जिसमें महिला समूह और युवा भी शामिल हैं।

यह योजना दिशानिर्देशों और पात्रता के अनुसार सभी इच्छुक आवेदकों के लिए पात्र परियोजना लागत के 35% की दर से क्रेडिट- लिंकड अनुदान, 40,000 रुपये तक की बीज पूंजी, लाभार्थियों के लिए क्षमता निर्माण तथा ब्रांडिंग और विपणन का समर्थन प्रदान करती है। योजना के अंतर्गत सूक्ष्म खाद्य प्रसंस्करण उद्यमों के लिए पात्र वित्तीय सहायता का ब्यौरा संलग्न **विवरण** में दिया गया है।

पीएमएफएमई योजना के क्षमता निर्माण घटक में सभी आवेदकों अर्थात् व्यक्तियों और समूहों जैसे स्वयं सहायता समूहों (एसएचजी) / किसान उत्पादक संगठनों (एफपीओ) / सहकारी समितियों

को जिला स्तरीय समिति (डीएलसी) द्वारा अनुशंसित क्रेडिट लिंकड अनुदान का लाभ उठाने के लिए खाद्य प्रसंस्करण उद्यमिता विकास कार्यक्रम प्रशिक्षण और सूक्ष्म खाद्य प्रसंस्करण में लगे प्रारम्भिक पूंजी के स्वयं सहायता समूह (एसएचजी) लाभार्थियों को प्रशिक्षण शामिल है। उद्यमिता विकास कार्यक्रम (ईडीपी), एक जिला एक उत्पाद (ओडीओपी) और खाद्य प्रसंस्करण डोमेन पर 779 प्रशिक्षण मॉड्यूल तैयार किए गए हैं, जिनमें 199 प्रेजेंटेशन, 192 वीडियो, 190 विस्तृत परियोजना रिपोर्ट (डीपीआर) और 198 कोर्स कंटेंट / हैंडबुक शामिल हैं।

उत्तर प्रदेश के अमरोहा जिले के लिए, योजना के क्रेडिट लिंकड सब्सिडी घटक के अंतर्गत 142 सूक्ष्म खाद्य प्रसंस्करण उद्यमों के लिए ऋण स्वीकृत किए गए हैं। 147 लाभार्थियों को प्रशिक्षित किया गया है और योजना ने जिले में 426 प्रत्यक्ष और अप्रत्यक्ष रोजगार के अवसर सृजित करने में सहायता की है।

योजना की शुरुआत से ही मंत्रालय ने योजना के उपयोग को बढ़ाने और विभिन्न हितधारकों और सामान्य जनता के बीच जागरूकता पैदा करने के लिए राष्ट्रीय और राज्य स्तर के जागरूकता अभियान जैसे समाचार पत्र विज्ञापन, रेडियो जिंगल, प्रदर्शनियां और प्रदर्शनी, मेले, क्रेता-विक्रेता बैठकें और विभिन्न सोशल मीडिया प्लेटफॉर्म आदि जैसी विभिन्न पहल / उपाय किए हैं।

विवरण

प्रधानमंत्री सूक्ष्म खाद्य प्रसंस्करण उद्यम उन्नयन (पीएमएफएमई) योजन के तहत मिलने वाली वित्तीय सहायता का विवरण इस प्रकार हैं:

- (i). *व्यक्तिगत / समूह श्रेणी सूक्ष्म उद्यम को सहायता:* पात्र परियोजना लागत का 35% की दर से क्रेडिट-लिंकड कैपिटल सब्सिडी, जो प्रत्येक इकाई के लिए अधिकतम 10 लाख रुपए हैं;
- (ii). *प्रारम्भिक पूंजी के लिए एसएचजी को सहायता:* खाद्य प्रसंस्करण में लगे एसएचजी के हर सदस्य के लिए कार्यशील पूंजी और छोटे टूल्स खरीदने के लिए प्रारम्भिक पूंजी 40,000/- रुपए की दर से, जो प्रत्येक एसएचजी फ़ेडरेशन के लिए अधिकतम 4 लाख रुपए हैं।
- (iii). *सामान्य अवसंरचना के लिए सहायता:* एफपीओ/ एसएचजी/ सहकारिताओं और किसी भी सरकारी एजेंसी को सामान्य अवसंरचना सृजन में सहायता करने के लिए 35% क्रेडिट लिंकड कैपिटल सब्सिडी, जो अधिकतम 3 करोड़ रुपए होगी। सामान्य अवसंरचना अन्य इकाइयों और आम लोगों के लिए भी क्षमता के पर्याप्त हिस्से के लिए हायरिंग बेसिस पर इस्तेमाल करने हेतु उपलब्ध होगी।
- (iv). *ब्रांडिंग और मार्केटिंग सपोर्ट:* एफपीओ/ एसएचजी/ सहकारिताओं के समूह या सूक्ष्म खाद्य प्रसंस्करण उद्यमों के एसपीवी को ब्रांडिंग और मार्केटिंग के लिए 50% तक अनुदान।
- (v). *क्षमता निर्माण:* इस योजना में एंटरप्रेन्योरशिप डेवलपमेंट प्रोग्राम (ईडीपी) के लिए प्रशिक्षण देने की परिकल्पना की गई है, जिसे खाद्य प्रसंस्करण उद्योग की ज़रूरतों को पूरा करने और उत्पाद विशिष्ट कौशल के लिए मॉडिफाईड किया गया है।

SAFETY AUDIT OF NH-66

2166. SHRI SHAFI PARAMBIL:

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

(a) the current status of the safety audit announced by the National Highways

Authority of India (NHAI) for the entire stretch of National Highway (NH)-66 from Kasaragod to Thiruvananthapuram;

- (b) whether the Government proposes to issue directions to NHAI to construct elevated highways instead of embankments, which are prone to collapse;
- (c) if so, the details thereof; and
- (d) if not, the reasons therefor?

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

(a) to (d): In NH-66, National Highways Authority of India (NHAI) had constituted an Independent Expert Committee comprising of former/ present Chief Scientists, Central Road Research Institute (CRRI), Director, Geological Survey of India, Professor & Head of Civil Engineering, Indian Institute of Technology (IIT) Palakkad, who visited all vulnerable locations of Reinforced Soil (RS) Walls and Slope Protection Works in the ongoing projects on NH-66 in Kerala. Expert Committee submitted their report on 04.08.2025. NHAI is taking actions as per recommendations of the above Committee.

In view of two incidents at Kooriyad and Mylakkadu, it has been decided to verify bearing capacity beneath RS walls and to address this, NHAI has deployed about 10 Geotechnical Investigation Agencies to carry out soil and ground assessments at every RS Wall location across 17 projects on NH-66 (total 351 structures). This work is being supervised by the former IIT-Delhi Professor and Associate Professor & Head of Civil Engineering, IIT Palakkad. Based on the results, each RS Wall will be re-evaluated, and necessary

corrective actions will be taken up.

AIRLINE TRANSPORT PILOT LICENSES

2167. DR. SHARMILA SARKAR:

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

- (a) the details of the total number of active pilots in the country;
- (b) the details of the total number of pilots holding Commercial Pilot Licences who are unemployed or not in active service;
- (c) the details of the total number of Airline Transport Pilot Licences (ATPL) issued in the country since 2014, year-wise;
- (d) the details of the total number of ATPL licence holders currently in active service; and
- (e) the details of the number of pilots holding ATPL licences who are unemployed or not in active service?

**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): Details of Pilots who are below the age of 65 years and holding various categories of licenses issued by the Directorate General of Civil Aviation (DGCA) are given in the enclosed **Statement-I**.

The details of the total number of Airline Transport Pilot Licenses (ATPL) issued in the country since 2014 are given in the enclosed **Statement-II**.

No such detail of unemployment of pilots holding Commercial Pilot License

(CPL) or Airline Transport Pilot License (ATPL) is maintained.

STATEMENT-I

Details of Pilots who are below the age of 65 years and holding various categories of licenses issued by the Directorate General of Civil Aviation (DGCA) are as under:-

S. No.	License Category	Total
1	ATPL Aeroplane	10051
2	ATPL Helicopter	210
3	CPL Aeroplane (Only)	12480
4	CPL Helicopter (Only)	777
5	PPL Aeroplane (Only)	1477
6	PPL Helicopter (Only)	6
	Total	25001

STATEMENT-II

Details of the total number of Airline Transport Pilot Licenses (ATPL) issued in the country since 2014 are as under:

S. No.	Year	ATPL issued
1	2014	559
2	2015	421
3	2016	482
4	2017	501
5	2018	599
6	2019	752
7	2020	398
8	2021	472
9	2022	720
10	2023	664
11	2024	561
12	2025	646

PASSENGER ASSISTANCE CONTROL ROOM**2168. SHRI BALABHADRA MAJHI:****SHRI BHARATSINHJI SHANKARJI DABHI:****SHRI KHAGEN MURMU:****SHRI VISHNU DAYAL RAM:****SHRI TRIVENDRA SINGH RAWAT:**

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

- (a) the number of complaints received through the Passenger Assistance Control Room (PACR) since December 2025, category-wise;
- (b) whether repeated complaints against specific airlines or airports have been flagged and if so, the details thereof;
- (c) the technology features available such as omni-channel dashboards, stakeholder convergence and Passenger Charter compliance enhancing redressal speed; and
- (d) whether future measures have been identified to further strengthen manpower deployment, technological upgradation and scalability of PACRs with a view to prioritising a passenger-first ecosystem 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): A 24x7 Passenger Assistance Control Room (PACR) has been established by the Ministry of Civil Aviation for real-time monitoring and resolution of grievances of air travellers, in coordination with airlines, airports

and other relevant stakeholders for prompt resolution.

The details of the complaints received till 09.02.2026, category-wise, are mentioned as under

A. Social Media & Calls

Refunds related - 1153

Cancellation related - 547

Baggage related - 373

Delays related – 157

B. Air Sewa Portal

Ticketing & Fare - 16634

Baggage - 5102

Flight Delays – 8498

Airline-wise category-wise reports are also being generated and followed up for quick resolution.

PACR monitors the passenger grievances through a secure omni-channel dashboard integrating calls, emails, social media and complaints received through AirSewa. The passenger grievances are handled on a priority basis to ensure compliance with DGCA Civil Aviation Requirements (CARs) and Passenger Charter.

The PACR is upgradable and scalable to handle large-scale passenger grievances on a priority basis, keeping in view any major disruption affecting passengers.

CONVERGENCE OF MSME SCHEMES**2169. SHRI MOHIBBULLAH:****SHRI TAMILSELVAN THANGA:****DR. GANAPATHY RAJKUMAR P.:**

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

- (a) whether NITI Aayog has proposed the convergence and rationalisation of Micro, Small and Medium Enterprises (MSMEs) related schemes, presently implemented across multiple Ministries, in order to improve coordination, reduce duplication and enhance access for beneficiaries and if so, the details thereof;
- (b) the key recommendations made in this regard including the proposal for a centralised digital (AI-enabled) portal for MSMEs;
- (c) the steps taken or proposed by the Government to implement such convergence schemes of MSMEs;
- (d) the expected impact of these measures on enterprise growth and efficient utilisation of public resources; and
- (e) whether the Union Government is implementing various schemes to cover credit skill development, infrastructure and cluster development etc. to contribute to MSME growth 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): NITI Aayog has undertaken a study titled “Achieving Efficiencies in the MSME Sector through Convergence of Schemes”. The convergence approach to streamline policy implementation, enhance inter-ministerial coordination, and ensure more effective and efficient allocation of resources has been recommended in the study report. A centralized digital Portal for integrating schemes, compliance requirements, financial assistance, and market insights for MSMEs has also been suggested.

(e): The Ministry of MSME has promoted ease of doing business as well as digitalization for MSMEs through a number of initiatives like Udyam Registration Portal, Udyam Assist Platform (UAP), MSME Champions Portal, ODR Portal etc. To improve coordination, reduce duplication and enhance access for MSME beneficiaries, the Ministry has taken steps to rationalize the schemes from time to time.

Scheme like PM Vishwakarma is co-implemented by Ministry of MSME, Department of Financial services and Ministry of Skill Development. Its components include recognition through PM Vishwakarma Certificate and ID card, Skill Upgradation, Toolkit Incentive, Credit Support, Incentive for Digital Transaction and Marketing Support. All these services are delivered through a single integrated Portal to ease access and minimize the compliance burden on artisans and craftspeople. Ministry of MSME is a co-lead in recently announced Export Promotion Mission too.

The Central Government supplements the efforts of the State/UT Governments through various schemes, programmes and policy initiatives for

credit, skill development, infrastructure and cluster development etc. This inter alia includes initiatives for providing financial assistance, credit support and technology adoption through Schemes like Prime Minister's Employment Generation Programme (PMEGP), Credit Guarantee Scheme (CGS) for Micro & Small Enterprises (MSEs), Self Reliant India (SRI) Fund, Micro & Small Enterprises Cluster Development Programme (MSE-CDP), Raising and Accelerating MSME Performance (RAMP), Tool Rooms & Technical Institutions known as Technology Centres (TCs) etc.

To promote skill development and capacity building under Entrepreneurship Skill Development Programme(ESDP) Scheme of the Ministry of MSME, basic and advanced entrepreneurship training is provided to help entrepreneurs to improve their personal entrepreneurial skills and upscale their business or enterprise. In addition under the PM Vishwakarma Scheme, the components include skill upgradation component.

IMPACT OF US TARIFFS ON MSMEs

2170. SHRI ARUN NEHRU:

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

- (a) whether the Government has assessed the impact of recent US tariffs on Micro, Small and Medium Enterprises (MSMEs) in Tamil Nadu, particularly in sectors like textiles, auto components, leather and electronics;
- (b) if so, the details of effects on domestic production, job creation and

competitiveness, along with details of impacts on supply chain disruptions and reduced exports;

(c) the number of MSMEs in Tamil Nadu affected by these tariffs;

(d) whether specific relief measures, including subsidies, low-interest loans or exemptions, support for market diversification have been implemented to support affected MSMEs; and

(e) if so, the outcomes thereof and future plans to safeguard MSMEs from tariff-related challenges?

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): India's MSME exports increased from Rs. 11.31 lakh crore in April–November 2024 to Rs. 12.81 lakh crore in April–November 2025 registering a growth of 13.26%. During this period, the key sectors contributing to MSME export growth were electronic goods, textiles and apparel, pharmaceuticals, and engineering goods.

Government continues to work to mitigate the impact of the US tariff measures on Indian exports through a comprehensive multi-pronged strategy encompassing intensive engagement with the US Government for a mutually beneficial India-US Bilateral Trade Agreement, immediate relief through Trade relief measures of RBI, Credit Guarantee Scheme for Exporters, enhancement of domestic demand through next generation GST reforms, Export Promotion measures such as the new Export Promotion Mission which provide support and

assistance to our exporters, pursuing FTAs with new countries and better utilization of existing FTA. It is expected that these measures will also enhance diversification and resilience in India's trade relationships. The Government remains engaged with all stakeholders—including exporters, Export Promotion Councils (EPCs), MSMEs, industry associations, and state governments—to assess the evolving impact of the U.S. tariff measures

Reserve Bank of India (RBI) has taken several measures for improving credit flow to MSMEs (including exporters) including regulations issued by RBI which stipulate (i) collateral free lending for loans upto Rs. 10 lakhs, (ii) allows relaxed capital requirement for such lending, (iii) transparency in interest rates by linking to external benchmarks, etc. Additionally, RBI issued Reserve Bank of India (Trade Relief Measures), 2025 on 14.11.2025 providing various relief to exporters including deferment in repayment of interest and principal installments, extending export proceeds realisation period, flexibility in packing credit liquidation, etc.

Furthermore, the Government has undertaken the following initiatives to provide new impetus to MSME resilience and growth:

- i. Credit Guarantee Scheme (CGS) for Micro and Small Enterprises (MSEs) through Credit Guarantee Fund Trust for Micro and Small Enterprises (CGTMSE) to provide credit guarantee of upto Rs. 10 crore on loans extended to MSEs without collateral security or third-party guarantees.
- ii. Self Reliant India (SRI) Fund to infuse Rs. 50,000 crore as equity funding in those MSMEs which have the potential and viability to grow and become

large units. Under this scheme total size of fund of Rs. 50,000 crore has a provision of Rs.10,000 crore from Government of India and Rs.40,000 crore through Private Equity / Venture Capital funds. This initiative is aimed at providing growth capital to the deserving and eligible units of MSME sector. The Budget 2026-27 has also announced a support of Rs 2000 crore to top up the Self-Reliant India Fund set up in 2021 to continue support to micro enterprises and maintain their access to risk capital.

- iii. Mutual Credit Guarantee Scheme for MSMEs (MCGS-MSME), a government-backed initiative designed to help Micro, Small, and Medium Enterprises (MSMEs) access loans to grow their businesses. This scheme offers a credit guarantee, making it easier for MSMEs to obtain loans, especially for purchasing essential equipment and machinery. The Scheme provides credit guarantee cover to lenders (Scheduled Commercial Banks, All India Financial Institutions, NBFCs) for their term loans up to Rs.100 crore to MSMEs for their projects involving purchase of equipment/machinery.
- iv. Subsequent to Union Budget Announcement 2024-25, twenty-six (26) branches have been opened by SIDBI all over India during FY 2024-25 to expand its reach to serve MSME clusters and provide direct credit to them. 37 branches are proposed to be opened in FY 2025-26 out of which 34 branches have since been opened. Further, SIDBI will continue to open new branches to expand its reach to serve all major MSME clusters by 31.03.2027.

- v. The Government of India has approved the Credit Guarantee Scheme for Exporters (CGSE) on 12.11.2025 to provide additional credit support up to 20% of existing working capital limits to eligible borrowers, particularly MSMEs. By enabling collateral-free credit access under CGSE, the Scheme is expected to enhance the global competitiveness of Indian exporters and support diversification into new and emerging markets. The facility has been made operational w.e.f. 25.11.2025 on pan-India basis.
- vi. As informed by the Reserve Bank of India (RBI), in order to provide a simpler and faster mechanism to address stress in the accounts of Micro, Small and Medium Enterprises (MSMEs), the RBI has put in place a Framework for Revival and Rehabilitation (FRR) vide circular dated March 17, 2016, for MSME units having loan limits up to Rs. 25 crore.

As per the FRR guidelines, banks shall identify incipient stress in MSME accounts based on early warning signals. The branch maintaining the account shall consider forwarding the stressed accounts with aggregate loan limits above Rs.10 lakh to a committee, whereas accounts with loan limits up to Rs.10 lakh shall be examined at the branch level for Corrective Action Plan (CAP). The resolution under CAP may include rectification, restructuring, and recovery.

- vii. Export Promotion Mission (EPM) has been approved on 12.11.2025 as a comprehensive framework to strengthen the overall export ecosystem. Under EPM, support shall be provided through NIRYAT PROTSAHAN, which focuses on trade finance facilitation including support for interest

subvention, factoring, E-Commerce Credit Card, Collateral for export Credit etc. for MSME exporters, and NIRYAT DISHA, which shall provide non-financial support including export-quality and compliance assistance, market-access interventions, logistics facilitation, and export ecosystem-building measures.

- viii. GST rationalisation undertaken by the government directly 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.

ROAD INFRASTRUCTURE DEVELOPMENT IN DARJEELING AND KALIMPONG DISTRICTS

2171. SHRI RAJU BISTA:

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

- (a) the details of funds allocated, released and utilized by the Ministry for road infrastructure development in the State of West Bengal since 2019, year-wise;
- (b) the details of National Highway (NH) projects approved, under implementation and completed in West Bengal during the said period, district-wise particularly in Darjeeling and Kalimpong districts;
- (c) the total length (in km) of roads sanctioned, constructed and upgraded in

Darjeeling and Kalimpong districts since 2019, along with the expenditure incurred thereon;

- (d) the number of beneficiaries, including residents, transporters and local businesses, benefited due to the construction and upgradation of NHs and other road projects in Darjeeling and Kalimpong districts; and
- (e) the steps being taken by the Government to improve road connectivity, safety and maintenance in the hilly and border areas of Darjeeling and Kalimpong districts?

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

(a): The year wise details of funds allocated, released and utilized by the Ministry of Road Transport & Highways for National Highways and State Roads under Central Road and Infrastructure Fund (CRIF) in the State of West Bengal since 2019 are as under:

Sr. No.	Financial Year	Details of funds towards development and maintenance of National Highways		Details of funds towards development and maintenance of State Roads under Central Road and Infrastructure Fund (CRIF)		
		Allocation (Rs. in Cr.)	Released/ Utilized (Rs. in Cr.)	Allocation (Rs. in Cr.)	Released (Rs. in Cr.)	Utilized (Rs. in Cr.)
1	2019-20	2,665	2,665	224.70	451.67	398.46
2	2020-21	2,658	2,658	209.20	136.11	293.49
3	2021-22	3,642	3,642	213.97	287.06	271.54
4	2022-23	3,053	3,053	240.31	217.90	166.30
5	2023-24	3,543	3,543	275.67	298.08	558.24
6	2024-25	2,241	2,240	272.75	272.75	404.52

7	2025-26 (till 31.12.2025)	3,788	3,308	299.40	0.00	45.40

(b): The details of National Highways (NH) projects approved, under implementation and completed in West Bengal since 2019 including projects passing through Darjeeling and Kalimpong districts are given in the enclosed

Statement and summarized as under:

Particular	Approved			Under Implementation			Completed		
	Numbers	Length (in km)	Amount (Rs. In Cr.)	Numbers	Length (in km)	Amount (Rs. In Cr.)	Numbers	Length (in km)	Amount (Rs. In Cr.)
West Bengal (including Darjeeling & Kalimpong)	132	929	18,890	44	153	7,564	88	759	11,326
Projects passing through Darjeeling and Kalimpong	44	165	3,019	17	37	1,553	27	128	1,466

(c): Government in the Ministry of Road Transport & Highways (MoRT&H) is responsible for development and maintenance of National Highway in the country and provide assistance to State Governments in development of state roads through CRIF. The total length (in km) of roads sanctioned, constructed and upgraded in projects passing through Darjeeling and Kalimpong districts since 2019, along with the expenditure incurred are as under:

Sr. No.	Particular	National Highways Works	CRIF Works
1	Sanctioned length (in km)	165	12
2	Length constructed/ upgraded (in km)	128	12
3	Expenditure (in Rs. Cr.)	1466	79

(d): The construction and upgradation of National Highways in Darjeeling and Kalimpong districts, have benefited local residents, transporters, tourists, and local businesses by improving connectivity, reducing travel time, and enhancing road safety. MoRT&H does not maintain record of numbers of beneficiaries.

(e): Development of NHs are taken up based on the traffic density, connectivity requirement, condition of the road and synergy with PM Gati Shakti NMP. Various measures including slope protection (Retaining Wall, Breast Wall, Gabion Wall etc), installation of crash barriers, traffic signages, road markings, lightings, pedestrian facilities, improvement of road geometry are taken up as per the requirement for safety and maintenance in hilly and border areas of Darjeeling and Kalimpong.

STATEMENT

Sr. No.	Name of Work	Length (in km)	Sanction Date	Sanctioned Cost (Rs. in Cr.)	Current Status (Completed / ongoing)	Expenditure incurred (Rs. In Cr.)	District Involved	Length completed (in kms)
1	Stage Strengthening of the existing pavement from 0.00 Kmp to 49.00 kmp of NH- 2B under National Highway Division No:-III of N.H.C.-II during the year 2019-20 in the district of Purba Bardhaman & Birbhum ,West Bengal in EPC Mode Job No.002B-WB-2019-20/441	49	16-12-2019	58.99	Completed	48.36	Purba Bardhaman & Birbhum	49
2	Staged Strengthening from km 8.200 to km 15.600 of NH-31C in the District of Darjeeling, West Bengal on EPC mode Job No.031C-WB-2019-20/442	7.3	16-12-2019	7.28	Completed	6.04	Darjeeling	7.3

3	Stage Strengthening from 260 kmp to 266 kmp and 271 kmp to 275 kmp (except 273.05 km to 273.85 km) of NH-60 under N.H Division No.III, P.W.(Roads) Directorate in the District of Bankura & Paschim Bardhaman, West Bengal on EPC mode (Job No. 60-WB-2019-20-440)	9.2	17-12-2019	10.7	Completed	9.85	Bankura & Paschim Bardhaman	9.2
4	Reconstruction and Widening of narrow culvert (8 nos) nos. 496, 471, 467, 461, 446, 430, 429 and 418 at 7.01 km, 11.85 km 11.02 km, 11.80 km, 13.50 km, 15.70 km, 15.80 km and 17.30 on N.H.55 respectively in between 0.00kmp to 20.00 Kmp of N. H. 55 under N.H.Division IX, in the district of Darjeeling during the year 2019-20 under item rate (Job No.55-WB-2019-20-446)	0	17-12-2019	4.85	Completed	4.94	Darjeeling	0
5	Re-construction and widening of narrow culvert (8 nos.) Nos. 392, 381, 248, 243, 224, 217, 205 and 189 at 20.76 km, 21.80 km, 34.80 km, 35.25 km, 36.60 km, 37.20 km, 38.10 km and 39.57 km on NH-55 respectively in between 20.00 kmp to 40.00 kmp of NH-55 under NH division IX during the year 2019-20 (Job No.55-WB-2019-20-447)	0	17-12-2019	4.88	Completed	4.82	Darjeeling	0

6	Stage strengthening work from km 156.00 to km 162.00 & km 162.00 to km 173.00 of NH-60 in the District of Paschim Medinipur, West Bengal, during the year 2019-20 (Job No. 60-WB-2019-20/450)	17	30-12-2019	19.27	Completed	15.7	Paschim Medinipur	17
7	Stage strengthening work from km 56.00 to km 64.00 of NH-117 under NH Division-I in the District of South 24-Parganas, West Bengal, during the year 2019-20 (Job No.117-WB-2019-20/444)	8	24-12-2019	8.03	Completed	6.51	South 24-Parganas	8
8	Stage strengthening work from km 133.00 to km 137.684 of NH-117 in the District of South 24-Parganas, West Bengal, during the year 2019-20 (Job No.117-WB-2019-20/449)	4.684	30-12-2019	5.33	Completed	4.53	South 24-Parganas	4.684
9	Stage Strengthening work from km 45.00 to km 57.00 of NH-55 in the district of Darjeeling, West Bengal, during the year 2019-20 on item rate mode using SBD (Job No.55-WB-2019-20/452)	12	30-12-2019	13.92	Completed	14.09	Darjeeling	12
10	Stage Strengthening of the existing carriageway from 115.25 Kmp to 126.00 kmp & from km 140.00 to km 148.00 of NH- 60 under during the year 2019-20 in the district of Paschim Medinipur ,West Bengal on EPC Mode(Job No. 60-WB-2019-20/448)	16.084	14-01-2020	22.82	Completed	18.62	Paschim Medinipur	16.084

11	Staged Strengthening work from km 641.00 to km 651.690 of NH-31 in the District of Darjeeling, West Bengal, during the year 2019-20 Job No. 31-WB-2019-20/443	10.69	16-12-2019	10.53	Completed	8.99	Darjeeling	10.69
12	Stage Strengthening work from km 22.760 to km 34.00 of NH-117 in the district of South 24 Parganas, West Bengal under NH Division-I during the year 2019-20 on EPC mode.(Job No. 117-WB-2019-20/455)	11.24	28-01-2020	10.31	Completed	9.01	South 24-Parganas	11.24
13	stage Strengthening of Road stretch from km 30.00 to km 40.00 of NH-55 in the district of Darjeeling, West Bengal, during the year 2019-20 on SBD mode.(Job No. 055-WB-2019-20/451)	10	29-01-2020	13.38	Completed	13.09	Darjeeling	10
14	Strengthening of existing carriageway from km 32.00 to km 35.00, km 40.00 to km 41.00 and km 64.70 to km 82.32 of NH-116B under N.H.Division No.-II in the district of Purba Medinipur, West Bengal on EPC Mode (Job No. 116B-WB-2019-20/458)	21.6	18.02.2020	34.98	Completed	29.52	Purba Medinipur	21.6
15	Stage strengthening work from km 25.50 to km 32.00 and km 35.00 to km 40.00 of NH -116B under NH Division-II in the District of Purba Medinipur, State of West Bengal during the year 2019-2020 on EPC mode. (Job No. 116B-WB-2019-20/457)	11.5	28-01-2020	11.76	Completed	11.7	Purba Medinipur	11.5

16	Stage Strengthening Work from Chainage 30.000 Km to 59.600 Km of NH-35 under NH Division No-V, P.W. (Roads) Directorate in the District of North 24 Parganas, West Bengal, during the year 2019-20 in EPC Mode.(Job No. 35-WB-2019-20/454)	29.6	27-01-2020	29.2	Completed	26.2	North 24 Parganas	29.6
17	Staged Strengthening work of NH-31 from km 758.250 to km 768.945 (Falakata-Pundibari section) in the district of Cooch Behar, West Bengal under NH Division-X during the year 2019-20. (Job No. 31-WB-2019-20/453)	10.695	27-01-2020	14.51	Completed	14.23	Cooch Behar	10.695
18	Restoration/rehabilitation work of Birendra Sasmal setu(over river Kangsabati) at km 118.70 of NH-60 under Salboni NH Sub-Division of N.H. Division No.II, P.W(Roads) Dte. In the district of Paschim Medinipur, West Bengal on item rate mode using SBD. (Job No. 060-WB-2019-20/456)	0	27-01-2020	4.53	Completed	4.27	Paschim Medinipur	0
19	Re-construction and widening of narrow culvert (9 nos) Nos. 13, 14, 18, 25, 30, 33, 34, 45 and 47 at 71.827 km, 70.900 km, 66.700 km, 63.727 km, 63.220 km, 62.886 km, 62.653 km, 61.578 km and 61.289 km on NH-55 respectively in between 77.00 kmp to 40.00 kmp of NH-55 under NH division - IX during the year 2019-20 on item rate mode using	0	13-02-2020	4.73	Completed	4.72	Darjeeling	0

	SBD. (Job No. 055-WB-2019-20/445)							
20	Repair and Rehabilitation of 12 nos. Bridges(i.e.,7.50 km-Panchamuki Bridge,25.40 km-Patharghata Bridge,27.40 km-Nalpukur Bridge,29.00 km-Saraihat Bridge,38.86 km- Harir Sanko Bridge,39.65 km-Pithali Bridge,40.985 km-Gowal Flani Bridge,42.385 km-Brahmani Bridge,42.683 km-Punarbhaba Bridge,59.585 km-Khaser Bridge,60.912 km-Baul Bridge,70.65 km-Atrayee Setu) of NH-512 under NH Division No. VII in the District of Dakshin Dinajpur, West Bengal during the year 2019-20 on SBD Mode. (Job No. 512/WB-2019-20/460)	0	13-02-2020	4.46	Completed	3.49	Dakshin Dinajpur	0
21	Stage Strengthening work from km 99.50 to km 104.20 including road furniture's in NH – 512 under NH Division – VII, P.W.(Roads) Directorate in the District of Dakshin Dinajpur, West Bengal on EPC Mode(Job No. 512-WB-2019-20/468)	4.7	28-03-2020	6.31	Completed	6.04	Dakshin Dinajpur	4.7
22	Stage Strengthening work on the road stretch between km 80.00 to km 94.50 of NH-117 during the year 2019-20 under NH Division – I in the District of South 24-Parganas, West Bengal on EPC Mode(Job No. 117-WB-2019-20/465)	14.5	28-03-2020	13.33	Completed	10.78	South 24-Parganas	14.5

23	Construction of proposed ROB & its approaches on NH-60 at 193+800 in lieu of LC Gate No. 39/A/3E in the state of West Bengal[Job No. 060-WB-2019-20/472]	0	28-03-2020	62.09	Ongoing	20.53	Bankura	0
24	Repair and rehabilitation work of bridges over river Balason, Mahananda, Champita, Panchanoi, Mallarguri underpass & Darjeeling more ROB including development of road flank in selected stretches and road safety work in between km 570 to km 582 of NH-31 under N.H. Division-IX in the district of Darjeeling during the year of 2019-20 on item rate mode using SBD(Job No. 031-WB-2019-20/462)	0	28-03-2020	1.73	Completed	1.65	Darjeeling	0
25	Rectification of black spots at km 119.300 (Amtala), km 119.745 (Hosenabad), km 121.250 (Dharma) & km 125.500 (Keranichoti) of NH - 60 under NH division-II in the district of paschim medinipur during the year 2019-20 on EPC mode(Job No. 060-WB-2019-20/466)	0	28-03-2020	8.62	Completed	7.27	Paschim Medinipur	0
26	Reconstruction of minor bridges over Bamni jhora (ch. 190.729 km) & Dakuwa jhora (ch. 190.872 km) of NH-31C, in the district of Alipurduar, West Bengal (Job No. 31C-WB-2019-20/463)	0	28-03-2020	17.91	Completed	15.44	Alipurduar	0
27	Tender based estimate for Emergent restoration, rehabilitation and strengthening of distressed span of R.C.C Hollow Box	0	05-03-2020	4.25	Completed	4.28	Paschim Medinipur	0

	Girder of balance Cantilever Bridge (Penultimate span from Bankura end) including slab and other structural repairs of the bridge over river Silaboti at km 173.690 of NH-60 in the District of Paschim Medinipur, West Bengal on item rate mode - reg. (Job No. 060-WB-2019-20/459)							
28	Falakata-Salsalabari section of NH-31D (PKG-2A)	41.65	28-06-2019	1938.02	Ongoing	408.97	Alipurduar Cooch Behar	21.21
29	Balance work of Four Laning of Bal. Works of Barajaguli-Krishnagar from km. 48.553 to km. 115.272 in EPC Mode	66.719	15.10.2019	2843.79	Completed	2696.59	Nadia	66.719
30	6-laning from Panagarh to Palsit section of NH-19 (Old- NH-2) from Km 521.120 to Km 588.870 in the state of West Bengal under BharatmalaPariyojana on BOT(Toll) Basis.	67.75	12.02.2020	2020.93	Completed	2408.57	Purba Bardhaman in West Bengal	67.75
31	Six Laning of National Corridor NH-19 from Palsit to Dankuni (up to NH-6 Connector) from km. 588.870 to km. 652.700 (Total design length 63.830 km) in the State of West Bengal under Bharatmala Pariyojana on BOT (Toll) basis-	63.83	13.02.2020	2314	Completed	2193.25	Hoogly, Purba Bardhaman	62.53
32	Stage strengthening Work from km 57.00 to km 77.00 of NH- 55 in the District of Darjeeling under NH Division-IX, West Bengal, during the year 2020-21 on	20	11-06-2020	20.62	Completed	20.84	Darjeeling	20

	EPC mode (Job No. 055-WB-2020-21/471)							
33	Stage strengthening work from Chainage 10.000 km to 30.000 km of NH - 35 under Barasat NH Sub Division - II of NH Division V, P.W. (Roads) Directorate in the District of North 24 Parganas, West Bengal, during the year 2020-21 on EPC mode (Job No. 035-WB-2020-21/469)	20	17-06-2020	13.38	Completed	10.94	North 24 Parganas	20
34	Reconstruction of narrow and distressed major bridge over Lalpool at km 119.300 & Dashmile at km 128.55 of NH-117, in the district of South 24 Parganas, West Bengal on EPC mode (Job No. 117-WB-2020-21/467)	---	17-06-2020	33.7	Completed	42.08	South 24-Parganas	---
35	Replacement of damaged drops and guide of 17 culverts no. 396, 373, 367, 365, 350, 348, 309, 286, 268, 265, 261, 231, 230, 226, 211, 210 and 200 at km 20.40, km 22.90, km 23.50, km 23.70, km 25.25, km 25.50, km 28.90, km 31.49, km 33.15, km 33.45, km 33.90, km 36.10 , km 36.20 , km 36.35, km 37.68, km 37.90, km 38.35 respectively in between km 20.00 to km 40.00 of NH-55 under NH division-IX on item rate mode using SBD (Job No. 55-WB-2020-21/474)	---	24-08-2020	4.54	Completed	4.24	Darjeeling	---

36	Replacement of damaged drops and guides of 10 culverts in between km 0.00 to km 20.00 of NH-55 in the District of Darjeeling during the year 2019-20" (Job No. 055-WB-2020-21/473)	---	18-08-2020	3.05	Completed	3.08	Darjeeling	---
37	Stage strengthening work from km 374.00 to km 401.00 of NH-60 (new NH-14) including rectification of 5 identified black spots [WB-(02)-013-Mansuba More, WB-(02)- 198-Tejhati, WB-(02)-199-Lotus Press More, WB-(02)-262-Mollarpur, WB-(02)-352-Majhkhanda More] under NH Division No. XII, P.W. (Roads) Directorate in the District of Birbhum, West Bengal (Job No. 060-WB-2020-21/479)	27	26-02-2021	43.44	Completed	34.7	Birbhum	27
38	Rectification of black spots at km 148.465 (Mandal Kupi) [WB (02)-672] of NH60 (New NH-14) under NH Division-II in the district of Paschim Medinipur during the year 2020-21 in the State of West Bengal (Job No. 060-WB-2020-21/476)	---	22-03-2021	1.89	Completed	1.5	Paschim Medinipur	---
39	Improvement of black spot from km 12.35 to km 12.50 [WB-(02)-592], km 29.60 to km 30.00 [WB-(02)-385], km 35.05 to km 35.45 [WB-(02)-660], km 37.20 to km 37.50 [WB-(02)-661] of NH-10 under NH division-IX, in the district of Kalimpong, during the year 2020-21 in the State of West Bengal	---	22-03-2021	3.57	Completed	3.39	Kalimpong	---

	(Job No. 010-WB-2020-21/475)							
40	Replacement of damaged Expansion Joints and other allied works at Kolkata Side Viaduct of Santragachi ROB on NH-117 (Kona Expressway) at km 4.50 under NH Division-I in the District of Howrah during the year 2020-2021 on item rate mode using SBD (Job No. 0117-WB-2020-21/477)	---	22-03-2021	1.04	Completed	0.84	Howrah	---
41	Stage strengthening work on road for stretch from 670.00 km to 674.175 km of NH-31 (New NH 717) in the district of Jalpaiguri, West Bengal, during the year 2020-21 under Annual Plan 2020-21 in the State of West Bengal (Job No. 031-WB-2020-21/478)	4.175	22-03-2021	4.47	Completed	3.54	Jalpaiguri,	4.175
42	Stage strengthening work between 14.400 km to 24.700 km & Strengthening and widening of existing two lane weak pavement to fourlane divided carriageway with paved shoulder formation between 24.700 km to 25.700 km,,construction of two number minor bridges at 17.036 km & 18.736 Km , repair of road side drain and construction of retaining wall and permanent rectification of 12 number black spots on National Highway-34 under National Highway Division-V during the year 2020-21	11.3	23-03-2021	94.98	Completed	81.05	North 24 Parganas	11.3

	in the state of West Bengal(Job No. 480)							
43	Stage Strengthening of Existing Carriageway for the stretch from km 320.00 to km 330.00 of NH – 60 under NH Division-XII, in the district of Birbhum, West Benga (Job no. 470)	9.726	05-06-2020	13.23	Completed	10.06	Birbhum	9.726
44	Development of Emergency Landing Facility on NHS: Construction from near Km.83.400 to Km.88.400 on Balasore to Kharagpur section (Approximately 5.00Km) of National Highway No.16 (hereinafter called the “NH-16”) in the State of West Bengal	4.85	17.12.2020	144.97	Completed (under O&M)	131.04	Paschim Medinipur	4.85
45	Construction of 4-laning road for Purulia Bypass Section from Km 84.030 to Km 94.345 of NH-32(Length 10.315 km) in the state of West Bengal under NHDP-IV-B on EPC Mode	10.315	28.01.2021	253.83	Ongoing	153.65	Purulia in West Bengal	9.98
46	Stage strengthening work from km 19.00 to km 36.00 (Except Black Spot location i.e., from km 19.74 to km 20.88, km 25.18 to km 26.26, km 26.36 to km 27.43, km 29.80 to km 30.77, km 31.10 to km 32.10, km 34.20 to km 35.29) including road furnitures inNH-512 under NH Division VII, P.W.(Roads) Dte. in the district of Dakshin Dinajpur during the year 2021-22 on EPC mode- [Job No. 512/WB/2021-22/481]	10.65	07-10-2021	8.51	Completed	2.11	Dakshin Dinajpur	10.65

47	Construction of RCC covered drain from Km. 85.99 to Km. 87.08 both sides of NH-512 under N. H. Div. No. VII, P.W.(Roads) Directorate in the district of Dakshin Dinajpur during the year 2021-22 on item rate mode using SBD (Job No. 512/WB2021-22/483)	0	07-10-2021	2.32	Completed	8.59	Dakshin Dinajpur	0
48	Rectification of 17 nos. Black Spot (20th Mile- WB-(02)-596, 21th Mile- WB-(02)-285, Daulatpur- WB-(02)-358, Patharghata- WB-(02)-473, Dhumsadighi- WB-(02)-647, Buniadpur- WB-(02)-133, Rasidpur- WB-(02)-359, Ditolhat- WB-(02)-357, Thangapara- WB-(02)-361, Maharajpur- WB-(02)-575, Gochiher- WB-(02)-360, Narai- WB-(02)-134, Rampur- WB-(02)-362, Baul- WB-(02)-354, Bolla- WB-(02)-355, Bahicha- WB-(02)-572, Mahinagar- WB-(02)- 574) from km 7.95 to km 78.205 including 1.50 km re-sectioning & 3.50 km stage strengthening in selected stretches on NH-512 in the District of Malda and Dakshin Dinajpur, West Bengal on EPC mode (Job No. 512/WB2021-22/485)	0	11-11-2021	20.3	Completed	17.79	Malda and Dakshin Dinajpur,	0
49	Repair and rehabilitation by replacement of damaged concrete deck slab of Dwarka Barrage Bridge at km 359.750 of NH 60 under N.H. Division no.- XII in the district of Birbhum, West	0	10-11-2021	2.2	Completed	1.82	Birbhum	0

	Bengal for the year 2021-22 on SBD mode (Job No. 60/WB2021-22/484)							
50	Stage Strengthening from km 98.00 to km 111.710, including re-construction of 500 m in selected stretches including rectification of one identified black spot at Sima Bandh (WB- 02-564) on NH-117 in the district of South 24 Parganas, West Bengal on EPC mode(Job No. 117/WB2021-22/487)	13.71	28-12-2021	17.07	Completed	14.05	South 24-Parganas	13.71
51	Stage Strengthening from km 34.000 to km 56.000, km 64.000 to km 80.000 and km 94.500 to km 98.000 including re-construction of 600 m in selected stretches and rectification of 22 identified black spots on NH-117 and IMS from km 22.76 to km 137.684 in the district of South 24 Parganas, West Bengal on EPC mode(Job No. 117/WB2021-22/486)	41.5	22-12-2021	57.36	Completed	45.49	South 24-Parganas	41.5
52	Re-construction/Strengthening from km 401.00 (Nalhati) to km 422.450 (Moregram) for NH-60 (new NH-14) along with permanent rectification of 7 black spots except Ghambhira bridge (km 420.479 to km 420.634 – 155 m) in the districts of Birbhum and Murshidabad in the State of West Bengal under Annual Plan 2021-22 on EPC mode (Job No 488)	21.19	07-01-2022	99.45	Completed	85.68	Birbhum & Murshidabad	21.19

53	Development to 4/6-lanning of NH-31 (New NH-10) with both side service roads from km 569.258 to km 581.030 (end of AH-02 project on NH- 31 near Shivmandir to Sevoke Army Cantonment) in districts of Darjeeling and Jalpaiguri in the state of West Bengal on EPC Mode (Job No. 10/WB2021-22/490)	11.772	16-03-2022	995.04	Ongoing	533.06	Darjeeling	3.50
54	Construction of a bridge over river Shali at km 247.00 of NH-60 (new NH-14) in Bankura district in the state of West Bengal on EPC mode (Job No. 14/WB2021-22/491)	0	16-03-2022	30.68	Completed	27.21	Bankura	---
55	Stage strengthening of road stretches from km 0.00 to km 3'50 along with provision for both sides covered drain and construction of one culvert (at km 0.00) of NH-512 in the district of Malda on EPC mode during the FY year 2021-22 (Job No. 512/WB2021-22/492)	3.5	30-03-2022	16.57	Completed	16.82	Malda	3.5
56	Restoration work of rain damage valley side from km 22.10 to km 22.60 of NH 10, under NH Division- IX, in the district of Kalimpong, during the year 2021-22 on item rate mode using SBD (Job No. 010-WB-2021-22/482))	0	05-10-2021	2.05	Completed	2.01	Kalimpong	---
57	Balance work for construction of Fulahar Bridge approach on NH-131A from km 49.050 to km 51.200 and from km 53.810 to km 55.190 in Malda	3.53	21-06-2022	42.48	Completed	43.07	Malda	3.53

	district in the state West Bengal under EPC mode [Job No. 131A/WB/2022-23/494]							
58	Balance Work of Strengthening of road stretches along with provision for retaining walls, Breast walls & hill side drains from km 0.00 to km 4.40 & km 14.00 to km 28.00 of NH-10 (old NH-31A) in Darjeeling district in the state of West Bengal in EPC mode [Job No. 10/WB/2022-23/496]	18.4	15-09-2022	14.79	Completed	14.93	Darjeeling	18.4
59	Repair & Rehabilitation of steel bridge over river Ichamati (Rakhaldas Setu) at km 53.53 on NH-112 (old NH-35) at Bongaon and Repair & Rehabilitation of steel bridge over river Naobhasan (Thakur Haridas Setu) at km 56.060 on NH-112 (old NH-35) at Bongaon on item rate mode using SBD [Job No. 112/WB/2022-23/497]	0	20-09-2022	1.67	Completed	1.76	North 24 Parganas	---
60	Tender based estimate for Restoration work for distressed span of Balason Bridge at km 569.600 of NH-31 (new NH-10) in Darjeeling district in the State of West Bengal on Item rate mode under Annual Plan 2022-23 [Job No. 10/WB/2022-23/499]	0	26-09-2022	2.1	Completed	2.05	Darjeeling	---
61	Balance work for construction of approach slabs, wing wall & return wall along with approach roads for newly constructed	0	30-09-2022	7.02	Completed	5.17	Paschim Medinipur	---

	bridge at km 146.709 of NH-60 (new NH-14) in the district of Paschim Medinipur in the State of West Bengal on EPC Mode under Annual Plan 2022-23 [Job No. 14/WB/2022-23/500]							
62	Rehabilitation work of Sukhajhora Bridge over river Sukhajhora at km 623.830 on NH-17 (old NH 31) under NH Division IX in the district of Jalpaiguri, West Bengal during the year 2022-2023 on item rate mode using SBD. [(Job No.NH-17/WB/2022-23/501]	0	28-12-2022	0.91	Completed	0.9	Jalpaiguri,	---
63	Repair and Rehabilitation of Balisai Bridge (Chaddyamile)at km 75.300 of NH-116B in the district of Purba Medinipur in the State of West Bengal during the year 2022-2023 in EPC Mode(Job No.116B/WB/2022-23/503)	0	10-01-2023	8.07	Completed	6.34	Purba Medinipur	---
64	Stage Strengthening work from km 317.00 to km 320.00 of NH-60 (new NH-14) under NH Division No-XII in the District of Birbhum, West Bengal during the year 2022-23 on SBD mode (Job No. 14/WB/2022-23/504)	0	18-01-2023	4.46	Completed	3.6	Birbhum	---

65	Improvement of Spots from km 8.400 to km 8.480, km 16.225 to km 16.350 & km 16.370 to km 16.510 & widening of culvert at km 16.318 and km 16.470 respectively in between km 0 to km 20 of NH-110 (Old NH-55) in the District of Darjeeling under Annual Plan 2022-23 on item rate mode using SBD(Job No.110/KOL/2022-23/508	0	02-02-2023	4.87	Completed	2.8	Darjeeling	---
66	Widening of 2 culverts at 9.09 and 9.12 km & Replacement of damaged drops and guides of culverts at km 2.36, km 3.37, km 3.65, km 4.38, km 7.95, km 10.50, km 10.90, km 11.24, km 14.57, km 17.20, km 18.21 & improvement of spot from km 9.035 to 9.200 respectively in between km 0 to km 20 in the District of Darjeeling under Annual Plan 2022- 23 on item rate mode using SBD(JobNo.- 110/KOL/2022-23/507)	0	02-02-2023	4.75	Completed	4.89	Darjeeling	---
67	Reconstruction of culvert at km 9.50 and Widening of 2 nos. narrow culvert at km 8.30 & km 13.52 respectively & spot improvement from km 8.266 to km 8.289 & km 8.299 to km 8.372, km 9.443 to km 9.523 & km 13.462 to km 13.662 respectively from km 0.00 to km 20.00 of NH-110 (Old NH-55) in the District of Darjeeling under Annual	0	02-02-2023	4.7	Completed	4.48	Darjeeling	---

	Plan 2022-23 (JobNo.-110/KOL/2022-23/506)							
68	Repair of old parapets, construction of new parapets, road signage , Median Marker, road marking, etc within km 0.00 to 20.00 Km of N.H.55 (except the chainages between Km 8.266 to Km 8.286 & Km 8.284 to Km 8.372 , Km 8.400 to Km 8.480, Km 9.035 to Km 9.200 , Km 9.443 to Km 9.523, Km 13.462 to Km 13.562, Km 16.225 to Km 16.350, Km 16.370 to Km 16.510 & Permanent Restoration of damaged road bench at km 60.180 of NH-110 (Old NH-55) in the District of Darjeeling under Annual Plan 2022-23 on item rate mode using SBD (JobNo.-110/KOL/2022-23/505)	0	02-02-2023	1.81	Completed	1.75	Darjeeling	---
69	Restoration works at valley side rain damaged Road Bench at km 22.90, km 22.95 , km 23.10 & km 23.70 of NH-10 for the Year 2022-23, under National Highway Division No IX in the District of Kalimpong on item rate mode using SBD(Job No.10/KOL/2022-23/509)	0	06-02-2023	2.38	Completed	2.33	Kalimpong	---
70	(i) Repair & Renovation of Bridge At km 229.793 (Gandeshwari) & Canal Bridge At km 190.856 of NH-60 in The District of Bankura, West Bengal on item rate mode using SBD-	0	08-02-2023	2.5	Completed	2.09	Bankura	---

	reg. (ii)Repair & Retrofitting works for Beraib Bridge(Ch.198.101km) & Darakeshwar Bridge(Ch.226.456km) of NH 60in The District of Bankura, West Bengal on item rate mode using SBD (job No.510)							
71	(i) Reconstruction of a box culvert at km 3.780 in connection with the Widening of NH-35 (New NH-112) under NH Division No.-V, P.W. (Roads) Directorate, (ii) Reconstruction of minor bridge at km 13.872 of NH-35 (New NH-112) under NH Division No. V, P.W. (Roads) Directorate (iii) Reconstruction of bow string girder type minor bridge at km 16.567 of NH35 (New NH-112) under NH Division No.- V, P.w. (Roads) Directorate, in the district of North 24-Parganas, West Bengal during the year 2022-23 in EPC mode(Job No. 0112-WB-2022-23/511)	0	06-02-2023	40.13	Ongoing	24.26	North 24 Parganas	---
72	Improvement of the stretch from km 597.00 to km 598.00 of NH-31 by providing Mastic Asphalt wearing course, Construction of New Five Numbers of Culverts including valley / hill side protective work & Restoration of rain damaged embankment by Construction of guard wall	0	28-02-2023	7.7	Completed	7.76	Kalimpong	---

	at km 598.900 under NH Division No-IX in the District of Kalimpong in the State of West Bengal during the year 2022-23 in EPC Mode(Job No.17/WB/2022-23/513)							
73	Construction of 4 lane Raniganj Bypass from km 273.000 of NH 60 (new NH 14) to km 478.18 of NH-2 (New NH 16) in Paschim Bardhaman, West Bengal in EPC Mode. (Job No. 014-WB-2022-23/514)	5.261	06-03-2023	410.83	Ongoing	202.45	Paschim Bardhaman	0
74	Widening/strengthening of existing alignment from km 64.70 to Km 72.119 and from km 78.600 to Km 81.800 to 2L+PS and construction of 2L+PS Ramnagar By-Pass from km 72.119 to km 78.600 of NH-116B in the District of Purba Medinipur in the State of West Bengal under Annual Plan 2022-23 in EPC Mode (Job No. 116B-WB-2022-23/515)	17.1	15-03-2023	812.5	Not awarded	161.25	Purba Medinipur	0
75	Repair/ Rehabilitation of 6 (Six) number Bridges i.e Leesh bridge, Gheesh bridge , Chell bridge, Mal bridge, Newra bridge , New Zarda bridge at km 607.151, km 611.920, km 614.775, km 628.720, km 630.895 & km 672.830 respectively on NH-17 (Old NH-31) under NH Division-IX in the district of Jalpaiguri West Bengal during the year 2022-		27-03-2023	12.96	Completed	12.05	Jalpaiguri	---

	2023.(Job No. 17/WB/2022-23/ 516)							
76	Construction of Dubrajpur Bypass with 4-lane configuration of length 5.676 km on NH-60 (new NH-14) from design chainage 0.00 (existing km 316.135 on NH-60) to design chainage 5.676 (existing km 320.980 on NH-60) in the district of Birbhum, West Bengal on EPC Mode- reg. (Job No. 014-WB-2022-23/518)	5.676	29-03-2023	560.79	Ongoing	166.34	Birbhum	0
77	Widening Carriageway width along with construction of footpath from km 69.00 to km 71.40 , Permanent Restoration of depressed road bench at km 60.480 and Restoration of Valley side protection wall at km 60.950 in between km 60 to km 61 & Repair & Rehabilitation of Panchanai bridge at km 75.030 of NH-110 (Old NH-55)in the district of Darjeeling West Bengal during the year 2022-2023 (Job No.110/WB/2022-23/ 521)	2.4	31-03-2023	18.45	Completed	18.55	Darjeeling	2.4
78	Restoration / Rehabilitation work of Birendra Sasmal Setu (over River Kangsabati) at Km 118.70 Km of NH-60 (new NH-14) in the district of Paschim Medinipur in the State of West Bengal under Annual Plan 2022-23 on EPC mode [[Job No.14/WB/2022-23/495]	0	29-08-2022	11.08	Completed	8.88	Paschim Medinipur	---

79	Repair and Rehabilitation of Coronation Bridge over Teesta river at km 595.200 on NH-31 (New NH-17) under NH Division-IX, Siliguri in the district of Darjeeling West Bengal during the year 2022-2023 on item rate mode using SBD. [Job No. NH-31(New NH-17)/WB/2022-23/RSCE-04]	0	24-08-2022	4.09	Completed	4.82	Darjeeling	---
80	Permanent rectification of 1 nos. Black Spot at Fulbari Choupathi [WB-(02)-474] from km 52+179 to km 53+234 of NH-512 and installation of 5(five) numbers Overhead Gantry Signboard at km 0.95 (Gazole), km 29.95 (Buniadpur), km 52.500 (Fulbari Choupathi), km 70.70 (Patiram) and km 82.35 (Balurghat) on NH-512 as long term permanent road safety measures in the District of Dakshin Dinajpur, West Bengal under Road Safety Annual Plan 2022-23 on item rate mode using SBD. [Job No. NH-512/WB/2022-23/RSCE-05]	0	19-09-2022	2.29	Completed	1.91	Dakshin Dinajpur	---
81	Road safety work by providing Thrie Metal Beam Crash Barrier in between km 115.250 to km 148.00 & km 156.00 to km 173.00 of NH-60 (new NH-14) under NH Division-II in the District of Paschim Medinipur under Road Safety Annual Plan 2022-23 on item rate mode using SBD. [Job No.	0	04-10-2022	4.67	Completed	4.42	Paschim Medinipur	---

	NH-14/WB/2022-23/RSCE-07]							
82	Road safety works in different stretches from (km 35.545 to km 36.20 , km 38.97 to km 39.22 , km 42.01 to km 42.32 & km 44.78 to km 45.04) for improvement of sharp turning & narrow road bench and construction of Over Head Gantry signs at 51.3 km of NH-10 (old NH-31A) under NH Division-IX in the District of Kalimpong in theState of West Bengal under Road Safety Annual Plan 2022-23 [Job No. NH-10/WB/2022-23/RSCE-08]	0	19-10-2022	9.46	Completed	9.43	Kalimpong	---
83	Widening of Culvert at 0.90 Km and 22.50 Km of N.H-10 under N.H. Division No IX in the District of Darjeeling and Kalimpong in the state of West Bengal during the year 2022-2023 on item rate mode using SBD [Job No. NH-10/WB/2022-23/RSCE-09]	0	24-11-2022	2.57	Completed	1.96	Kalimpong	---
84	Road Safety Works in km 40 to km 77 of NH-110 (Old NH-55) by (i) Re-construction and widening of narrow culvert nos. 65/3(Old No- 21), 64/6(Old No-27) & 59/2(Old No-63) at km 64.820, km 63.627, km 58.935 respectively & other allied protection works between km64.650 to km 64.950 in vicinity of CD no.65/3, km 63.560 to km 63.730 in vicinity of CD no. 64/6, km	0	24-11-2022	12.8	Completed	12.58	Darjeeling	---

58.915 to km 58.955 in vicinity of CD no. 59/2 respectively in between km 58.00 to km 64.00 . (ii) Reconstruction and widening of narrow culvert nos. 64/4 (Old No-29), 62/1 (Old No-50), 61/6 (Old No-51) and 52/2 (Old No-98) at km 63.300, km 61.008, km 60.925, km 51.494 respectively & other allied protection works between km 63.170 to km 63.385 in vicinity of CD no. 64/4, km 60.870 to km 61.070 in vicinity of CD nos. 62/1 & 61/6 in between km 51.00 to km 63.00. (iii) Replacement of Damaged drops and guides of 10 culvert Nos. 64/7 (Old no-26), 63/5 (Old no-36), 63/4 (Old no-37), 62/5 (Old no-46), 62/3 (Old no-48), 61/4 (Old no-53), 60/6 (Old no-59), 60/4 (Old no-61), 54/3 (Old no-91) and 45/6 (Old no-137) at km 63.00, km 62.561, km 62.462, km 61.422, km 61.271, km 60.531, km 59.791, km 59.425, km 53.555 and km 44.413 in the District of Darjeeling under Road Safety Annual Plan 2022-23 – reg. (Job No. NH-110/KOL/2022-23/RSCE-10)							

85	Road Safety work in between km 40 to km 77 of NH-110 (Old NH-55) by(i) Improvement of road geometrics by widening road width locally at km 51.508 to km 51.682 on NH-110 (Old NH-55). (ii) Road Widening at km 47.300 to km 47.420 under Improvement of road geometrics by widening road width locally at km 58.700 to km 58.830, km 55.790 to km 55.846 & km 47.300 to km 47.420 NH-110 (Old NH-55). (iii) Road Widening at km 61.420 to km 61.500 under "Improvement of road geometrics by widening road width locally at km 64.475 to km 64.675, km 62.960 to km 63.240 & km 61.420 to km 61.500 on NH-110 (Old NH-55) respectively in between km 61.00 to km 64.00 - sanction [Job-NH-110/Kol/2022-23/RSCE-11]	0	30-11-2022	14.65	Completed	14.95	Darjeeling	---
86	Road Safety works by providing "Thrie" metal beam crash barrier on NH-117 (New NH-12) from km 22.76 Km to km 34.00 km, km 56.00 to km 64.00 and km 80.00 to km 94.50 under NH Division-I in the district of South 24 Parganas during the year 2022-23 under Road Safety Annual Plan 2022-23 on item rate mode using SBD. [Job No.- NH-117 (New	0	19-07-2022	1.44	Completed	1.18	South 24-Parganas	---

	NH-12)/WB/2022-23/RSCE-03]							
87	Construction of Six Lane Elevated Kona Expressway from Km.0.145 to KM.7.337 of NH 117 (New NH-12)In the state of West Bengal on EPC Mode.	7.192	03.03.2023	1212.56	ongoing	362.66	Howrah	0.00
88	Construction and upgradation of Existing Road to 2-Lane with Paved Shoulders including geometric improvement of section from start of Pedong Bypass to Reshi Border km 79+700 to km 96+254 of NH-717A on EPC basis under SARDP-NE Phase 'A' in the state of West Bengal [Pkg-VB]	16.554	30.09.2022	395.59	Ongoing	408.65	Kalimpong	15.73
89	Construction and up-gradation of existing road to 2 lane with paved shoulder including geometric improvement of Kafer to Lava More section from Km 40.000 to Km 61.100 of NH-717A on EPC basis in the state of West Bengal [Pkg-VA]	21.1	13.10.2022	273.78	Ongoing	268.01	Kalimpong	20.81
90	Reconstruction and widening of 08 nos. narrow culvert at km 22.445, km 22.450, km 22.840, km 27.565, km 29.000 (half portion), km 29.500, km 30.650, km 38.290 & spot improvement from km 22.397 to km 22.442, km 22.445 to km 22.450, km 22.453 to km 22.493, km 26.855 to km 26.935, km 27.125 to km 27.175, km 27.492 to km 27.562, km	-	04.01.2023	12.77	Ongoing	11.14	Darjeeling	-

	27.565 to km 27.710, km 29.487 to km 29.502, km 29.506 to km 29.513, km 32.710 to km 32.750, km 32.885 to km 32.910, km 38.185 to km 38.285, km 38.290 to km 38.330 & repair of old parapets, construction of new parapet, road signage such as Median Marker, Road Marking etc. in selected stretches from km 20.00 to km 40.00 of NH-110 (Old NH-55) in the district of Darjeeling under Annual Plan 2022-23							
91	Repair and Rehabilitation of Mayurakshi Bridge at Sainthia at km 91.200 of NH 2B (New NH-114) in the district of Birbhum, West Bengal in the year 2023- 2024 in EPC Mode (Job No.114/WB/2023-24/ 524)	0	31-08-2023	11.39	Completed	8.07	Birbhum	---
92	Construction of additional major Bridge with 4- lane configuration of length 1.48 km on NH-60 (NH-14) over River Kangshabati from Km. 117.770 to Km 119.250 and additional major Bridge with 4- lane configuration of length 0.900 km on NH-60 (NH- 14) over River Shilabati from Km. 173.220 to Km 174.120 in the district of Paschim Medinipur of West Bengal under Annual Plan for FY 2023-24 on EPC mode. (Job No.014/WB/2023-24/527)	2.38	16-11-2023	304.82	ongoing	24.37	Paschim Medinipur	0

93	Widening & Strengthening to 2-lane with paved shoulder from Km 25.50 to 41.00 of NH-116B including bypass/realignment in Km 32.400 to 33.733 and Km 39.281 to 40.780 on EPC mode.(Job No. 014/WB/2023-24/534)	15.5	09-02-2024	469.35	Not awarded	0	Purba Medinipur	0
94	One Time Improvement work Bypassed stretch from Km 19.205 to 22.440 (Samsi); Km 23.550 to 29.702 (Malatipur), Km 30.600 to 36.200 [Chanchal) and Re-alignment stretch from Km 37.000 to 37.650 ; Km 38.400 to 38.750, Km 43.780 to 45.730 & Km 48.00 to 50.00 of NH-31 (Old NH-81) in West Bengal (Job No.81/WB/2023-24/539)	19.957	05-03-2024	20.35	Completed	14.44	Malda	19.957
95	Repair and rehabilitation of 6 bridges at km 94.085, km 95.852, km 97.863, km 101.251, km 101.543 & km 103.444 of NH-114 under National Highway Division XII, P.W(Roads) Directorate in the District of Birbhum in the year 2023-2024 on SBD mode. (Job No. NH-114/WB/2023-24/543)	0	15-03-2024	2.8	Completed	2.88	Birbhum	0
96	Repair & Rehabilitation of Amriti Bridge (km-10.700) and 2 nos Box Bridge (km 9.985 & km 14.955) along NH 131A under NH Division No VII in the district Malda, West Bengal during the year 2023-24 on SBD mode - Sanction	0	15-03-2024	0.57	Completed	0.54	Malda	0

	regarding.[Job No.- NH-131A/WB/2023-24/544]							
97	Repair and Rehabilitation of Samsi bridge at km 20.850 & Kanua bridge at km 38.40 on NH-31 (old NH-81) under NH Division no. VII in the district of Malda, West Bengal during the year 2023-2024 on SBD mode.(Job No. NH-81/WB/2023-24/545)	0	15-03-2024	0.45	Completed	0.4	Malda	0
98	Widening of culvert at km 411.700, at km 413.250 km & km 417.187 & extension of 21 no HP of NH-60 (New NH-14), in the District of Birbhum, West Bengal in the year 2023-2024 on SBD mode. (Job No. NH-14/WB/2023-24/529)	0	12-12-2023	3.29	Completed	3.27	Birbhum	---
99	Construction of Elephant Underpass (from Km 153+853) to Km (153+953), Flyover (from Km 137+966 to Km 138+034), 02 nos Box Culverts (Km 153+679 and Km 137+761) and other road safety works in Kharagpur-Chichra section of NH-6 in the state of West Bengal on EPC Mode.	1.60	16.03.2024 in EC meeting dated 606	93.30	Ongoing	24.56	Jhargram, Paschim Medinipur	0
100	Development to 4-laning of the de-scoped stretches from Km 115.342 to Km 191.700 of NH-34 in Nadia District (3.962) & Murshidabad District (5.538) pertaining to Krishnagar to Berhampore section of NH-34 (New NH-12) , in the state of West Bengal under NH(O).	10.554	28.03.2024	201.11	Ongoing	46.98	Nadia & Murshidaba d	3.064

101	4 laning of Barasat - Barajaguli Section of NH-12 from Km. 31.000 to Km. 48.679 in the district of North 24 - Parganas	17.679	30.03.2024	352.01	Ongoing	27.39	North 24 Parganas	0.27
102	Slope Protection and Landslide Mitigation at 2 Vulnerable locations viz. Km 23.200 to 23.960, Km 26.530 to Km 26.580 within Sevoke-Rangpo section of NH-10 (old NH-31A) in Kalimpong district in the State of West Bengal on EPC mode [Job No. 526]	0	25.09.2023	68.49	Ongoing	0	Kalimpong	-
103	Slope protection and landslide mitigation at 4 vulnerable locations (km 1.950 to Km 2.100, km 11.100 to 11.450, km 22.435 to km 22.485 and km 22.610 to km 22.680) within Sevoke-Rangpo section of NH-10 (old NH-31A) in Darjeeling & Kalimpong district in the State of West Bengal on EPC mode [Job No. 533]	0	05.02.2024	152.27	Ongoing	6.86	Kalimpong	-
104	Improvement of Spots (Including widening of culvert, drops & guide) from km 4.390 to km 4.585, km 5.328 to km 5.430, km 8.520 to km 9.075 (At 02 nos. of locations), km 9.335 to km 9.520 and km 12.060 to 12.235 on NH-110 (Old NH-55) in between km 0.00 to km 20.00 of NH-110 under NH Division-IX in the District of Darjeeling, West Bengal [Job No. NH-110 (Old NH-	0	01.03.2024	13.8	Ongoing	0	Darjeeling	-

	55)/West Bengal/2023-24/RSEC-15]							
105	Improvement of Spots from 21.710 km to 21.838 km (including reconstruction & culvert widening), 21.921 km to 22.000 km (including drop & guides), 23.760 km to 23.800 km, 26.597 km to 26.705 km (including drop & Guides), 28.270 km to 28.340 km, 35.878 km to 35.980 km, 36.025 km to 36.135 km, 36.245 km to 36.400 km (including reconstruction & culvert widening) on NH-110 (old NH-55) in between km 20.00 to km 40.00 of Nh-110 (old NH-55) under NH Division No.-IX in the dist. Of Darjeeling.	0	06.03.2024	13.19	Ongoing	9.99	Darjeeling	-
106	Slope Stabilization Scheme at location of landslide at km 52.240 km of NH-110 at Tindharia, West Bengal & Permanent Restoration of damaged Road under NH Division-IX in the district of Darjeeling, West Bengal during the year 2022-23.	0	22.03.2024	15.8	Ongoing	8.71	Darjeeling	-
107	Construction of 3 (three) nos. newsingle cell type box culvert (2.0 m X 3.0m) at chainages 54+150 km, 54+750 km, & 55+150 km of NH-12(old NH-117) including improvement offlaring portion on either side of each culvert during the year 2024-2025under N.H. Division No. 1, in the district of South 24 parganas, Wes tBengal.	0	29-11-2024	1.64	ongoing	0	South 24-Parganas	---

	Job Number (12/WB/2024-25/553)							
108	Re-sectioning from Km 0.00 to Km 0.500, strengthening from km 0.00 to km 8.20 and km 15.00 to km 15.50 and Widening and Strengthening from km 8.20 to km 15.00 of NH-327 (Old NH-31C) in the district of Darjeeling under NH Division No. IX, P.W.(Roads) Directorate, West Bengal (Job No. 327/WB/2024-25/554)	15.5	03-12-2024	49.96	ongoing	16.07	Darjeeling	7.70
109	Repair and Rehabilitation workfor 13 nos. distressed bridges in the Birbhum district as a part ofDetailed Project Report for 4- Lanning of NH-60 (New NH-14) from km115.000 (Kharagpur) to km 422.450 (Moregram) in the State of WestBengal (Package IV - Tilpara Right Canal Bridge at 342.660km, TilparaBridge at 343.950km, Khairakuri Bridge at 344.880 km, Dwarka CanalBridge at 358.740 km, Deucha Barrage Bridge at 359.050km) Job Number (14(PKG-IV)/WB/2024-25/556)	0	02-12-2024	37.58	ongoing	15.66	Birbhum	---
110	Repair and Rehabilitation workfor 13 nos. distressed bridges in the Birbhum district as a part ofDetailed Project Report for 4- Lanning of NH-60 (New NH-14) from km115.000 (Kharagpur) to km 422.450 (Moregram) in the State of	0	02-12-2024	31.61	ongoing	6.54	Birbhum	---

	West Bengal(Package III- Bakreswar Bridge at 322.550km ,Bramhani Bridge at398.450km and Gambhira Bridge at 418.918km) Job Number (14(PKG-III)/WB/2024- 25/555)							
111	Repair and Rehabilitation work for 13 nos. distressed bridges in the Birbhum district as a part of Detailed Project Report for 4- Lanning of NH-60 (New NH-14) from km 115.000 (Kharagpur) to km 422.450 (Moregram) in the State of West Bengal (Package II) MD Bazar Mini Bridge at km 350.530 & Kargil bridge at km 353.040 Job Number (14(PKG-II)/WB/2024- 25/558)	0	04-12-2024	8.74	ongoing	3.83	Birbhum	---
112	Repair and Rehabilitation work for 13 nos. distressed bridges in the Birbhum district as a part of Detailed Project Report for 4- Lanning of NH-60 (New NH-14) from km 115.000 (Kharagpur) to km 422.450 (Moregram) in the State of West Bengal (Package I). Sinjuri-Bridge at km 308.660, Sinjuri-2 at km 309.020 Chandrabhaga bridge at km 333.400 Job Number (14(PKG- I)/WB/2024-25/557)	0	04-12-2024	7.86	ongoing	2.2	Birbhum	---

113	Repair and Rehabilitation of 05 nos. Bridges (Trimohini Bridge at Km 99.787, Dhalpara Bridge at km 100.390, Laskarpur Bridge at Km 101.140, Kharun Big Bridge at km 102.116 and Kharun Samall Bridge at km 102.574) of NH-512 under N.H. Division No. VII, P.W. (Roads) Directorate in the District of Dakshin Dinajpur, West Bengal during the year 2024-25 on SBD mode. UPC:M/00512/25565/WB Job Number (512/WB/2024-25/565).	0	24-02-2025	1.34	Completed	0.32	Dakshin Dinajpur	---
114	Replacement of Six numbers existing narrow/poor Minor Bridge/Culvert by suitable Waterways Structure with provision of Temporary diversion (At Three Locations) and raising of embankment (From km 611.400 to km 611.820) in between km 610.00 to km 626.00 of NH-31(Old)/NH-17(New) in the District of Jalpaiguri in West Bengal during 2024-25 Job Number (17/WB/2024-25/566)	0	29-03-2025	16.12	ongoing	0.1	Jalpaiguri	---
115	Rectification of 11 nos. Black Spots at Alamsaheb more [WB- (04)- 701, Chinpai Tapaspur Crossing IWB-(03)-89], Chinpai Bypass[WB- (03)-881, Tilpara BarrageIWB-(02)-651, Joypur Bust Stand [WB-(O4I-721, Khirakuri Bus stand[WB-(O2I-4721,	---	09-09-2024	2.32	Completed	2.39	Birbhum	---

	Seorakuri more WB-(04)-1271, Deucha BridgelWB-(02)-3 1 I, Katitala More[WB-(04)-126], Bahina more[WB-(04)-125], Lakhibati more[WB-(04)-71] NH-14 (Otd NH-60) under N.H. Division No. XII in the district of Birbhum during the year 2024-25 on SBD mode (Job No.NH-14(old NH-60)/West Bengal/2024-25/RSCE-04)							
116	Rectification of 10 nos. Black Spots of NH-512 Kadighat - WB-(04)-96 & Kalitala - WB-(04)-95 (Km 41.300 to Km 42.500), Gangarampur Bus-Stand (WB-(04)-94, Km 43.400 to Km 44.700), Kaldighi Kishan Mandi (WB-(04)-97, Km 46.350 to Km 47.100), Patiram Taltala (WB-(03)-114, Km 70.600 to Km 71.400 Km), Paranpur (WB-(03)-113, Km 77.000 to Km 77.950 Km), Tank More (WB-(04)-91, Km 79.900 to Km 80.600 Km), Hili More - WB-(04)-90 with Balurghat Bus-Stand WB-(04)-92 (Km 82.100 to Km 82.800 Km), Kamarpara (WB-(02)-356, Km 90.150 to Km 90.850 Km) and Trimohini Bus Stop (WB-(04)-98, Km 98.900 to Km 99.700) and construction of road humps at Balurghat Hospital More, Near Asutosh Balika Vidyalaya and Badamail Bazar over NH-512 under Blaurghat N.H. Sub-Division of N.H.	0	18-09-2024	1.34	Completed	1.22	Dakshin Dinajpur	---

	Division No. VII in the district of Dakshin Dinajpur during the year 2024-25(Job No.NH-512/West Bengal/2024-25/RSCE-03)							
117	"Permanentrectification of 5 nos. newly identified Black Spot locations betweenKm. 34.00 to Km. 56.00 and Km. 64.00 to Km. 80.00 on NH-12 (old NH-117)in the District of South 24 Parganas in West Bengal for the year 2024-2025 (Job No.NH-117West Bengal/2024-25/RSCE-05)	0	18-09-2024	4.56	Completed	3.11	South 24-Parganas	---
118	Binnaguri Bypass	5.5	06.03.2025	305.17	Ongoing	0	Jalpaiguri	0
119	Construction of 2 nos of Flyover on Omarpur Junction and on Dhulian Junction of NH 12 (old NH 34) in the State of West Bengal under NHDP Phase III on EPC Mode	4.2	28.03.2025	191.94	Ongoing	0.07	Murshidabad	0
120	Valley side protection works from km. 25.80 to km 26.65, km 26.75 to km 27.20 & km 27.41 to km 27.48 to restore damages by flash flood in 2023 of NH-10 in the District of Kalimpong during the year 2024-25 on EPC mode [Job No. 548]	0	06.04.2024	49.22	Sanctioned but not yet awarded	0	Kalimpong	-
121	Widening of Valley side at 3 locations viz. Km 20.900, Km 35.500 and Km 36.700 and culvert at 13 locations viz. Km 17.600, Km 17.800, Km 18.300, Km 20.200, Km 21.500, Km 21.650, Km 21.850, Km 32.800, Km 33.100, Km 38.300, Km	0	06.04.2024	75.85	Sanctioned but not yet awarded	0	Kalimpong	-

	40.300, Km 43.700, Km 47.300 [Job No. 547]							
122	Improvement of Spots including reconstruction and widening of Culverts in between Ch. km 40.000 to km 65.000 of NH-55 (New NH-110) under NH Division – IX (I) in the District of Darjeeling, West Bengal in the FY 2024-25	0	23.12.2024	31.18	Ongoing	8.77	Darjeeling	-
123	Specialized Slope Protection Work of Section from Km. 25.600 to Km. 26.100 (Bagrakot - Kafer) of NH - 717 A in the State of West Bengal on EPC mode [Pkg - IVC]	0.5	31.03.2025	86.66	Yet to be awarded	-	Kalimpong	-
124	Widening and Upgradation of existing carriageway into 2L+PS configuration from Lavamore (Km. 61.10) to Start of Pedong Bypass (Km. 79.700) along NH-717A in the state of West Bengal [Pkg- VA(i)]	18.6	31.03.2025	522.35	Yet to be awarded	-	Kalimpong	-
125	Slope Protection and Landslide Mitigation at 3 Vulnerable Locations (km 6.50 to km 6.705 km, 7.17 to km 7.25, and km 22.80 to km 22.95) within Sevoke Rangpo Section of NH-10 (old NH 31A) in the district of Kalimpong in West Bengal during FY 2024-25 [Job No. 32]	0	27.03.2025	57.21	Sanctioned but not yet awarded	0	Kalimpong	-
126	Rehabilitation of land slide location along with slope protection and drainage improvement at Paglajhora on NH-55 (km 43.500 to km 43.950) in Phase-I in	0	06.02.2025	32.4	Sanctioned but not yet awarded	0	Kalimpong	-

	Darjeeling District of West Bengal- Balance Work.							
127	Reconstruction of Distressed Minor Bridge over Dhari Jhora (Km 617.945) of NH-31(New NH-17) under NH Division IX (PWRD) in the district of Jalpaiguri West Bengal(Job No.NH-17/WB/2025-26/568)	0	06-05-2025	19.29	ongoing	0	Jalpaiguri	---
128	Rehabilitation & Restoration of 3 (three) nos. bridge at chainages 95.296 km (Jora Pole Bridge), 99.200 km (Kalnagini Bridge) & km 79.065 (Karanjali Bridge) of NH-117 (New NH-12) under Reconstruction/Repair/ Rehabilitation of Bridge/ Culverts under Annual Plan of works under NH(O) on SBD mode (Job No. Br./12/WB/2025- 26/567)	0	08-05-2025	1.23	ongoing	0	South 24-Parganas	---
129	Construction of RCC Drain for a total 8.06 km length from Km 84.100 to Km 84.360 (RHS) at Paschim Rainagar, Balurghat, Km 91.500 to Km 92.700 (RHS) and Km 91.400 to Km 91.920 (LHS) at Badamile, Km 93.700 to km 94.920 (BHS) at Tior & km 104.660 to km 106.160(RHS), km 106.380 to km 106.600 (RHS), km 104.400 to km 106.100 (LHS) & km 106.380 to km 106.600 (LHS) at Hili of NH-512 under NH Div. No. VII, P.W. (Roads) Directorate in the district of Dakshin Dinajpur	0	20-05-2025	13.54	ongoing	0	Dakshin Dinajpur	---

	West Bengal on EPC Mode (Job No.NH-512/WB/2025-26/569)							
130	Widening & Strengthening work (existing 2 lane carriageway to 2 lane with paved shoulder configuration) from km. 114.975 to km. 137.684 of NH-117 [New NH-12] (excluding two major bridges of approx. 1.40 km length from km 118.848 to km 119.506 & km 127.926 to km 128.668) in the district of South 24 Parganas, West Bengal. (Job No.NH-117(New NH-12)/WB/2025-26/571)	22.709	03-10-2025	237.08	Not awarded	0	South 24-Parganas	0
131	(A) Repair and rehabilitation of 5 Nos bridges at km 53.400(Amar kutir Irrigation Canal Bridge, Length =21.8 m), km 54.497(Ballavpur Sal Bridge, Length =111.2 m), km 69.305 (Length=30.0 m), km 72.512 (Hattikra Bridge, Length =123.00 m), and km 72.512 (Hattikra Bridge, Length =123.00 m), and km 73.402 (Length =29.0 m) of NH-114 (B) Repair & Rehabilitation of 03 bridges (Alam Baba Bridge) at km 321.509, (Sadaipur Bridge) at km 327.400, (Galakataat bridge) at km 331.412 of NH-14 under NH Division- XII, P.W.(Roads) Directorate in the District of Birbhum on SBD mode.	0	27-10-2025	2.64	Awarded	0	Birbhum	0

	(Job No. NH-114&NH-14/WB/2025-26/572)							
132	Reconstruction of distressed Minor Bridge over River Bania Jhora, Major Bridge over River Bhandari-II & Bhandari-III at Km 191.25, Km 195.866 & Km198.161 respectively in the district of Alipurduar, West Bengal in EPC mode (Job No. NH-31C(New NH-317)/WB/2025-26/573)	0	16-12-2025	68.17	Not awarded	0	Alipurduar	0
		929.322		18890.32		11325.78		758.944

REGISTRATION OF TRAFFIC VIOLATION CASES

2172. SHRI JANARDAN SINGH SIGRIWAL:

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

- (a) the details of number of traffic violation cases registered under Motor Vehicle Act and the amount of penalty recovered therein in the country during the last three years and the current year, State-wise;
- (b) whether there has been any rise in the number of traffic rules violations cases under Motor Vehicle Act after considerable hike in traffic penalty amount and if so, the reasons therefor;
- (c) whether the Government has taken cognizance of the rising number of incidents of road rage and reckless driving and if so, the number of such cases registered and the steps taken by the Government to address this issue;
- (d) the details of appropriate steps taken by the Government to check such

incidents in future; and

- (e) whether the Government has laid down any policy or plan in this regard and if so, the details thereof?

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

(a): The details of number of traffic violation cases registered under Motor Vehicle Act, 1988 and the amount of penalty recovered therein in the country during the last three years and the current year, State-wise is given in the enclosed **Statement**.

(b) to (e): 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.

The Standard Operating Procedure (SOP) on electronic monitoring and enforcement has been issued, duly vetted by the Supreme Court Committee on Road Safety (SCCoRS), on 28.10.2025 and concurrent amendments were made to Rules 167 and 167A of the Central Motor Vehicles Rules, 1989. Further, technology-driven enforcement through deployment of Automatic Number Plate Recognition (ANPR) cameras integrated with the VAHAN database is being promoted.

Besides sensitizing the States/UTs, the Sadak Suraksha Abhiyan has been launched through Central Bureau of Communication to generate awareness on road safety matters.

STATEMENT

Registration of Traffic Violation Cases

S.NO	State Name	2023		2024		2025		2026 (08.02.2026)	
		Total Challan	Revenue Collected (Rs.)	Total Challan	Revenue Collected (Rs.)	Total Challan	Revenue Collected (Rs.)	Total Challan	Revenue Collected (Rs.)
1	Andaman & Nicobar Island	0	0	613	750302	39561	27511400	4595	2484950
2	Andhra Pradesh	1350517	46345405	4424100	1088182059	2852211	2268517659	375815	154366869
3	Arunachal Pradesh	0	0	197	89017	318	143102	609	15504
4	Assam	1042381	1635946539	1441610	1192287238	1373450	567229455	158376	24572300
5	Bihar	1259247	3362878204	2671432	3156305701	3170844	2392214041	322372	176434948
6	Chhattisgarh	226096	171182150	263512	188858651	702134	297876350	102381	23538000
7	Chandigarh	993555	330619535	995780	307861146	807106	226847423	69734	4681500
8	Dadra And Nagar Haveli And Daman & Diu	30114	19081500	26994	18915000	31454	24593900	2442	1432500
9	Delhi	7686580	2770958426	7820107	2334673233	9554934	1254475139	1024464	19976507
10	Goa	558485	374515340	517892	391711762	356429	231369213	47474	13670104
11	Gujarat	1604545	1537890529	4324698	1958717710	8571775	2313915659	972386	109167809
12	Himachal Pradesh	824216	496871422	1097882	596990478	1331948	589308825	184158	41245204
13	Haryana	3403719	3838177773	3126261	2637518467	5225384	3314660781	429086	250639900
14	Jharkhand	435227	350033450	718487	282274625	1164884	261052189	95921	19709652
15	Jammu And Kashmir	1238584	345649936	1544105	434020276	1548525	341736740	163531	21146700
16	Karnataka	248265	64603701	481705	78819019	885309	94182941	88505	4848200
17	Kerala	11133412	4013360559	11380834	3386335086	10053983	2218153023	1008724	116930820
18	Ladakh	92	37700	0	0	0	0	0	0
19	Maharashtra	1369996	3385733615	2799451	4083883617	3572056	3993743874	158109	344207437

S.NO	State Name	2023		2024		2025		2026 (08.02.2026)	
		Total Challan	Revenue Collected (Rs.)	Total Challan	Revenue Collected (Rs.)	Total Challan	Revenue Collected (Rs.)	Total Challan	Revenue Collected (Rs.)
20	Meghalaya	29135	32227500	31930	30963101	33382	28963700	2583	1683300
21	Manipur	4599	2390800	8029	1961800	39269	11315800	4650	292500
22	Madhya Pradesh	1310662	455469822	2550226	562489271	3249598	728482810	300748	85938200
23	Mizoram	6231	9896300	9875	12900000	11246	12648200	1182	1079600
24	Nagaland	0	0	0	0	0	0	10	2000
25	Odisha	1794849	1647725754	1383624	1178501427	2188769	1265008048	331776	87782415
26	Punjab	72191	67857294	397843	531641679	2046623	1136183365	277279	91762807
27	Puducherry	157825	40801350	253472	44181100	250452	53347200	15215	3354000
28	Rajasthan	2044755	4382123512	2494300	3708210269	4514694	3626647510	694061	274562640
29	Sikkim	465	1952540	2590	4067985	1463	1079900	214	57600
30	Tamil Nadu	11134810	3865107202	11161225	3321881655	8938678	2168185159	762889	101988345
31	Tripura	532114	180655763	950096	194346830	683148	238131020	66792	30782950
32	Uttarakhand	667354	723372217	912200	855407398	1390081	776254827	181312	54390580
33	Uttar Pradesh	14447650	6154650329	15385832	5560060350	19312200	5093550064	2131038	363871054
34	West Bengal	2304310	2126757704	2715901	1824976406	3955178	2056808144	353519	139494179
Grand Total		67911981	42434873871	81892803	39969782658	97857086	37614137461	10331950	2566111074

* As of now, eChallan system is implemented/running in 34 states only. Lakshwadeep and Telangana are non-implementing states.

SOLID WASTE MANAGEMENT RULES, 2016

2173. SHRIMATI DAGGUBATI PURANDESWARI:

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

- whether the Government has laid down specific rules for solid waste management in urban areas under the Solid Waste Management Rules, 2016;
- if so, the details thereof along with the categories of waste permitted to be sent to sanitary landfill sites under the said Rules;
- whether the Rules promote recycling, reuse and minimisation of landfill

waste through biomining and bio-remediation of dumpsites and if so, the details thereof;

- (d) the measures being taken by local authorities to implement Waste to Energy initiatives in line with these Rules; and
- (e) whether the Government is providing any technical or financial assistance to support such projects across Urban Local Bodies and if so, the details thereof?

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

(a) to (c): Solid Waste Management Rules, 2016 notified by Ministry of Environment, Forest & Climate Change (MoEF&CC) shall apply to every urban local body, outgrowths in urban agglomerations, census towns as declared by the Registrar General and Census Commissioner of India. As per rules local authorities shall allow only the non-usable, non-recyclable, non-biodegradable, non-combustible and non-reactive inert waste and pre-processing rejects and residues from waste processing facilities to go to sanitary landfill.

Under the rules the local authorities shall investigate and analyze all old open dumpsites and existing operational dumpsites for their potential of biomining and bio-remediation and wheresoever feasible, take necessary actions to bio-mine or bio-remediate the sites and every effort shall be made to recycle or reuse the rejects to achieve the desired objective of zero waste going to landfill.

Further, Central Pollution Control Board (CPCB) has issued guidelines for

Disposal of Legacy Waste and also issued directions to all State Pollution Control Boards / Pollution Control Committees for enforcement of provisions of Solid Waste Management Rules, 2016, regarding bio-mining of legacy waste.

(d) and (e): As per the 7th schedule of the constitution, sanitation is a state subject. It is the responsibility of State/ULBs to assess the shortfall, plan, design, execute and operate sanitation projects in the urban areas.

Ministry of Housing & Urban Affairs (MoHUA) supplements the efforts of States/UTs by providing policy directions, financial and technical support by sharing Manuals/Standard of Procedures (SoPs) on Solid Waste Management and issue various Advisories & Guidelines time to time for choosing appropriate technologies to manage solid waste.

Under Solid Waste Management (SWM) component of SBM-U 2.0, Central Share (CS) assistance is given to States/ UTs for establishing of various types of MSW management plants like, Waste-to-Compost (WtC), Waste-to-Energy (WtE), Bio-methanation, Material Recovery Facilities (MRF) and legacy waste dumpsites remediation, etc.

The selection of treatment technologies, is open to ULBs/State Governments. Also, State/UTs opt for different approaches i.e. cluster based or decentralised based on their resources, technology, topography, type of waste involved, climatic conditions etc.

Under SBM-U 2.0, WtE plants of 5128.74 TPD having project cost worth ₹911.14 crores and central share of ₹216.76 crores have been approved.

JINDAL VIJAYANAGAR AIRPORT UNDER UDAN SCHEME**2174. SHRI E. TUKARAM:**

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

- (a) whether the Government proposes to consider Jindal Vijayanagar Airport in Bellary district of Karnataka under the UDAN Scheme and if so, the details thereof; and
- (b) whether the flights from Jindal Vijayanagar Airport to Hyderabad, Goa and Mumbai are being actively considered under the UDAN Scheme 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): Regional Connectivity Scheme-Ude Desh ka Aam Nagrik (RCS-UDAN) is a market-driven scheme under which airline operators assess the feasibility of operating on specific routes and participate in the scheme through periodic bidding rounds. The selection of airlines is carried out through a transparent bidding process. If any airline submits a valid bid for the requested routes in a future bidding round, the same will be considered in accordance with the provisions of the UDAN Scheme. However, airlines are also free to operate flights on these routes independently, subject to airport feasibility and their commercial viability.

Currently, M/s Star Air is operating commercial flights between Vidyanagar and Bangalore.

POTHOLES RELATED CRASHES ON NHs**2175. SHRI RAJA RAM SINGH:**

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

- (a) the number of road accidents, injuries and fatalities in the country due to potholes or poor road surface conditions during each of the last five years, particularly on National Highways (NHs), State/UT-wise;
- (b) the total number of deaths and permanent injuries caused by pothole-related crashes in 2023 and comparison of the same with previous years;
- (c) the total number of complaints received from the public regarding potholes and unmaintained road surfaces during this period and the average time taken to address and rectify such complaints;
- (d) the details of any proposals to adopt real-time monitoring technologies and enhanced citizen reporting systems to detect and address potholes, lighting failures and other hazards promptly; and
- (e) the specific timelines and budgetary allocations proposed or provided for improving road safety, maintenance responsiveness and infrastructure coordination with electricity and municipal authorities?

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

(a) and (b): Government publishes report on “Road Accidents in India” based on data received from States/UTs. As per the report drawn from information provided by the State Police, State-wise details of number of road accidents, fatalities and injuries caused due to 'potholes' on all roads including National

Highways & State Highways and urban roads during the calendar Year 2020 to 2024 are given in the enclosed **Statement**.

(c) to (e): Government of India is responsible for development and maintenance of National Highways. Respective State Governments are responsible for development and maintenance of roads under their jurisdiction. Complaints are received through several online platforms/ portals such as Rajmargyatra App, National Highways Authority of India (NHAI) Toll Free 1033 Helpline No., Public Grievance Portal, social media, etc. with respect to highway maintenance and other issues.

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 agencies.

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.

No separate maintenance expenditure is recorded in respect of above NHs stretches. Expenditure incurred in the above contracts during DLP and concession period is not being accounted.

For all remaining sections of NH 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. Year – wise details of funds allocated and expenditure incurred towards Maintenance & Repair (M&R) of such NHs stretches since 2014-15 onwards are as under:-

Year	Allocation (₹ in Crore)	Expenditure (₹ in Crore)
2014-15	3,660	3,614
2015-16	3,856	3,701
2016-17	3,751	3,408
2017-18	3,655	3,358
2018-19	4,139	3,505
2019-20	3,418	3,011
2020-21	5,948	5,948
2021-22	5,214	5,135
2022-23	6,510	6,278
2023-24	6,581	6,523
2024-25	9,489	9,488

2025-26 (till 31.12.2025)	8,843	7,071

STATEMENT

State wise details of number of road accidents, fatalities and injuries caused due to 'potholes' during the calendar Year 2020 :

State/UT	Accidents	Killed	Grievous injury	Minor Injury	Total number of Injured person
Andhra Pradesh	0	0	0	0	0
Arunachal Pradesh	13	8	6	11	17
Assam	194	57	180	26	206
Bihar	0	0	0	0	0
Chhattisgarh	5	1	0	4	4
Goa	0	0	0	0	0
Gujarat	6	6	4	2	6
Haryana	183	69	67	120	187
Himachal Pradesh	0	0	0	0	0
Jharkhand	129	79	82	30	112
Karnataka	36	7	27	12	39
Kerala	25	2	19	10	29
Madhya Pradesh	439	96	85	409	494
Maharashtra	61	39	44	5	49
Manipur	2	1	1	0	1
Meghalaya	0	0	0	0	0
Mizoram	1	1	0	0	0
Nagaland	57	2	5	27	32
Orissa	174	80	93	53	146
Punjab	102	78	25	8	33
Rajasthan	120	50	43	84	127
Sikkim	0	0	0	0	0
Tamil Nadu	522	128	327	226	553
Telangana	58	36	2	33	35
Tripura	0	0	0	0	0
Uttarakhand	4	1	6	0	6
Uttar Pradesh	1447	759	594	377	971

West Bengal*	75	41	57	8	65
Andaman & Nicobar Islands	0	0	0	0	0
Chandigarh	0	0	0	0	0
Dadra & Nagar Haveli and Daman and Diu	1	1	0	0	0
Delhi	55	13	5	44	49
Jammu & Kashmir	4	0	0	6	6
Ladakh					
Lakshadweep	0	0	0	0	0
Puducherry	0	0	0	0	0
Total	3713	1555	1672	1495	3167

State wise details of number of road accidents, fatalities and injuries caused due to 'potholes' during the calendar Year 2021 :

State/UT	Accidents	Killed	Grievous Injury	Minor Injury	Total number of Injured person
Andhra Pradesh	0	0	0	0	0
Arunachal Pradesh	25	13	11	19	30
Assam	187	55	197	22	219
Bihar	0	0	0	0	0
Chhattisgarh	15	4	1	9	10
Goa	0	0	0	0	0
Gujarat	8	5	4	4	8
Haryana	102	38	12	72	84
Himachal Pradesh	20	11	13	30	43
Jharkhand	97	77	47	11	58
Karnataka	67	16	44	34	78
Kerala	16	6	11	8	19
Madhya Pradesh	711	220	151	578	729
Maharashtra	33	14	45	8	53
Manipur	6	0	6	3	9
Meghalaya	0	0	0	0	0
Mizoram	0	0	0	0	0
Nagaland	15	3	3	6	9

Orissa	213	93	117	49	166
Punjab	114	77	50	29	79
Rajasthan	69	23	19	55	74
Sikkim	0	0	0	0	0
Tamil Nadu	459	109	128	297	425
Telangana	87	29	3	65	68
Tripura	0	0	0	0	0
Uttarakhand	0	0	0	0	0
Uttar Pradesh	1254	649	481	335	816
West Bengal*	64	28	41	11	52
Andaman & Nicobar Islands	0	0	0	0	0
Chandigarh	0	0	0	0	0
Dadra & Nagar Haveli and Daman and Diu	2	2	0	0	0
Delhi	56	9	5	63	68
Jammu & Kashmir	4	0	0	6	6
Ladakh	0	0	0	0	0
Lakshadweep	0	0	0	0	0
Puducherry	1	0	0	0	0
Total	3625	1481	1389	1714	3103

State wise details of number of road accidents, fatalities and injuries caused due to 'potholes' during the calendar Year 2022 :

State/UT	Accidents	Killed	Grievous Injury	Minor Injury	Total number of injured person
Andhra Pradesh	0	0	0	0	0
Arunachal Pradesh	20	15	15	7	22
Assam	319	117	275	26	301
Bihar	0	0	0	0	0
Chhattisgarh	40	7	0	45	45
Goa	0	0	0	0	0
Gujarat	0	0	0	0	0
Haryana	130	47	5	131	136
Himachal Pradesh	2	2	0	2	2

Jharkhand	56	34	19	14	33
Karnataka	55	19	36	20	56
Kerala	25	1	19	11	30
Madhya Pradesh	759	199	90	718	808
Maharashtra	4	4	1	0	1
Manipur	5	3	0	8	8
Meghalaya	1	0	1	0	1
Mizoram	2	2	1	1	2
Nagaland	12	1	5	3	8
Orissa	158	69	106	35	141
Punjab	84	60	37	9	46
Rajasthan	98	51	36	61	97
Sikkim	1	0	1	1	2
Tamil Nadu	446	107	109	252	361
Telangana	153	40	12	117	129
Tripura	1	1	1	0	1
Uttarakhand	0	0	0	0	0
Uttar Pradesh	1986	1030	905	516	1421
West Bengal*	44	34	25	21	46
Andaman & Nicobar Islands	0	0	0	0	0
Chandigarh	1	1	0	0	0
Dadra & Nagar Haveli and Daman and Diu	7	4	3	0	3
Delhi	28	7	2	22	24
Jammu & Kashmir	7	0	0	9	9
Ladakh	0	0	0	0	0
Lakshadweep	0	0	0	0	0
Puducherry	2	1	1	0	1
Total	4446	1856	1705	2029	3734

State wise details of number of road accidents, fatalities and injuries caused due to 'potholes' during the calendar Year 2023 :

State/UT	Accidents	Killed	Grievous Injury	Minor Injury	Total number of injured person
Andhra Pradesh	0	0	0	0	0
Arunachal Pradesh	29	11	19	14	33
Assam	271	79	226	26	252
Bihar	0	0	0	0	0
Chhattisgarh	22	10	1	20	21
Goa	0	0	0	0	0
Gujarat	0	0	0	0	0
Haryana	117	50	52	31	83
Himachal Pradesh	18	7	11	38	49
Jharkhand	48	38	26	4	30
Karnataka	237	68	152	152	304
Kerala	6	1	5	0	5
Madhya Pradesh	1205	177	261	1034	1295
Maharashtra	61	29	27	18	45
Manipur	2	1	0	2	2
Meghalaya	0	0	0	0	0
Mizoram	0	0	0	0	0
Nagaland	0	0	0	0	0
Orissa	144	61	118	34	152
Punjab	89	68	26	7	33
Rajasthan	90	37	37	69	106
Sikkim	0	0	0	0	0
Tamil Nadu	620	159	341	323	664
Telangana	157	14	6	127	133
Tripura	0	0	0	0	0
Uttarakhand	1	1	0	1	1
Uttar Pradesh	2632	1320	1322	695	2017
West Bengal*	41	22	25	8	33
Andaman & Nicobar Islands	0	0	0	0	0
Chandigarh	0	0	0	0	0

Dadra & Nagar Haveli and Daman and Diu	0	0	0	0	0
Delhi	22	5	5	17	22
Jammu & Kashmir	4	0	0	4	4
Ladakh	24	3	6	19	25
Lakshadweep	0	0	0	0	0
Puducherry	0	0	0	0	0
Total	5840	2161	2666	2643	5309

State wise details of number of road accidents, fatalities and injuries caused due to 'potholes' during the calendar Year 2024 :

State/UT	Accidents	Killed	Grievous Injury	Minor Injury	Total number of injured person
Andhra Pradesh	0	0	0	0	0
Arunachal Pradesh	28	17	12	8	20
Assam	197	87	165	14	179
Bihar	0	0	0	0	0
Chhattisgarh	36	9	4	23	27
Goa	0	0	0	0	0
Gujarat	10	6	8	1	9
Haryana	84	51	28	35	63
Himachal Pradesh	63	19	26	72	98
Jharkhand	54	32	29	4	33
Karnataka	93	24	53	65	118
Kerala	11	1	8	1	9
Madhya Pradesh	1069	277	147	857	1004
Maharashtra	75	43	53	12	65
Manipur	0	0	0	0	0
Meghalaya	0	0	0	0	0
Mizoram	0	0	0	0	0
Nagaland	1	1	0	0	0
Orissa	168	85	99	50	149
Punjab	150	131	47	12	59
Rajasthan	91	56	39	68	107
Sikkim	0	0	0	0	0

Tamil Nadu	360	109	106	274	380
Telangana	86	27	12	74	86
Tripura	0	0	0	0	0
Uttarakhand	0	0	0	0	0
Uttar Pradesh	2727	1369	1371	738	2109
West Bengal*	41	24	21	15	36
Andaman & Nicobar Islands	0	0	0	0	0
Chandigarh	0	0	0	0	0
Dadra & Nagar Haveli and Daman and Diu	1	1	0	0	0
Delhi	84	16	10	79	89
Jammu & Kashmir	3	0	0	3	3
Ladakh	0	0	0	0	0
Lakshadweep	0	0	0	0	0
Puducherry	0	0	0	0	0
Total	5432	2385	2238	2405	4643

RAW MATERIAL ASSISTANCE SCHEME FOR MSMEs

2176. SHRI MADDILA GURUMOORTHY:

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

- (a) whether the Government is aware that several eligible Micro, Small and Medium Enterprises (MSMEs) in Tirupati District have not been able to effectively access benefits under the Raw Material Assistance Scheme meant for financing procurement of indigenous and imported raw materials;
- (b) if so, the reasons for low coverage, delays or rejection of applications in the district;
- (c) the number of applications received, sanctioned, pending and rejected from

Tirupati District during the last three years;

- (d) the measures taken and proposed to simplify procedures, ensure timely financial assistance and prevent exclusion of genuine MSMEs; and
- (e) whether the Government proposes any compensation, interest relief or special assistance to MSMEs in Tirupati District that suffered production losses due to delay or denial of assistance under the 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) to (e): The National Small Industries Corporation Limited (NSIC), a Public Sector Undertaking under the Ministry of Micro, Small and Medium Enterprises (MSME) under its Raw Material Assistance (RMA) Scheme, facilitates MSMEs to meet their raw material requirement by making arrangements with bulk manufacturers for procuring the materials and supplying the same to MSMEs. NSIC has established its branch Office at Chennai which is nearest to Tirupati. All business proposals of Tirupati district are looked after by its Chennai branch office.

Further, NSIC endeavors to enhance awareness of the scheme through outreach programmes. NSIC offices as well as District Industries Centres are also providing handholding support to MSMEs to address operational issues faced by MSMEs during availing benefits of the scheme.

No rejection or delay in processing of application has been reported. 03

applications under RMA scheme from Tirupati districts were received by NSIC from 2023-24 to 2025-26 (as on 31.01.2026), out of which 01 applicant received sanction and 02 applications are under documentation process.

NSIC has taken several measures to facilitate coverage of maximum number of MSMEs under its RMA Scheme which include creation of awareness through various outreach programmes; procedural simplifications and strengthening of application process from time to time; handhold support to address operational issues during availing of RMA, etc.

SETTING UP OF FOOD PROCESSING AND VALUE

ADDITION UNITS IN WEST KHASI HILLS

2177. DR. RICKY A. J. SYNGKON:

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

- (a) whether the Government proposes to set up food processing and value-addition units in hill districts such as Ri-Bhoi and West Khasi Hills known for pineapple, turmeric and black pepper cultivation and if so, the details thereof;
- (b) the details of projects approved under PM Formalisation of Micro Food Processing Enterprises (PMFME) and Pradhan Mantri Kisan Sampada Yojana (PMKSY) in these areas during the last five years; and
- (c) whether any steps have been taken/being taken by the Government to provide cold storage, packaging and market linkages for perishable produce from remote hill villages 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) to (c): The Ministry of Food Processing industries (MoFPI) does not setup any food processing industries on its own. However, it incentivizes setting up of such industries through its Central Sector Pradhan Mantri Kisan SAMPADA Yojana (PMKSY) Scheme, Production Linked Incentive Scheme for Food Processing Industry (PLISFPI) and a Centrally sponsored Pradhan Mantri Formalization of Micro Food Processing Enterprises (PMFME) scheme across the country including Ri-Bhoi and West Khasi Hills districts of Meghalaya and thereby helps in increasing value addition of food products. These schemes are not region or state specific but demand driven.

Under PMFME, loans for 2 micro food processing enterprises have been sanctioned in Pineapple processing and 1 loan has been sanctioned in Spice processing during the last five years in Ri Bhoi district. Similarly, loans for 8 micro food processing enterprises have been sanctioned in Fruit based products including Pineapple during the last five years in West Khasi Hills district.

Under PMKSY, Total 2 food processing projects have been approved in Ri Bhoi district, out of which one project with project cost of Rs. 9.92 crore and grants in aid of Rs. 4.61 crore has been sanctioned during last five years.

MoFPI provides financial assistance to eligible entrepreneurs for establishing food processing industry including perishable food products,

through its three schemes as per related scheme guidelines across the country including remote hilly areas of Meghalaya. These schemes aim towards creation of modern infrastructure with efficient supply chain management from farm gate to retail outlet which includes storage, transportation, creation of market linkages etc., thereby help in providing better returns to farmers and increasing the processing level, reducing wastage of agricultural produce and creating off-farm employment opportunities.

Under Branding and Marketing component of the PMFME scheme, support is provided to Farmer Producer Organisations /Self Help Groups/Cooperatives or an Special Purpose Vehicle of micro food processing enterprises for developing a common packaging & branding with provision for quality control, standardization, and adhering to food safety parameters for consumer retail sale.

MoFPI, under its schemes, does not provide financial assistance for establishment of standalone cold storages facilities. However, it incentivizes creation of cold storage infrastructure as part of food processing projects under relevant component schemes of PMKSY.

Department of Agriculture & Farmers Welfare is implementing Mission for Integrated Development of Horticulture (MIDH) under which capital assistance is provided for various horticulture activities including Construction/Expansion/Modernization of cold storages of capacity up to 5000 MT in the country on the basis of Annual Action Plan (AAP) received from States/UTs.

RAH-VEER SCHEME**2178. SHRI G. M. HARISH BALAYOGI:**

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

- (a) the number of Good Samaritans recognised and rewarded under the Rah-Veer Scheme, State-wise and district-wise in Andhra Pradesh;
- (b) the number of cases in which the enhanced incentive of Rs. 25,000 has been disbursed and the total amount disbursed under the Scheme, State-wise and district-wise in Andhra Pradesh;
- (c) the number of nominations received and awarded the national-level Rah-Veer Award of Rupees one lakh in Andhra Pradesh during the last three years, year-wise;
- (d) the steps taken by the Government to promote awareness of the Rah-Veer Scheme and the Good Samaritan provisions;
- (e) the number of beneficiaries who have received enhanced compensation for grievous injury and death under the hit-and-run compensation scheme during the last three years, year-wise and district-wise in Andhra Pradesh;
- (f) the number of National Highway toll plazas equipped with ambulances and trained emergency medical personnel, corridor-wise and district-wise in Andhra Pradesh, particularly in Dr. B.R. Ambedkar Konaseema district; and
- (g) the funds allocated, released, utilised for the Rah-Veer Scheme, hit-and-run compensation and highway emergency medical services in Andhra Pradesh during the last three years, year-wise?

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

(a) to (d): As per information available, State/UT-wise number of Rah-veers (erstwhile Good Samaritans) are given in the enclosed **Statement-I**.

Further, as per information received from Transport Department of Andhra Pradesh, a total of 23 Good Samaritans have been awarded ₹5,000/- each. The district-wise details are as under:

Sl. No.	Year	District	No. of Good Samaritans recognized	No. of Good Samaritans rewarded
1	2022	West Godavari	3	3
2	2024	Anantapuramu	18	16
3	2024	Guntur	2	2
4	2024	Visakhapatnam	2	2

Further, the State Government of Andhra Pradesh has informed that the Rah-veer Scheme has been published on State-level and National-level platforms through online and offline modes. All the Collectors and District Magistrates have also been sensitised for promotion of the Scheme and for creating awareness across all districts. During the observance of National Road Safety Month in January, 2026, district officials of all stakeholder departments undertook extensive video-based publicity of the Rah-Veer Scheme.

Besides, the Central Government also has undertaken awareness programme of the Rah-veer scheme through digital media outreach as well as onground activities, such as Nukkad Nataks, etc. during various events including meetings, seminars and conferences undertaken during National Road Safety

Month observed in the month of January each year.

The Government has not received any nomination for grant of national-level Rah-Veer Award during last three years.

(e) to (g): Further, as per information received from the General Insurance Council (GIC), no compensation was paid in Andhra Pradesh under the Hit-and-Run scheme during 2022–23 and 2023–24. During 2024–25, a total of ₹1.83 crore has been disbursed, comprising ₹1.30 crore for 65 death cases and ₹0.53 crore for 106 injury cases. District-wise details of the compensation paid are given in the enclosed **Statement-II**.

The details of Corridor-wise toll plazas equipped with ambulances and Medical Aid Posts available on National Highways in Andhra Pradesh along with expenditure made during the last three years is given in the enclosed **Statement-III**. The details of toll plazas in Dr. B.R. Ambedkar Konaseema district are given in the enclosed **Statement-IV**.

The Government has provided a sum of Rs. 5 lakh to each of 31 States / Union Territories, including Andhra Pradesh, as advance for implementation of Rah-veer (erstwhile Good Samaritan) scheme. The compensation under Hit and Run cases is provided by GIC.

STATEMENT-I

STATE/UT - wise number of Good Samaritans awarded under scheme

Sl. No	STATE	No. of Awardees
1	Andhra Pradesh	23
2	Assam	1
3	Bihar	95

4	Gujarat	30
5	Himachal Pradesh	20
6	Jammu & Kashmir	1
7	Jharkhand	22
8	Madhya Pradesh	54
9	Nagaland	16
10	Rajasthan	34
11	Sikkim	3
12	Tamil Nadu	3
13	Tripura	3
14	Uttar Pradesh	14
15	Uttarakhand	251
Total		570

STATEMENT-II

District-wise details of compensation paid for hit and run cases in Andhra

Pradesh:

Sl. No	Financial Year 2024-25		
	DISTRICT	DEATH	INJURED
1.	ALLURI SEETHARAMARAJU	0	0
2.	ANAKAPALLI	2	0
3.	ANANTAPUR	3	1
4.	ANNAMAYA	0	0
5.	BAPATLA	0	0
6.	CHITTOOR	0	0
7.	DR. B.R. AMBEDKAR KONASEEMA	0	0
8.	EAST GODAVARI	0	5
9.	ELURU	0	0
10.	GUNTUR	4	5
11.	KAKINADA	3	0
12.	KRISHNA	23	5
13.	KURNOOL	0	0

14.	NANDYAL	0	0
15.	PALNADU	0	0
16.	PARVATHIPURAM	0	0
17.	PRAKASAM	0	0
18.	SRI POTTI SRIRAMULU NELLORE	0	0
19.	SRI SATHYASAI	0	0
20.	SRIKAKULAM	0	0
21.	TIRUPATI	0	0
22.	VIJAYAWADA	19	58
23.	VISAKHAPATNAM	9	30
24.	VIZIANAGARAM	2	0
25.	WEST GODAVARI	0	2
26.	Y.S.R.	0	0
Total		65	106
AMT PAID FOR AP 24-25		130 Lakhs	53 Lakhs
TOTAL AMT PAID FOR AP 24-25			183 Lakhs

STATEMENT-III

Corridor-wise details of toll plazas equipped with ambulances and Medical Aid Posts available on National Highways in Andhra Pradesh:

S. No	Name of the Corridor	Name of the Toll Plaza	District	Stretch	Whether Ambulance available at the Plaza or not	Whether Medical Aid Post available at the plaza or not	Funds utilized towards Ambulance & Medical Aid Posts (Rs. in Cr.)		
							FY 2023 - 24	FY 2024 - 25	FY 2025 - 26
1	Kolkata - Chennai	Marripalem	Anakapalli	Anandapuram Pendurthi Anakapalli Section of NH-16	Yes	Yes	0.17	0.21	0.18
2		Vempadu	Anakapalli	Anakapalli - Annavaram Section of NH-16	Yes	Yes	0.72	0.72	0.72
3		Bollapalli	Bapatla	Chilakaluripet - Nellore Section of NH-16	Yes	Yes	0.65	0.65	0.65
4		Eethakota	Dr. B.R. Ambedkar Konaseema	Diwancheruvu- Siddhantham Section of NH 216A	Yes	Yes	0.30	0.30	0.30
5		Veeravalli	East Godavari	Gundugolanu - Devarapalli - Kovvuru section of NH-16	Yes	Yes	0.36	0.36	0.36

6	Kalaparru	Eluru	Gundugolanu - Chinna Avutupalli section of NH-16	Yes	Yes	0.19	0.21	0.23
7	Unguturu	Eluru	Siddhantham - Gundugolanu Section of NH 216A	Yes	Yes	0.30	0.30	0.30
8	Kaza	Guntur	Chilakaluripet - Vijayawada section including Chilakaluripet Bypass on NH-16	Yes	Yes	0.36	0.35	0.42
9	Krishnavaram	Kakinada	Annavaram- Diwancheruvu Section of NH-16	Yes	Yes	0.36	0.36	0.36
10	Pottipadu	Krishna	Gundugolanu - Chinna Avutupalli section of NH-16	Yes	No	0.19	0.21	0.23
11	Tangutur	Prakasam	Chilakaluripet - Nellore Section of NH-16	Yes	Yes	0.37	0.37	0.37
12	Musunur	SPS Nellore	Chilakaluripet - Nellore Section of NH-16	Yes	Yes	0.65	0.65	0.65

13	Venkatachalam	SPSR Nellore	Tada - Nellore section of NH 16	Yes	Yes	0.16	0.17	0.18
14	Madapam	Srikakulam	Narasannapeta - Ranastalam section of NH-16	Yes	Yes	0.39	0.40	0.42
15	Laxmipuram	Srikakulam	Ichchapuram - Narasannapeta section of NH-16	Yes	Yes	0.39	0.40	0.42
16	Sullurpeta	Tirupati	Tada - Nellore section of NH 16	Yes	Yes	0.16	0.17	0.18
17	Budunam	Tirupati	Tada - Nellore section of NH 16	Yes	Yes	0.16	0.17	0.18
18	Dukkavanipalem	Visakhapatnam	Anandapuram - Pendurthi - Anakapalli Section of NH-16	Yes	Yes	0.17	0.21	0.18
19	Aganampudi	Visakhapatnam	Anandapuram- Visakhapatnam- Anakapalle section of NH-16	Yes	No	0.39	0.40	0.42
20	Nathavalasa	Vizianagaram	Ranasthalam - Anandapuram of NH- 16	Yes	Yes	0.39	0.40	0.42

21	Hyderabad - Bangalore	Kasepalli	Anantapur	Hyderabad - Bangalore section of NH-44 (Section-2)	Yes	No	0.19	0.21	0.00
22		Marur	Anantapur	Hyderabad - Bangalore section of NH-44	Yes	No	0.19	0.21	0.23
23		Amakathadu	Kurnool	Hyderabad - Bangalore section of NH-44	Yes	No	0.19	0.21	0.23
24	Hubli-Hospet- Bellary- Krishnapatna m	Jodidharmapuram	Anantapur	Gooty - Tadipatri Section of NH-67	Yes	No	0.16	0.18	0.20
25		Mangapatnam	Kadapa	Tadipatri - Jammalamadugu via Muddanur section of NH-67	Yes	Yes	0.16	0.18	0.20
26		DC Palli	SPSR Nellore	Dornala T junction - Nellore section of NH 67	Yes	Yes	0.20	0.20	0.16
27		Buchireddy palem	SPSR Nellore	Dornala T junction - Nellore section of NH 67	Yes	Yes	0.20	0.20	0.16
28		Basapuram	YSR Kadapa	Mydukur - Dornala T Junction section of NH-67	Yes	Yes	0.21	0.21	0.08

29	Bengaluru - Chittoor -	Gadanki	Tirupati	Chit-r - Mallavaram section of NH-140	Yes	Yes	0.30	0.30	0.30
30	Nellore	Merlapaka	Tirupati	Renigunta - Poyya - Naidupeta section of NH 71	Yes	Yes	-	-	0.21
31	Giddalur - Tokapalle -	Medapi	Markapuram	Giddalur - Vinukonda section of NH-544D	Yes	Yes	0.30	0.30	0.25
32	Nandiyal - Ananthpur	Pandillapalli	Markapuram	Giddalur - Vinukonda section of NH-544D	Yes	Yes	0.30	0.30	0.25
33	Kathipudi - Ongole	Reddypalem	Bapatla	Repalle - Epurupalem in the Section of NH- 216	Yes	No	-	0.09	0.19
34		Annampalli	Dr. B.R. Ambedkar Konaseema	Guraianapalli - Pasarlapudi section of NH-216	Yes	Yes	0.05	0.18	0.15
35		Gollaprolu	Kakinada	Kathipudi - Start of Kakinada Bypass Section of NH-216	Yes	Yes	0.05	0.18	0.15
36		Munjuluru	Krishna	Losari - Machavaram in the section of NH- 216	Yes	No	0.04	0.17	0.19

37		Mopidevi	Krishna	Machilipatnam - Avanigadda in the Section of NH-216	Yes	No	0.04	0.17	0.19
38		Seetharampuram	West Godavari	Dhindi - Digamarru and Digamarru - Losari section of NH216	Yes	Yes	0.05	0.18	0.15
39		Chinnaganjam	Bapatla	Eepuripalem - Ongole Section of NH-216	Yes	No	0.19	0.20	0.17
40	Solapur- Kurnool-	Bandapalli	Annamayya	Rayachoty - Kadapa section of NH-40	Yes	No	0.20	0.20	0.20
41	Chennai	Thenepalli	Chittoor	Piler - Puthalapattu section of NH-40	Yes	Yes	0.20	0.20	0.20
42		Paatimeedapalli	YSR Kadapa	Kadapa - Kurnool section of NH-40	Yes	Yes	0.32	0.39	0.33
43		Nannur	Kurnool	Kadapa - Kurnool section of NH-40	Yes	Yes	0.39	0.38	0.35
44		Chagalamarri	Nandyal	Kadapa - Kurnool section of NH-40	Yes	Yes	0.35	0.32	0.32
45		Chapirevula	Nandyal	Kadapa - Kurnool section of NH-40	Yes	Yes	0.38	0.32	0.38
46		Durgamvaripalli	Pileru	Pileru-Rayachoty section of NH-18	Yes	Yes	0.20s	0.20	0.20

47	Kodikonda - Lepakshi - Hindupur -	Rolla	Sri Satya Sai	Madakasira – Sira section of NH-544E	Yes	No	-	-	0.20
48	Rolla - Karnataka Border	Cholasamudram	Anantapur	Kodikonda - Madakasira section of NH-544E	Yes	No	0.16	0.18	0.20
49	Nakrekal - Nalgonda, Macherla -	Veeranjaneyapura m	Palnadu	Nagarjunasagar - Davulapalli Section of NH-565	Yes	No	-	0.03	0.14
50	Kanigiri - Erpedu	Millampalli	Markapuram	Davulapalli - Vaggampalli Section of NH-565	Yes	No	0.19	0.20	0.17
51		Mekalavaripalle	Markapuram	Davulapalli - Vaggampalli Section of NH-566	Yes	No	0.19	0.20	0.17
52		Raaviguntapalli	Markapuram	Davulapalli - Vaggampalli Section of NH-565	Yes	No	0.19	0.20	0.17
53		Brahmanapalli	SPSR Nellore	Vaggampalle - Dornala T Junction of NH 565	Yes	Yes	-	0.04	0.22
54		Rapur	SPSR Nellore	Penchalakona - Yerpedu section of NH-565	Yes	Yes	0.21	0.21	0.21

55		Chinthalapalem	Tirupati	Penchalakona - Yerpedu section of NH-565	Yes	Yes	0.21	0.21	0.21
56	Pune – Hyderabad – Vijayawada	Davuluru	Krishna	Vijayawada - Machiliaptnam in the section of NH-65	Yes	No	0.04	0.25	0.38
57		Keesara	NTR	Vijayawada - Nandigama in the section of NH-65	Yes	No	0.16	0.17	0.18
58	Urvakonda - Anantapur - Madanapalle - Tamil Nadu Border	Vaddupalli	Anantapur	Anantapur - Kalyandurg Section of NH-544DD	Yes	No	0.16	0.18	0.20
59		Jelli Palli	Anantapur	AP Border - Anantapur Section of NH-42	Yes	No	0.16	0.18	0.20
60		Yerradoddi	Anantapur	Mudigubba - Anantapur District Border Section of NH-42	Yes	No	0.16	0.18	0.20
61		Burakayalakota	Annamaya	Mulakala Cheruvu - Madanapalli stretch of NH-42	Yes	Yes	-	-	0.03

62		Dhanamaiahgaari Palle	Chittoor	Palamaneru - Krishnagiri Section of NH - 42	Yes	No	0.19	0.19	0.24
63		Bandlapalli	Chittoor	Palamaneru - Punganur - Madanapalli Section of NH - 42	Yes	No	0.19	0.19	0.24
64		Bathalapalli	Sri Satya Sai	Rapthadu - Mudigubba section of NH-42	Yes	No	0.16	0.18	0.20
65	Rajamahendr avaram - Vizianagaram	Pedagaruvu	Alluri Sitharama Raju	Paderu – Gondiguda Section & Gondiguda – Araku Section of NH-516E	Yes	Yes	-	-	0.04
66		Gantyada	Vizianagaram	Bowdara – Vizianagaram Section of NH-516E	Yes	Yes	0.06	0.06	0.06
67	Ibrahimpatna m - Tiruvuru (AP/TG Border)	Badava	NTR	Ibrahimpatnam - AP/TS Border in the section of NH-30	Yes	No	0.19	0.21	0.23

68	Raipur - Visakhapatna m	Jonnada	Vizianagaram	Raipur - Visakhapatnam section	Yes	Yes	0.17	0.21	0.18
69	Anantapur - Rayadurg- Karnataka Border	Kadampalli	Anantapur	Kalyandurg - Molakalmuru section of NH-544DD	Yes	No	-	-	0.06
70	Bargarh (Odisha) – Vizianagara m (Andhra Pradesh)	Manapuram	Vizianagaram	Saluru Bypass section of NH-26	Yes	No	-	-	0.11
71	Madanapalle - Tirupati	Gandaboyina Palli	Annamaya	Madanapalle - Pileru Section of NH-71	Yes	Yes	-	-	0.23
72	Chittoor – Ranipet	Mahasamudram	Chittoor	TN/AP Border - Nalagampalli, AP/Karnataka Border Section of NH-4	Yes	Yes	0.21s	0.21	0.21
73	Haggari - Mantralayam - Mahbubnagar - Jadcherla Road	Halaharvi	Kurnool	Adoni - Madhavaram Via Mantralayam Section of NH-167	Yes	No	0.16	0.18	0.20

74	Karnataka Border- Venkatagirikot a-Tamil Nadu Border	Ramanathapuram	Chittoor	Mangalore - Thiruvannamalai Section of NH - 75	Yes	No	-	-	0.05
75	Kurnool - Mandlem - Atmakur - Dornala	Rudravaram	Nandyal	Mandlem - Atmakur section of NH-340C	Yes	Yes	-	-	0.40
76	Rayachoti - Chinnamande m - Gurramkonda - Kurabalakota	Mudiveedu	Annamayya	Rayachoty - Angallu section of NH-340	Yes	No	0.20	0.20	0.20
77	Odisha Border - Kotabommali - Narasannap eta	Gorribanda	Srikakulam	AP ordisa Border - Narasannapetta section of NH-326A	Yes	Yes	0.18	0.18	0.18
78	Seetharampur am - Duttaluru - Kavali	Basinenipalli	SPS Nellore	Seetharamapuram - Duttalur Section of NH-167BG	Yes	No	-	-	0.08
79	Mydukur - Pamaru -	Sameerapalem	Prakasam	Malakonda - Singarayakonda Section of 167B	Yes	No	-	-	0.11

	Singarayakon da								
80	Vishakhapatn am Port Connectivity	Panchavati	Visakhapatnam	Vishakhapatnam Port Connectivity Project	Yes	Yes	0.17	0.21	0.18
Total							6.67	8.34	10.24

STATEMENT - IV**The details of toll plazas in Dr. B.R. Ambedkar Konaseema district**

S. No	Name of the Toll Plaza	District	Name of the Corridor	Stretch	Whether Ambulance available at the Plaza or not	Whether Medical Aid Post available at the plaza or not	Funds utilized towards Ambulance & Medical AID Posts (Rs. in Cr.)		
							FY 2023 - 24	FY 2024 - 25	FY 2025 - 26
1	Annampalli	Dr. B.R. Ambedkar Konaseema	Kathipudi - Ongole	Guraianapalli to Pasarlapudi section of NH-216	Yes	Yes	0.05	0.18	0.15
2	Eethakota	Dr. B.R. Ambedkar Konaseema	Kolkata - Chennai	Diwancheruvu-Siddhantham Section of NH 216A	Yes	Yes	0.30	0.30	0.30
Total							0.35	0.48	0.45

'HAR GHAR NAL SE JAL' UNDER JAL JEEVAN MISSION**2179. DR. NAMDEO KIRSAN:**

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

- the aims and objectives to launch the 'Har Ghar Nal Se Jal' under Jal Jeevan Mission in the country;
- the number of villages and cities still experiencing water shortage in the country, Statewise.
- the steps taken by the Government to make sufficient drinking water available to the people; and
- the details of the financial allocation made for the said purpose during each

of the last ten years along with the targets achieved in this regard?

**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): Since August 2019, Government of India, in partnership with states, is implementing Jal Jeevan Mission (JJM) – Har Ghar Jal, aiming at provisioning of potable water to every rural household through tap water connection at a service level of 55 litre per capita per day (lpcd), of prescribed quality (BIS:10500), on regular and long-term basis.

At the time of announcement of JJM, 3.23 Crore (17%) rural households were reported to have tap water connections. So far, as reported by States/ UTs as on 10.02.2026, around 12.56 Crore additional rural households have been provided with tap water connections. Thus, as on 10.02.2026, out of 19.36 Crore rural households, in around 5.86 lakh villages, in the country, around 15.69 Crore (81.02%) households spread around 5.82 lakh villages, are reported to have tap water supply in their homes. Further, as on 10.02.2026, more than 2.72 lakh villages are reported as 'Har Ghar Jal' i.e. 100% rural households are having tap water supply. State/ UT-wise details are available in public domain and accessible through JJM-IMIS at:

https://ejalshakti.gov.in/JJM/JJMReports/Physical/Rpt_JJM_VillageWisePWSRreport.aspx

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. Government of India supplements the efforts of the State/ UT government by providing technical and financial assistance. Year-wise details of financial progress made under the JJM as on 28.01.2026 is as under:

(Amount in Rs. Crore)

Year	BE/ RE	Fund utilized against allocation (including Department Level Expenditures)	Total Expenditure (Centre + State)
2019-20	10,000.66	10,000.44	10,074.28
2020-21	11,000.00	10,999.94	20,449.96
2021-22	45,011.00	40,125.64	43,551.85
2022-23	55,000.00	54,839.79	90,815.55
2023-24	70,000.00	69,992.37	1,51,518.65
2024-25	22,670.00#	22,638.44	90,009.00
2025-26	17,000.00#	31.14	13,051.32
Total	2,30,705.66#	2,08,627.76	4,19,470.61

#total utilization restricted to approved central outlay of Rs. 2,08,652 Crore

Source: JJM-IMIS

Year-wise and State/ UT-wise details of financial progress under the Mission is in public domain and is accessible at:

https://ejalshakti.gov.in/JJM/JJMReports/Financial/JJMRep_StatewiseAllocationReleaseExpenditure.aspx

A number of steps have been taken to plan and implement JJM in the whole country, with speed, *inter alia*, including joint discussions and finalization of saturation plans and annual action plans (AAP) of States/ UTs, 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; 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 Public Financial Management System (PFMS).

Further, Ministry of Housing & Urban Affairs has informed that Government of India provides financial and technical support to the States through various schemes/ Missions such as Atal Mission for Rejuvenation and Urban Transformation (AMRUT) and AMRUT 2.0. The Atal Mission for Rejuvenation and Urban Transformation (AMRUT) was launched by the Central Government on June 25, 2015, for 500 cities (485 cities including 15 merged cities) across all States/UTs in the country. The major thrust areas of the Mission were water supply, sewerage & septage management, storm water drainage, green spaces & parks, non-motorized urban transport. Under AMRUT, 1,403 water supply projects worth ₹43,359.6 crore have been grounded. A total of 6,140 Million Litres per Day (MLD) of Water Treatment Plant (WTP) capacity has been approved under AMRUT, of which, 5,330 MLD WTP capacity has been developed and a total of 73,520 km of water supply pipeline network has been laid or replaced.

AMRUT 2.0 scheme was 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 & 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 so far, 3,528 water supply projects worth ₹1,19,636.49 crore have been approved by MoHUA. Approved projects cover 11,393 MLD water treatment plant capacity and about 1.26 lakh km of water supply network. Under the Mission, States/ Union Territories (UTs) are empowered to select appraise, propose and implement projects. Funds under AMRUT and AMRUT 2.0 are allocated/released/sanctioned to State/UTs and not sector wise. A total of 238 lakh household water tap connections have been provided so far under AMRUT/ AMRUT 2.0 and in convergence with the States.

TRANSIT-ORIENTED DEVELOPMENT POLICIES

2180. SHRI YADUVEER WADIYAR:

SHRI CHANDAN CHAUHAN:

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

- (a) the status of Transit-Oriented Development policies adopted by cities during the last five years;
- (b) the manner in which urban transport planning is being aligned with climate-resilient and low-carbon objectives;
- (c) whether funding has been provided for pedestrian-friendly and cycling

- infrastructure and if so, the details thereof;
- (d) the progress made under national programmes for urban climate adaptation; and
 - (e) the measures undertaken to incentivise cities to adopt integrated land-use and mobility planning?

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

(a) to (e): As per 12th Schedule of the Constitution of India, urban planning including urban transport planning 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 National Transit Oriented Development (TOD) Policy issued by Ministry of Housing and Urban Affairs (MoHUA) in 2017, promotes sustainable compact urban growth by aligning land use planning with mass transit systems like Metro and Bus Rapid Transit System (BRTS). It encourages higher density, mixed-use development within 500–800 m of transit stations, supported by enhanced Floor Area Ratio (FAR), improved non-motorized transport, and multimodal connectivity, aiming to reduce reliance on private vehicles.

The policy's key goals are to increase public transport usage, reduce travel demand, ensure inclusive housing for Economically Weaker Section (EWS), improve walkability and safety, and enable climate-friendly mobility. It is guided by principles, including compact development, affordable housing

integration, mixed-land use, and private sector engagement through tools like Public-Private Partnership (PPP) and land value capture.

Further, as per Metro Policy 2017, there is a provision for Metro project proposal should Mandatorily contain a chapter on the Transit Oriented Development with proposed intermodal integration, universal accessibility adequate walkways, for Non-Motorised Urban Transport, stations for public bike sharing, commensurate parking lots for cycles and personal vehicles as well as adequate arrangement for receiving and dispatch of feeder buses at all metro stations.

Atal Mission for Rejuvenation and Urban Transformation (AMRUT) was launched on 25 June 2015 in selected 500 cities (485 cities including 15 merged cities) and towns across the country. Under AMRUT, Non-motorised Urban Transport is one of the thrust areas of the AMRUT Mission that includes provision of pedestrian, non-motorized and public transport facilities, cycle tracks, parking spaces etc promoting environmental friendly developments with low-carbon objectives, so far, 348 projects worth ₹1,020.7 crore have been grounded of which works worth ₹983.16 crore have been physically completed. 430 km length of pedestrian/walkways and 43 km length of dedicated cycle track created.

Urban climate adaptation is being supported under national programmes such as AMRUT and AMRUT 2.0. Development of green spaces and parks is another thrust area of AMRUT Mission, through 2,497 green spaces & parks projects completed under AMRUT, around 5,277 acre of permeable green space

have been developed. Also, under AMRUT, 09 water body rejuvenation projects worth ₹71.29 crore taken up.

AMRUT 2.0 is launched in the year 2021 in all Urban Local Bodies (ULBs)/ cities. Under the Mission, States/ Union Territories (UTs) are empowered to select appraise, propose and implement projects. Under AMRUT 2.0, rejuvenation of water bodies and wells is one of the main components. The admissible elements under this include harvesting the rainwater through storm water drains into water body (which is not receiving sewage/ effluent). Under AMRUT 2.0, so far, 3,016 water body rejuvenation projects worth ₹6,223.48 crore have been approved. Under AMRUT 2.0, so far 1,665 green spaces & park projects worth ₹1,117.48 crore have been approved. Further, Central Government has launched PM-eBus Sewa Scheme which aims to deploy 10000 electric buses with a Central Assistance (CA) of ₹20,000 crore. As on date, 9642 electric buses have been sanctioned for development in 110 cities across 18 States and 5 UTs under PM eBus Sewa.

The Ministry also supports States/UTs in strengthening the urban planning ecosystem through Scheme for Special Assistance to States for Capital Investment (SSASCI), under the TOD component of SSASCI, the Government provides capital funding incentives to states and cities for notifying TOD corridors. Also, States/UTs are incentivised for Creation of Sponge Cities, creation of Urban Forests, conservation and rejuvenation of water bodies, rejuvenation of existing wells. Under SSASCI 2023-24 & 2024-25 (Urban Planning Reforms), twenty-eight TOD corridors were notified

in six States.

To further encourage States/Union Territories to adopt and implement TOD, the Government has extended the TOD components under Urban Planning Reforms in SSASCI scheme 2025–26 which also covers incentives for Creation of Urban Infrastructure Development Fund (UIDF) with a dedicated escrow account and provisions for betterment levies and cess charges.

WATER-SHARING DISPUTES BETWEEN MAHARASHTRA AND KARNATAKA

2181. SHRI ANIL YESHWANT DESAI:

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

- (a) whether the Union Government is aware of the long-pending water dispute between Maharashtra and Karnataka and if so, the details thereof;
- (b) whether the Government is planning to intervene in the ongoing water-sharing disputes between Maharashtra and Karnataka to ensure equitable distribution and prevent further conflicts, if so, the details thereof and if not, the reasons therefor; and
- (c) whether the Mahadayi Water Disputes Tribunal (MWDT) would expedite its proceedings to resolve water-sharing issues between Maharashtra and Karnataka in view of the recent rise in disputes, 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 (c): For adjudication of disputes relating to waters of inter-state rivers and river valley thereof, the Parliament has enacted the Inter-State River Water Disputes Act, 1956 (hereinafter referred to as the Act). When any request under the act is received from any State Government in respect of any water dispute on the inter-State rivers, and the Central Government is of the opinion that the water dispute cannot be settled by negotiations, the Central Government constitutes a River Water Dispute Tribunal for the adjudication of the said water dispute.

In so far as inter-State water disputes involving the States of Maharashtra and Karnataka are concerned, the Central Government constituted the Krishna Water Disputes Tribunal–II on 02.04.2004 in respect of Krishana River dispute and the Mahadayi Water Disputes Tribunal on 16.11.2010 in respect of Mahadayi River dispute. These Tribunals are adjudicating inter-State water disputes in which Maharashtra and Karnataka are party States, along with other basin States, in accordance with their respective terms of reference

The Krishna Water Disputes Tribunal–II (KWDT-II) has submitted its report and decision under Section 5(3) of the Act on 29.11.2013, recommending allocating of water amongst the States of Andhra Pradesh, Maharashtra and Karnataka. However, on account of stay by Supreme Court vide its order dated 16.09.2011, the award could not be published in the Official Gazette in terms of Section 6(1) of the Act, and the matter continues to remain sub-judice before the

Hon'ble Supreme Court.

Subsequently, in view of the fact that the adjudication by KWDT-II on the terms of reference specified in section 89 of Andhra Pradesh Reorganisation Act, 2014, was still going on, the tenure of the Tribunal had been extended, every time by one more year. Presently, the term of the Tribunal has been extended for a further period of one-year w.e.f. 01.08.2025 vide Gazette Notification No. 3221(E) dt. 10.07.2025.

The Mahadayi Water Disputes Tribunal (MWDT) has submitted its report and decision under Section 5(2) of the Act to Central Government on 14.8.2018. Thereafter, under Section 5(3) of the Act, all three-party States as well as Central Government have filed various references to MWDT for further clarification.

Meanwhile, three contesting states, Maharashtra, Karnataka and Goa have also approached the Hon'ble Supreme Court of India by way of filing separate Special Leave Petitions (SLPs) against the Report-cum-Award of the Tribunal dated 14.8.2018. In this matter, as per Hon'ble Supreme Court order dated 20.2.2020, the Central Government has published MWDT Report-cum-Award dated 14.8.2018 in the Gazette of India on 27.2.2020, which is an action as per the provision of section 6 of the Act.

Taking into consideration the fact that the matters are sub-judice before the Hon'ble Supreme Court, and the joint request made by the learned Senior Counsels for the party States, and also keeping in view the demands of propriety, the MWDT has adjourned the proceedings in respect of the pending

references under section 5(3) of the Act as it may amount to continuing with the parallel proceedings. The matter is sub-judice. Accordingly, the term of Tribunal has been extended for a further period of one-year w.e.f. 16.08.2025 vide Gazette Notification No. S.O. 3628(E) dated 05.08.2025.

SAFETY INFRASTRUCTURE UNDER UDAN

2182. SHRI K. C. VENUGOPAL:

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

- (a) whether the rapid expansion of UDAN airports has outpaced safety infrastructure and emergency preparedness and if so, the details thereof;
- (b) the number of regional airports lacking full firefighting, rescue and medical response capabilities;
- (c) whether safety audits of Tier-II and Tier-III airports are conducted with the same rigour as metro airports and if so, the details thereof;
- (d) the steps taken to address manpower and equipment shortages at newly operational aerodromes; and
- (e) whether further expansion under the UDAN scheme would be paused until identified safety gaps are addressed 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 (e): The operationalisation of airports under the Regional Connectivity Scheme-Ude Desh ka Aam Nagrik (RCS-UDAN) Scheme is undertaken only

after ensuring compliance with all safety, security and emergency preparedness requirements prescribed by the Directorate General of Civil Aviation (DGCA) and the Bureau of Civil Aviation Security (BCAS).

Safety audits of all licensed airports, including Tier-II and Tier-III airports, and Air Navigation Services (ANS) centres managed by AAI are conducted with the same rigour as metro airports. These are carried out as per the standard audit checklist prescribed in the Safety Management System (SMS) Manual approved by DGCA.

AAI has taken several steps to address manpower and equipment shortages at newly operational aerodromes, including expediting recruitment, redeployment of staff at operationally sensitive airports, regular safety inspections, refresher training, strict compliance with DGCA and ICAO norms, implementation of contingency arrangements and system redundancies, and increased use of automation and centralized monitoring systems.

Further, AAI has carried out multiple recruitments in disciplines such as ATC, CNS, Finance and HR to ensure optimal staffing.

IMPROVEMENT OF ROAD CONNECTIVITY IN TELANGANA

2183. SHRI EATALA RAJENDER:

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

(a) whether the Government of Telangana has sent proposals to the Union Government for improving road connectivity in the backward regions of the successor State of Telangana;

- (b) whether the proposal includes upgradation of 16 State roads connecting district headquarters, industrial corridors, tourism and pilgrim centres, neighbouring States and places of economic importance by declaring them as new National Highways (NHs);
- (c) whether proposals have also been submitted for sanction of a four-lane elevated corridor on the Hyderabad-Srisailam section of NH-765 and six-laning of the Hyderabad-Vijayawada section of NH-65; and
- (d) if so, the details thereof and the action taken by the Union Government thereon and the funds sanctioned and spend for the projects in Telangana?

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

(a) and (b): The Government in the Ministry of Road Transport & Highways receives proposals from various State Governments/ Union Territories (UTs), from time to time, for declaration / upgradation of State Roads, including backward region, as New National Highways (NHs). Decisions are taken to notify State Roads as NHs from time to time based on the broad principles of declaration of NHs, requirement of connectivity, traffic density and synergy with PM Gati Shakti National Master Plan (NMP). Government has already declared about 2500 km length as new NHs since 2014 in Telangana.

(c) and (d): A Consultant has been engaged for preparation of the Detailed Project Report (DPR) for construction of a four-lane on the Hyderabad-Srisailam section of NH-765. The State Government has agreed to contribute to the cost of the project besides exempting from levy of seigniorage and

reimbursement of SGST component of the Project.

Consultant for preparation of DPR for 6-laning of Hyderabad to Vijayawada section of NH-65 has also been engaged. The alignment has been approved for total length of about 230 Km.

EMRSs IN ASSAM

2184. MD. RAKIBUL HUSSAIN:

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

- (a) the number of residential schools, hostels and Eklavya Model Residential Schools (EMRSs) sanctioned, operational and under construction in Assam along with their enrollment capacity, district-wise;
- (b) whether shortage of teachers, infrastructure or basic facilities have been reported; and
- (c) the steps taken by the Government to address such deficiencies?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI DURGA DAS UIKEY):

(a): The district wise status of EMRS sanctioned, operational and under construction for Assam are as under:

S. No.	Name of District	EMRS Sanctioned	Operational	Under Construction
1	Baksa	3	2	1
2	Barpeta	1	1	-
3	Dhemaji	1	1	-
4	Dima Hasao	4	1	3
5	Goalpara	1	-	1
6	Kamrup	1	-	1

7	Karbi Anglong	3	1	1
8	Kokrajhar	1	-	1
9	Udalguri	1	-	1
10	West Karbi Anglong	1	-	1
		17	6	10

Construction has been completed in one EMRS in Karbi Anglong district which was inaugurated on Janjatiya Gaurav Diwas 2025. All EMRSs having classes from standard VI to XII have enrolment capacity of 480 students.

(b) and (c): NESTS carried out its first drive for direct recruitment of 10391 posts through ESSE-2023 and selected teaching and non-teaching staff have been posted in various EMRSs. The notification for recruitment of 7267 teaching and non-teaching posts through ESSE – 2025 has also been issued. In addition to the direct recruitment, NESTS also has advised State Governments to depute staff on deputation. Further, directions have been issued to State EMRS Societies to engage guest teachers against vacancies, and non-teaching staff on outsourcing basis/local engagement, so that academic activities are not hampered.

In order to bridge the infrastructure gap in EMRSs, several measures have been taken, such as:

- i) Standardised designs for new EMRS buildings have been developed, ensuring modern academic facilities, hostels, staff quarters, and sports infrastructure.
- ii) For old EMRSs sanctioned under Article 275 (1), an amount of ₹ 5 crore has

been provisioned for their upgradation.

- iii) Regular monitoring through third-party inspections (IITs, NITs, CBRI, etc.) and joint reviews are conducted to ensure quality and timely completion of works.

DEVELOPMENT OF AIRPORTS AND AIRSTRIPS

2185. DR. MOHAMMAD JAWED:

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

- (a) the number of new airports built and the number of existing airstrips redeveloped in the country since 2014;
- (b) the number of airports and airstrips out of the above airports and airstrips stopped operations for a period exceeding six months, date and State-wise;
- (c) the primary reasons for withdrawal of operations by carriers; and
- (d) the number of security personnel and airport staff currently on duty at such airports, airport-wise?

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

- (a): 13 Greenfield Airports have been developed and operationalised in the country since 2014. Under Regional Connectivity Scheme (RCS)- UDAN (Ude Desh ka Aam Nagrik), 95 unserved and underserved airports (including 17 heliports & 02 water aerodromes) have been developed and operationalised.
- (b) to (d): Currently, 15 airports are non-operational due to factors such as

completion of the three-year concession period under UDAN, poor visibility conditions, daytime runway restrictions at Visual Flight Rules (VFR) only airports, shortage of aircraft, leasing issues, temporary discontinuation by airlines, novation of routes and low passenger load factors.

State-wise, Airport-wise details of such airports alongwith number of security personnel and airport staff deployed there is given in the enclosed **Statement**.

STATEMENT

State-wise and Airport-wise Details of Non-Operational Airports alongwith number of Security Personnel and Airport Staff deployed (as on 01.02.2026):

State	Airport	Security Personnel		Airport Staff
		CISF Deployed	APSU / State Police Deployed	AAI Manpower Posted
Punjab	Pathankot	—	40	2
Sikkim	Pakyong	—	53	19
Uttar Pradesh	Kushinagar	—	126	18
	Aligarh	—	74	8
	Azamgarh	—	86	7
	Chitrakoot	—	59	8
	Shravasti	—	91	7
	Moradabad	—	73	8
Gujarat	Bhavnagar	97	—	35
Punjab	Ludhiana	—	30	20
Madhya Pradesh	Datia	—	64	8
Karnataka	Kalaburagi	—	71	27

Himachal Pradesh	Shimla	85	—	21
West Bengal	Cooch Behar	—	49	14
Chhattisgarh	Ambikapur	—	57	5

ALLOTMENT OF FUEL OUTLETS

2186. SHRI MANOJ KUMAR:

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

- (a) the number and percentage of existing petrol pumps, CNG Stations and LPG gas agencies allotted to persons belonging to SC, ST, OBC and General Categories, OMC-wise and State/UT-wise;
- (b) the number of cases of allotment of petrol pumps, CNG stations and LPG agencies to SCs, STs and OBCs which are pending at various stages during the period from 2014 to 2026, OMC-wise, State/UT and year-wise;
- (c) the details of vacancies and backlog vacancies for allotment of petrol pumps, CNG Stations and LPG Gas agency, State/UT, OMC and category-wise; and
- (d) whether the Government or OMCs propose to undertake any special drives or issue advertisements to fill up the said vacancies and backlog vacancies of SC, ST, OBC categories and if so, the details thereof along with the timeframe for such special drives and advertisements and if not, 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 (c): Public Sector Oil Marketing Companies (OMCs) have informed that expansion of Retail Outlet (RO) network is a continuous process to ensure adequate availability of motoring fuels such as petrol and diesel throughout the country. OMCs advertised 49,960 locations in June/July 2023 for setting up of ROs across the country including locations reserved for SC, ST and OBC categories. The number of locations advertised also include backlog locations for SC/ST category.

Appointment of LPG distributorships is also a continuous process and the locations for setting up of LPG distributorships are identified based on sale potential that makes them commercially viable. However, it is constantly ensured that the reservation is maintained on cumulative basis, by respective PSU OMCs even when de-categorization of the locations is done from earlier roster by converting corresponding number of LPG Distributorship locations under 'Open' category from the new roster to 'SC/ST' and 'OBC' category, as applicable.

Establishment of CNG stations is part of development of City Gas Distribution (CGD) Network and the same is carried out by the entities authorized by Petroleum and Natural Gas Regulatory Board (PNGRB), which do not reserve allocation by category. As on 30.11.2025, the authorized entities have established 8,456 CNG Stations across the country.

Public Sector Oil Marketing Companies (OMCs) have implemented new "Dealership Selection Guidelines" for Retail Outlets (ROs) w.e.f. 28.06.2023 and "Unified Guidelines for Selection of LPG Distributorships" w.e.f. 23.06.2016. Both

these guidelines inter-alia, have a provision of 22.5% reservation for SCs/STs and 27% reservation for OBCs in allotment of retail outlet dealerships and LPG Distributorships except in the following States :

Retail Outlets -

State	Percentage of Regular & Rural RO Dealerships to be awarded to ST category	Balance % to be awarded to 'Open' category
Arunachal Pradesh	70	30
Meghalaya	80	20
Nagaland	80	20
Mizoram	90	10

LPG Distributorships

State	Percentage of reservation to be awarded to ST category	% for Women category	Balance % to be awarded to 'Open' category
Arunachal Pradesh	49	30	21
Meghalaya	56	30	14
Nagaland	56	30	14
Mizoram	63	30	7

PSU OMCs (IOCL, BPCL, HPCL)/State/UT-wise number and percentage of existing ROs and LPG Distributorships allotted to SC, ST, OBC and General Categories are given in the enclosed **Statement-I** and **Statement-II**.

PSU OMCs have further informed that setting up of RO and LPG distributorships where Letter of Intent (LOIs) have been issued involve various

stages which includes obtaining necessary statutory approvals, construction at site etc. All efforts are made to expedite the process of commissioning of RO and LPG Distributorships.

During the period 2014 to 2026 (as on 01.02.2026), 28,008 LOIs for ROs and 154 LOIs for LPG distributorships issued by PSU OMCs to SCs, STs, OBCs and General Category are at various stages of processing for the commissioning. PSU OMCs (IOCL, BPCL, HPCL) /State/UT-wise number of such LOIs for ROs and LPG distributorships by category are given in the enclosed **Statement-III** and **Statement-IV**.

The efforts made by PSU OMCs to fill up the quota in allotment of ROs to the reserved categories include :-

- (i) The application fees and Security Deposit for SC/ST & OBC applicants are kept lower than that for Open Category.
- (ii) SC/ST applicants are only required to identify suitable land, within the advertised stretch and offer the land to PSU OMC for purchase or for long term lease.
- (iii) ROs under SC/ST category are developed under Corpus Fund Scheme where the entire infrastructure of the retail outlet is developed by OMCs.
- (iv) SC/ST LOI holders are offered Working Capital Loan after the commissioning of the RO.
- (v) Liquidation of pending SC/ST LOIs by giving one-time option to arrange land at a place of their choice anywhere in the country, subject to the offered land meeting techno-commercial viability and divestment of temporary COCOs

through online process for handing over to pending LOI holders of SC/ST.

This scheme was applicable till 31.3.2022.

(d): No.

STATEMENT-I

State/UT/Category-wise Number of Retail Outlets as on 01.02.2026 - BPCL

State	Number of ROs					% of ROs			
	Total ROs	SC	ST	OBC #	OPEN / OTHER*	SC	ST	OBC	OPEN / OTHER
Andaman & Nicobar	0	0	0	0	0	0	0	0	0
Andhra Pradesh	1,190	159	59	92	880	13	5	8	74
Arunachal Pradesh	73	0	49	0	24	0	67	0	33
Assam	340	21	52	41	226	6	15	12	66
Bihar	992	102	11	76	803	10	1	8	81
Chandigarh	10	1	0	0	9	10	0	0	90
Chhattisgarh	663	35	70	82	476	5	11	12	72
Delhi	107	7	0	0	100	7	0	0	93
Goa	61	1	0	1	59	2	0	2	97
Gujarat	1,483	97	195	122	1,069	7	13	8	72
Haryana	862	136	0	76	650	16	0	9	75
Himachal Pradesh	160	25	5	14	116	16	3	9	73
Jammu & Kashmir	218	10	20	11	177	5	9	5	81
Jharkhand	559	22	40	59	438	4	7	11	78
Karnataka	1,891	199	89	181	1,422	11	5	10	75
Kerala	684	100	10	27	547	15	1	4	80
Ladakh	7	0	4	0	3	0	57	0	43
Lakshadweep	0	0	0	0	0	0	0	0	0
Madhya Pradesh	1,830	146	122	200	1,362	8	7	11	74
Maharashtra	2,704	260	126	192	2,126	10	5	7	79
Manipur	49	2	8	10	29	4	16	20	59
Meghalaya	81	1	62	0	18	1	77	0	22
Mizoram	15	0	12	0	3	0	80	0	20
Nagaland	38	0	28	0	10	0	74	0	26
Odisha	686	49	43	49	545	7	6	7	79
Puducherry	49	4	0	3	42	8	0	6	86
Punjab	837	140	0	41	656	17	0	5	78
Rajasthan	1,527	178	96	143	1,110	12	6	9	73
Sikkim	32	0	2	4	26	0	6	13	81
Tamil Nadu	2,168	311	13	212	1,632	14	1	10	75

Telangana	1,255	145	94	126	890	12	7	10	71
Tripura	22	1	5	2	14	5	23	9	64
Dadra and Nagar Haveli and Daman and Diu	13	0	2	0	11	0	15	0	85
Uttar Pradesh	3,202	475	9	425	2,293	15	0	13	72
Uttarakhand	206	18	8	18	162	9	4	9	79
West Bengal	928	98	20	59	751	11	2	6	81

Source - BPCL

*Open/Other includes

(i) Retail Outlets allotted to Open, Defence, Police, Cooperative Societies, Govt. Bodies, COCOs, Outstanding Sports Persons, Freedom Fighter.

(ii) Prior to Marketing Plan, Dealerships were allotted without provisions of Reservation.

(iii) Dealerships allotted to families of Operation Vijay.

Reservation of 27% under OBC category was introduced w.e.f 24.07.2012 and implemented by OMCs in subsequent advertisements.

State/UT/Category-wise Number of Retail Outlets as on 01.02.2026 - IOCL

STATE	Number of Ros					% of ROs			
	TOTAL	SC	ST	OBC #	OPEN / OTHERS*	SC	ST	OBC	OPEN / OTHERS
Andaman & Nicobar	22	0	3	1	18	0.00	13.64	4.55	81.82
Andhra Pradesh	1806	240	80	78	1408	13.29	4.43	4.32	77.96
Arunachal Pradesh	189	0	141	0	48	0.00	74.60	0.00	25.40
Assam	823	52	110	62	599	6.32	13.37	7.53	72.78
Bihar	2043	230	18	168	1627	11.26	0.88	8.22	79.64
Chandigarh	25	4	0	0	21	16.00	0.00	0.00	84.00
Chattisgarh	1007	47	115	96	749	4.67	11.42	9.53	74.38
Dadra and Nagar Haveli and Daman and Diu	27	1	2	0	24	3.70	7.41	0.00	88.89
Delhi	193	22	0	0	171	11.40	0.00	0.00	88.60

Goa	44	2	0	2	40	4.55	0.00	4.55	90.91
Gujarat	2219	164	231	191	1633	7.39	10.41	8.61	73.59
Haryana	2119	271	1	135	1712	12.79	0.05	6.37	80.79
Himachal Pradesh	388	57	18	32	281	14.69	4.64	8.25	72.42
Jammu & Kashmir	369	16	16	26	311	4.34	4.34	7.05	84.28
Jharkhand	832	33	72	95	632	3.97	8.65	11.42	75.96
Karnataka	2913	336	96	217	2264	11.53	3.30	7.45	77.72
Kerala	1293	160	20	90	1023	12.37	1.55	6.96	79.12
Ladakh	24	1	14	1	8	4.17	58.33	4.17	33.33
Lakshdweep	4	0	0	0	4	0.00	0.00	0.00	100.00
Madhya Pradesh	2801	213	221	334	2033	7.60	7.89	11.92	72.58
Maharashtra	2915	252	144	221	2298	8.64	4.94	7.58	78.83
Manipur	151	3	39	20	89	1.99	25.83	13.25	58.94
Meghalaya	194	0	133	0	61	0.00	68.56	0.00	31.44
Mizoram	80	0	62	0	18	0.00	77.50	0.00	22.50
Nagaland	161	0	97	0	64	0.00	60.25	0.00	39.75
Orissa	1329	121	115	112	981	9.10	8.65	8.43	73.81
Puducherry	108	12	0	5	91	11.11	0.00	4.63	84.26
Punjab	2129	262	0	49	1818	12.31	0.00	2.30	85.39
Rajasthan	2864	291	223	279	2071	10.16	7.79	9.74	72.31
Sikkim	32	0	8	1	23	0.00	25.00	3.13	71.88
Tamil Nadu	3091	463	23	243	2362	14.98	0.74	7.86	76.42
Telangana	1679	237	123	115	1204	14.12	7.33	6.85	71.71
Tripura	119	7	13	10	89	5.88	10.92	8.40	74.79
Uttar Pradesh	6049	929	18	600	4502	15.36	0.30	9.92	74.43
Uttarakhand	427	44	9	26	348	10.30	2.11	6.09	81.50
West Bengal	1680	215	38	123	1304	12.80	2.26	7.32	77.62

Source - BPCL

*Open/Other includes

(i) Retail Outlets allotted to Open, Defence, Police, Cooperative Societies, Govt. Bodies, COCOs, Outstanding Sports Persons, Freedom Fighter.

(ii) Prior to Marketing Plan, Dealerships were allotted without provisions of Reservation.

(iii) Dealerships allotted to families of Operation Vijay.

Reservation of 27% under OBC category was introduced w.e.f. 24.07.2012 and implemented by OMCs in subsequent advertisements.

State/UT/Category-wise Number of Retail Outlets as on 01.02.2026 OMC - HPCL

STATE	Number of ROs					% of ROs			
	TOTAL ROs	SC	ST	OBC #	OPEN / OTHERS*	SC	ST	OBC	OPEN / OTHERS
ANDMAN & NICOBAR	0	0	0	0	0	0	0	0	0
ANDHRA PRADESH	1494	202	74	101	1117	13.52	4.95	6.76	74.77
ARUNACHAL PRADESH	39	0	27	0	12	0.00	69.23	0.00	30.77
ASSAM	256	21	38	30	167	8.20	14.84	11.72	65.23
BIHAR	786	118	9	72	587	15.01	1.15	9.16	74.68
CHANDIGARH	13	1	0	0	12	7.69	0.00	0.00	92.31
CHHATTISGARH	803	38	93	93	579	4.73	11.58	11.58	72.10
DAMAN AND DIU AND DADRA AND NAGAR HAVELI	25	1	2	2	20	4.00	8.00	8.00	80.00
DELHI	99	4	0	0	95	4.04	0.00	0.00	95.96
GOA	46	5	0	2	39	10.87	0.00	4.35	84.78
GUJARAT	1352	95	191	111	955	7.03	14.13	8.21	70.64
HARYANA	1084	153	0	85	846	14.11	0.00	7.84	78.04
HIMACHAL PRADESH	210	35	7	15	153	16.67	3.33	7.14	72.86
JAMMU & KASHMIR	212	15	20	13	164	7.08	9.43	6.13	77.36
JHARKHAND	501	23	62	71	345	4.59	12.38	14.17	68.86
KARNATAKA	1684	270	81	178	1155	16.03	4.81	10.57	68.59
KERALA	843	114	9	70	650	13.52	1.07	8.30	77.11
LADAKH	8	0	4	0	4	0.00	50.00	0.00	50.00
LAKSHDWEAP	0	0	0	0	0	0.00	0.00	0.00	0.00
MADHYA PRADESH	1684	130	175	189	1190	7.72	10.39	11.22	70.67
MAHARASHTRA	2611	271	134	233	1973	10.38	5.13	8.92	75.56
MANIPUR	15	1	3	3	8	6.67	20.00	20.00	53.33
MEGHALAYA	56	0	36	0	20	0.00	64.29	0.00	35.71
MIZORAM	25	0	24	0	1	0.00	96.00	0.00	4.00

NAGALAND	31	0	14	0	17	0.00	45.16	0.00	54.84
ODISHA	591	43	42	67	439	7.28	7.11	11.34	74.28
PUDUCHERRY	48	7	0	2	39	14.58	0.00	4.17	81.25
PUNJAB	1095	192	0	41	862	17.53	0.00	3.74	78.72
RAJASTHAN	1888	201	155	206	1326	10.65	8.21	10.91	70.23
SIKKIM	12	0	3	0	9	0.00	25.00	0.00	75.00
TAMIL NADU	1879	279	12	177	1411	14.85	0.64	9.42	75.09
TELANGANA	1332	169	94	122	947	12.69	7.06	9.16	71.10
TRIPURA	17	1	3	1	12	5.88	17.65	5.88	70.59
UTTAR PRADESH	2979	506	9	392	2072	16.99	0.30	13.16	69.55
UTTARAKHAND	254	32	5	17	200	12.60	1.97	6.69	78.74
WEST BENGAL	727	97	20	46	564	13.34	2.75	6.33	77.58

Source - BPCL

*Open/Other includes

(i) Retail Outlets allotted to Open, Defence, Police, Cooperative Societies, Govt. Bodies, COCOs, Outstanding Sports Persons, Freedom Fighter.

(ii) Prior to Marketing Plan, Dealerships were allotted without provisions of Reservation.

(iii) Dealerships allotted to families of Operation Vijay.

Reservation of 27% under OBC category was introduced w.e.f. 24.07.2012 and implemented by OMCs in subsequent advertisements.

STATEMENT-II**Number of LPG Distributorships SC/ ST/OBC/ OPEN state/ UT wise as on 01.02.2026-OMC:**

IOCL									
STATE/UT	Total No of Distributors	Distributors under SC Category	Distributors under ST Category	Distributors under OBC Category #	Open/ Others *	% Distributors under SC Category	% Distributors under ST Category	% Distributors under OBC Category	% Distributors under OPEN/OTHERS Category
ANDHRA PRADESH	467	85	22	27	333	18.2%	4.7%	5.8%	71.3%
ARUNACHAL PRADESH	81	0	52	0	29	0.0%	64.2%	0.0%	35.8%
ASSAM	434	32	65	35	302	7.4%	15.0%	8.1%	69.6%
BIHAR	1049	206	12	144	687	19.6%	1.1%	13.7%	65.5%
CHATTISGARH	264	19	34	25	186	7.2%	12.9%	9.5%	70.5%
DELHI	192	27	0	1	164	14.1%	0.0%	0.5%	85.4%
GOA	5	1	0	0	4	20.0%	0.0%	0.0%	80.0%
GUJARAT	558	42	51	40	425	7.5%	9.1%	7.2%	76.2%
HARYANA	298	59	0	24	215	19.8%	0.0%	8.1%	72.1%
HIMACHAL PRADESH	150	16	3	6	125	10.7%	2.0%	4.0%	83.3%
JHARKHAND	326	25	37	26	238	7.7%	11.3%	8.0%	73.0%
KARNATAKA	579	84	23	46	426	14.5%	4.0%	7.9%	73.6%
KERALA	350	46	5	21	278	13.1%	1.4%	6.0%	79.4%

MADHYA PRADESH	802	71	60	71	600	8.9%	7.5%	8.9%	74.8%
MAHARASHTRA	607	68	70	60	409	11.2%	11.5%	9.9%	67.4%
MANIPUR	99	1	25	8	65	1.0%	25.3%	8.1%	65.7%
MEGHALAYA	52	0	29	0	23	0.0%	55.8%	0.0%	44.2%
MIZORAM	59	0	43	0	16	0.0%	72.9%	0.0%	27.1%
NAGALAND	70	0	49	0	21	0.0%	70.0%	0.0%	30.0%
ODISHA	435	37	41	60	297	8.5%	9.4%	13.8%	68.3%
PUNJAB	477	79	0	24	374	16.6%	0.0%	5.0%	78.4%
RAJASTHAN	659	79	56	71	453	12.0%	8.5%	10.8%	68.7%
SIKKIM	23	0	5	0	18	0.0%	21.7%	0.0%	78.3%
TAMIL NADU	920	179	6	87	648	19.5%	0.7%	9.5%	70.4%
TELANGANA	362	46	15	23	278	12.7%	4.1%	6.4%	76.8%
TRIPURA	85	5	17	8	55	5.9%	20.0%	9.4%	64.7%
UTTAR PRADESH	2230	450	2	219	1559	20.2%	0.1%	9.8%	69.9%
UTTARAKHAND	219	15	2	10	192	6.8%	0.9%	4.6%	87.7%
WEST BENGAL	902	148	25	92	637	16.4%	2.8%	10.2%	70.6%
UNION TERRITORIES									
ANDAMAN & NICOBAR ISLANDS	10	0	1	2	7	0.0%	10.0%	20.0%	70.0%
CHANDIGARH	18	2	0	0	16	11.1%	0.0%	0.0%	88.9%

DADRA & NAGAR HAVELI & DAMAN & DIU	1	0	0	0	1	0.0%	0.0%	0.0%	100.0%
JAMMU & KASHMIR	119	7	2	5	105	5.9%	1.7%	4.2%	88.2%
LADAKH	20	0	3	0	17	0.0%	15.0%	0.0%	85.0%
LAKSHADWEEP	1	0	0	0	1	0.0%	0.0%	0.0%	100.0%
PUDUCHERRY	13	3	0	1	9	23.1%	0.0%	7.7%	69.2%

Source: IOCL on behalf of PSU OMCs

* (i) Project Distributorships are allotted to Army, Navy, Airforce, Police forces, Paramilitary forces, Railways, Cooperative Societies etc. for supply of LPG to the families in their housing townships/ Societies. These Distributorships are allotted outside the marketing plan.

(ii) Prior to Marketing Plan, Distributorships were allotted without provisions of Reservation.

(iii) Distributorships allotted to families of Operation Vijay (OVSS) & Mumbai Martyrs directly, which was outside marketing plan.

Reservation of 27% under OBC category was introduced w.e.f. 24/07/2012 and implemented by OMCs in subsequent advertisements.

Number of LPG Distributorships SC/ ST/OBC/ OPEN state/ UT wise as on 01.02.2026-OMC

BPCL									
STATE	Total No of Distributors	Distributors under SC Category	Distributors under ST Category	Distributors under OBC Category #	Open/ Others *	% Distributors under SC Category	% Distributors under ST Category	% Distributors under OBC Category	% Distributors under OPEN/OTHERS Category
ANDHRA PRADESH	253	33	14	25	181	13.0%	5.5%	9.9%	71.5%
ARUNACHAL PRADESH	4	0	1	0	3	0.0%	25.0%	0.0%	75.0%
ASSAM	104	11	11	13	69	10.6%	10.6%	12.5%	66.3%
BIHAR	494	100	5	69	320	20.2%	1.0%	14.0%	64.8%
CHATTISGARH	112	7	13	15	77	6.3%	11.6%	13.4%	68.8%
DELHI	78	17	0	0	61	21.8%	0.0%	0.0%	78.2%
GOA	18	2	0	1	15	11.1%	0.0%	5.6%	83.3%
GUJARAT	237	16	26	23	172	6.8%	11.0%	9.7%	72.6%
HARYANA	190	43	0	22	125	22.6%	0.0%	11.6%	65.8%
HIMACHAL PRADESH	27	3	0	2	22	11.1%	0.0%	7.4%	81.5%
JHARKHAND	124	7	12	7	98	5.6%	9.7%	5.6%	79.0%
KARNATAKA	325	54	12	31	228	16.6%	3.7%	9.5%	70.2%
KERALA	201	31	4	9	157	15.4%	2.0%	4.5%	78.1%
MADHYA PRADESH	367	30	32	43	262	8.2%	8.7%	11.7%	71.4%
MAHARASHTRA	801	72	58	75	596	9.0%	7.2%	9.4%	74.4%
MANIPUR	5	0	2	1	2	0.0%	40.0%	20.0%	40.0%
MEGHALAYA	10	0	9	0	1	0.0%	90.0%	0.0%	10.0%

MIZORAM	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
NAGALAND	9	0	6	0	3	0.0%	66.7%	0.0%	33.3%
ODISHA	234	29	26	30	149	12.4%	11.1%	12.8%	63.7%
PUNJAB	216	44	0	12	160	20.4%	0.0%	5.6%	74.1%
RAJASTHAN	349	44	28	34	243	12.6%	8.0%	9.7%	69.6%
SIKKIM	3	0	0	1	2	0.0%	0.0%	33.3%	66.7%
TAMIL NADU	422	96	3	43	280	22.7%	0.7%	10.2%	66.4%
TELANGANA	201	31	13	20	137	15.4%	6.5%	10.0%	68.2%
TRIPURA	1	0	1	0	0	0.0%	100.0%	0.0%	0.0%
UTTAR PRADESH	1040	227	3	109	701	21.8%	0.3%	10.5%	67.4%
UTTARAKHAND	59	13	1	5	40	22.0%	1.7%	8.5%	67.8%
WEST BENGAL	336	53	13	44	226	15.8%	3.9%	13.1%	67.3%
UNION TERRITORIES									
ANDAMAN & NICOBAR ISLANDS	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
CHANDIGARH	3	0	0	0	3	0.0%	0.0%	0.0%	100.0%
DADRA & NAGAR HAVELI & DAMAN & DIU	2	0	0	0	2	0.0%	0.0%	0.0%	100.0%
JAMMU & KASHMIR	42	2	1	5	34	4.8%	2.4%	11.9%	81.0%
LADAKH	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
LAKSHADWEEP	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
PUDUCHERRY	8	1	0	1	6	12.5%	0.0%	12.5%	75.0%

Source: IOCL on behalf of PSU OMCs

* (i) Project Distributorships are allotted to Army, Navy, Airforce, Police forces, Paramilitary forces, Railways, Cooperative Societies etc. for supply of LPG to the families in their housing townships/ Societies. These Distributorships are allotted outside the marketing plan.

(ii) Prior to Marketing Plan, Distributorships were allotted without provisions of Reservation.

(iii) Distributorships allotted to families of Operation Vijay (OVSS) & Mumbai Martyrs directly, which was outside marketing plan.

Reservation of 27% under OBC category was introduced w.e.f. 24/07/2012 and implemented by OMCs in subsequent advertisements.

Number of LPG Distributorships SC/ ST/OBC/ OPEN state/ UT wise as on 01.02.2026-OMC

HPC									
STATE	Total No of Distributors	Distributors under SC Category	Distributors under ST Category	Distributors under OBC Category #	Open/ Others *	% Distributors under SC Category	% Distributors under ST Category	% Distributors under OBC Category	% Distributors under OPEN/OTHERS Category
ANDHRA PRADESH	444	55	19	48	322	12.4%	4.3%	10.8%	72.5%
ARUNACHAL PRADESH	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
ASSAM	66	5	12	9	40	7.6%	18.2%	13.6%	60.6%
BIHAR	491	84	4	75	328	17.1%	0.8%	15.3%	66.8%
CHATTISGARH	159	13	24	14	108	8.2%	15.1%	8.8%	67.9%
DELHI	48	0	0	0	48	0.0%	0.0%	0.0%	100.0%
GOA	32	8	0	0	24	25.0%	0.0%	0.0%	75.0%
GUJARAT	247	17	28	23	179	6.9%	11.3%	9.3%	72.5%
HARYANA	139	27	0	12	100	19.4%	0.0%	8.6%	71.9%
HIMACHAL PRADESH	32	3	2	3	24	9.4%	6.3%	9.4%	75.0%
JHARKHAND	142	15	16	17	94	10.6%	11.3%	12.0%	66.2%
KARNATAKA	375	56	16	31	272	14.9%	4.3%	8.3%	72.5%

KERALA	147	31	4	4	108	21.1%	2.7%	2.7%	73.5%
MADHYA PRADESH	388	30	37	34	287	7.7%	9.5%	8.8%	74.0%
MAHARASHTRA	833	86	61	68	618	10.3%	7.3%	8.2%	74.2%
MANIPUR	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
MEGHALAYA	4	0	4	0	0	0.0%	100.0%	0.0%	0.0%
MIZORAM	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
NAGALAND	5	0	4	0	1	0.0%	80.0%	0.0%	20.0%
ODISHA	297	28	30	36	203	9.4%	10.1%	12.1%	68.4%
PUNJAB	171	35	0	12	124	20.5%	0.0%	7.0%	72.5%
RAJASTHAN	379	53	32	35	259	14.0%	8.4%	9.2%	68.3%
SIKKIM	3	0	0	0	3	0.0%	0.0%	0.0%	100.0%
TAMIL NADU	316	67	4	27	218	21.2%	1.3%	8.5%	69.0%
TELANGANA	249	34	23	16	176	13.7%	9.2%	6.4%	70.7%
TRIPURA	3	0	0	1	2	0.0%	0.0%	33.3%	66.7%
UTTAR PRADESH	876	198	2	86	590	22.6%	0.2%	9.8%	67.4%
UTTARAKHAND	39	4	1	3	31	10.3%	2.6%	7.7%	79.5%
WEST BENGAL	366	64	18	41	243	17.5%	4.9%	11.2%	66.4%
UNION TERRITORIES									
ANDAMAN & NICOBAR ISLANDS	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
CHANDIGARH	5	2	0	0	3	40.0%	0.0%	0.0%	60.0%
DADRA & NAGAR HAVELI & DAMAN & DIU	5	1	0	0	4	20.0%	0.0%	0.0%	80.0%
JAMMU & KASHMIR	114	10	3	5	96	8.8%	2.6%	4.4%	84.2%

LADAKH	5	0	4	0	1	0.0%	80.0%	0.0%	20.0%
LAKSHADWEEP	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
PUDUCHERRY	9	3	0	0	6	33.3%	0.0%	0.0%	66.7%

Source: IOCL on behalf of PSU OMCs

* (i) Project Distributorships are allotted to Army, Navy, Airforce, Police forces, Paramilitary forces, Railways, Cooperative Societies etc. for supply of LPG to the families in their housing townships/ Societies. These Distributorships are allotted outside the marketing plan.

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Reservation of 27% under OBC category was introduced w.e.f. 24/07/2012 and implemented by OMCs in subsequent advertisements.

STATEMENT-III

Number of ROs allotted (LOI issued but not commissioned) to SC/ST/OBC/OPEN from 2014 to 2026 as on 01.02.2026-

PSU OMCs:

Sr. No.	State/UT	SC Category				ST Category				OBC Category				Open / Other Category				Total LOIs
		IOCL	BPCL	HPCL	TOTAL	IOCL	BPCL	HPCL	TOTAL	IOCL	BPCL	HPCL	TOTAL	IOCL	BPCL	HPCL	TOTAL	
1	Andaman & Nicobar	0	0	0	0	1	0	0	1	3	0	0	3	5	0	0	5	9
2	Andhra Pradesh	71	72	37	180	38	31	15	84	44	54	41	139	109	121	78	308	711
3	Arunachal Pradesh	0	0	0	0	20	20	10	50	0	0	0	0	11	4	3	18	68
4	Assam	10	17	15	42	30	29	23	82	28	28	40	96	64	58	70	192	412
5	Bihar	274	133	108	515	20	9	5	34	183	94	102	379	365	192	181	738	1666

6	Chandigarh	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	3	3
7	Chattisgarh	30	21	15	66	67	56	39	162	61	39	25	125	152	145	90	387	740
8	Daman & Diu and Dadra & Nagar Haveli	1	0	0	1	5	3	6	14	3	0	1	4	7	5	6	18	37
9	Delhi	6	6	2	14	0	0	0	0	6	2	8	16	22	18	15	55	85
10	Goa	1	2	2	5	2	8	2	12	3	2	5	10	9	19	16	44	71
11	Gujarat	60	45	56	161	173	98	88	359	108	69	77	254	264	188	199	651	1425
12	Himachal Pradesh	37	19	17	73	8	6	3	17	13	16	16	45	67	33	34	134	269
13	Haryana	241	152	130	523	0	0	0	0	108	88	83	279	309	251	199	759	1561
14	Jammu & Kashmir	17	13	11	41	24	17	11	52	15	21	19	55	67	32	53	152	300
15	Jharkhand	17	10	17	44	48	48	20	116	46	33	32	111	83	69	69	221	492
16	Karnataka	223	194	116	533	108	50	48	206	145	133	116	394	367	277	276	920	2053
17	Kerala	146	71	57	274	24	9	9	42	100	60	64	224	233	123	120	476	1016
18	Ladakh	0	1	0	1	3	1	1	5	0	1	0	1	1	1	0	2	9
19	Lakshadweep	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
20	Maharashtra	266	235	195	696	156	146	127	429	235	244	230	709	571	563	500	1634	3468
21	Meghalaya	0	0	0	0	55	56	40	151	0	0	0	0	10	13	8	31	182
22	Manipur	0	0	0	0	3	5	1	9	1	5	0	6	1	9	3	13	28
23	Madhya Pradesh	93	56	57	206	130	92	68	290	135	96	86	317	342	252	256	850	1663
24	Mizoram	0	0	0	0	27	25	13	65	0	0	0	0	2	2	2	6	71
25	Nagaland	0	0	0	0	17	17	5	39	0	0	0	0	5	2	1	8	47
26	Orissa	38	26	28	92	55	33	32	120	43	35	35	113	167	80	85	332	657
27	Punjab	80	76	48	204	0	0	0	0	21	40	41	102	175	134	104	413	719
28	Puducherry	14	9	2	25	0	0	0	0	7	6	2	15	11	7	6	24	64

29	Rajasthan	146	126	151	423	114	115	97	326	185	178	173	536	405	393	375	1173	2458
30	Sikkim	1	2	0	3	3	6	2	11	5	0	1	6	8	3	2	13	33
31	Telangana	64	53	44	161	44	44	36	124	37	74	63	174	110	148	142	400	859
32	Tamil Nadu	186	180	87	453	10	6	5	21	98	136	58	292	229	255	144	628	1394
33	Tripura	2	3	2	7	8	7	2	17	8	8	2	18	9	14	10	33	75
34	Uttar Pradesh	548	389	272	1209	17	17	11	45	404	348	285	1037	864	741	514	2119	4410
35	Uttaranchal	24	15	10	49	4	2	4	10	12	9	13	34	64	50	36	150	243
36	West Bengal	74	73	28	175	16	14	6	36	41	47	36	124	136	140	97	373	708
Source - BPCL on industry basis																		

STATEMENT-IV

No. of LPG Distributorships allotted (Lols issued but not commissioned) to SC/ST/OBC/OPEN from 2014 to 2026 as on

01.02.2026 - for OMCs:

Sr. NO.	STATE	IOC					BPC					HPC					Total				
		OBC	Open	SC	ST	Grand Total	OBC	Open	SC	ST	Grand Total	OBC	Open	SC	ST	Grand Total	OBC	Open	SC	ST	Grand Total
1	ANDHRA PRADESH	1	0	1	1	3	0	0	0	0	0	3	7	0	1	11	4	7	1	2	14
2	ARUNACHAL PRADESH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	ASSAM	0	2	0	0	2	0	1	0	1	2	0	0	0	0	0	0	3	0	1	4
4	BIHAR	0	1	0	1	2	0	1	2	0	3	0	0	0	0	0	0	2	2	1	5
5	CHHATISGARH	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5
6	DELHI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	GOA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	GUJARAT	0	6	1	0	7	0	1	0	1	2	0	2	0	2	4	0	9	1	3	13

9	HARYANA	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2
10	HIMACHAL PRADESH	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	1	1	0	2
11	JHARKHAND	0	0	0	0	0	1	0	0	1	2	2	1	0	1	4	3	1	0	2	6
12	KARNATAKA	0	2	2	0	4	0	0	0	0	0	0	1	0	0	1	0	3	2	0	5
13	KERALA	1	3	2	0	6	0	1	0	0	1	0	2	1	0	3	1	6	3	0	10
14	MADHYA PRADESH	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1
15	MAHARASHTRA	0	0	0	0	0	0	1	0	1	2	0	2	0	1	3	0	3	0	2	5
16	MANIPUR	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
17	MEGHALAYA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	MIZORAM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1
19	NAGALAND	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	ODISHA	1	2	0	1	4	0	1	1	0	2	0	0	0	0	0	1	3	1	1	6
21	PUNJAB	0	3	1	0	4	0	0	0	0	0	0	0	1	0	1	0	3	2	0	5
22	RAJASTHAN	2	0	0	0	2	0	5	0	0	5	1	1	0	0	2	3	6	0	0	9
23	SIKKIM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	TAMIL NADU	0	3	2	0	5	0	2	1	0	3	2	1	1	0	4	2	6	4	0	12
25	TELANGANA	0	1	0	0	1	0	0	0	1	1	0	4	1	0	5	0	5	1	1	7
26	TRIPURA	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3
27	UTTAR PRADESH	0	2	1	0	3	0	0	0	0	0	0	1	1	0	2	0	3	2	0	5
28	UTTARAKHAND	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
29	WEST BENGAL	2	8	2	0	12	0	4	4	0	8	1	2	1	2	6	3	14	7	2	26
	UNION TERRITORIES											0	0	0	0	0	0	0	0	0	0
1	ANDAMAN & NICOBAR ISLANDS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	CHANDIGARH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	DADRA & NAGAR HAVELI & DAMAN & DIU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	JAMMU & KASHMIR	0	2	0	0	2	0	1	0	0	1	0	2	0	0	2	0	5	0	0	5

12.02.2026

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5	LADAKH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	LAKSHADWEEP	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
7	PUDUCHERRY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Source - IOCL on industry basis

राज्यीय राजमार्ग संख्या 7 पर अधूरे कार्य

2187. श्री भाऊसाहेब राजाराम वाकचौरे:

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

- (क) क्या शिर्डी लोक सभा निर्वाचन क्षेत्र के अंतर्गत राज्यीय राजमार्ग संख्या 7 (सावली विहिर से भरवास-लासलगांव सड़क) पर कार्य 2014 में आरंभ हुआ था, लेकिन देर्डे फाटा से लासलगांव तक का महत्वपूर्ण खंड अभी भी अधूरा पड़ा है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (ख) क्या कोलपेवाड़ी सहकारी चीनी कारखाने और आसपास के कॉलेज क्षेत्र में संकरी सड़क के कारण छात्रों, विशेषकर बच्चों और लड़कियों को दुर्घटनाओं का गंभीर खतरा है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (ग) क्या वर्षा ऋतु में इस सड़क पर बैलगाड़ियां और भारी वाहन चलते हैं, जिससे भारी यातायात जाम होता है और दुर्घटनाओं की संख्या में वृद्धि होती है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और
- (घ) क्या सरकार द्वारा देर्डे फाटा से कोलपेवाड़ी और चीनी कारखाने तक इस सड़क को चौड़ी करने के संबंध में तेजी लाने के लिए आवश्यक कदम उठाने की संभावना है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

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

(क) सरकार का सड़क परिवहन और राजमार्ग मंत्रालय मुख्य रूप से राष्ट्रीय राजमार्गों (एनएच) के विकास और रखरखाव के लिए उत्तरदायी है। सावलीविहिर से देर्डे फाटा खंड को एनएच-160 के रूप में घोषित किया गया है और इस खंड का विकास जून, 2026 में कार्यों को पूरा करने के लक्ष्य के साथ कार्यान्वयन के अधीन है।

शेष देर्डे फाटा- भरवास- लासलगांव खंड एक राज्य सड़क है, जिसका विकास और रखरखाव महाराष्ट्र राज्य सरकार द्वारा अपने स्वयं के संसाधनों के माध्यम से किया जा रहा है। जैसा कि राज्य सरकार ने बताया है, देर्डे फाटा से माधी (कोलपेवाड़ी के निकट) खंड को छोड़कर इस

खंड पर चौड़ीकरण का कार्य दिसंबर, 2026 में पूरा करने के लक्ष्य के साथ कार्यान्वित किया जा रहा है।

(ख) से (घ): कोलपेवाड़ी सहकारी चीनी मिल और निकटवर्ती कॉलेज क्षेत्र की सड़क एक राज्य सड़क है। जैसा कि राज्य सरकार ने बताया है, इस सड़क की कैरिजवे चौड़ाई 5.50 मीटर (मध्यवर्ती-लेन) है। इन सड़कों का उन्नयन कार्य राज्य सरकार द्वारा किया जाना है।

DRINKING WATER SUPPLY AND CLIMATE-RESILIENT INFRASTRUCTURE IN UTTARAKHAND

2188. SHRI TRIVENDRA SINGH RAWAT:

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

- (a) whether the Government is aware that several hilly and disaster-prone districts of Uttarakhand continue to face seasonal drinking water shortages, source depletion, pipeline damage due to landslides and water quality issues despite significant progress under the Jal Jeevan Mission as reported in recent assessments;
- (b) if so, the details and the status of Functional Household Tap Connections, water quality monitoring results and source sustainability measures in Uttarakhand, district-wise;
- (c) the steps taken by the Government to strengthen climate-resilient drinking water infrastructure including gravity-based schemes, rainwater harvesting, spring rejuvenation and real-time monitoring in remote hilly areas; and
- (d) whether any additional financial assistance, technical support or any special dispensation is proposed for Uttarakhand considering its fragile Himalayan

ecology and recurring natural disasters 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): Drinking water is a State subject. The power to plan, design, approve and implement drinking water supply schemes/projects lies with State Government. Government of India, in partnership with States/UTs is implementing Jal Jeevan Mission, since August, 2019, to make provision of tap water supply to every rural household. Under Jal Jeevan Mission (JJM), the Department of Drinking Water and Sanitation provides financial, policy guidance and technical assistance to the States and Union Territories for implementing their drinking water supply schemes.

As reported by the State Government, the State Government is aware that in several hilly and disaster-prone districts of Uttarakhand, despite significant progress under the Jal Jeevan Mission, seasonal drinking water shortages, depletion of water sources, damage to pipelines due to landslides, and issues related to drinking water quality continue to persist in certain areas. To address these challenges, the Government is undertaking necessary measures including strengthening and conservation of water sources, development of alternative drinking water sources, timely repair of damaged infrastructure, regular water quality testing, and strengthening of operation and maintenance (O&M) arrangements.

(b): To enable States/ UTs to test water samples for water quality, and for

sample collection, reporting, monitoring and surveillance of drinking water, an online JJM – Water Quality Management Information System (WQMIS) portal has been developed. The quality monitoring system includes regular testing via Field Testing Kits (FTKs) and Laboratory Testing: Utilizing a network of 28 regional and district laboratories for detailed chemical and bacteriological analysis.

In 2025-26, as per JJM WQMIS, a total of 80,856 samples were tested in Labs for chemical parameters, 89,187 samples were tested for bacteriological parameters. The State-wise details of water quality test reported through WQMIS are available in public domain on JJM Dashboard and can be accessed at

<https://ejalshakti.gov.in/WQMIS/Main/report>.

Furthermore, as on 11.02.2026, the district-wise status of provision of Household Tap Connections and Water quality testing status in Uttarakhand is given in the enclosed **Statement-I and Statement-II**.

(c): State Government has reported that the State has taken key measures to strengthen Climate-Resilient Drinking Water Infrastructure. The details of these steps are as under:

- i) **Source Sustainability and Conservation:** Under the Jal Jeevan Mission, the identification, conservation, and augmentation of water sources have been made mandatory components. At the village level, the mission includes ensuring the conservation of water sources (through rainwater

harvesting and recharge structures), groundwater recharging, and water sanitation, under these initiatives.

ii) Decentralized and Localized Schemes: In hilly terrains, where gravity-based systems are adopted. In remote and densely forested areas the local geomorphological conditions are taken into design consideration. This approach ensures that in disaster-prone regions, the supply is not solely dependent on vulnerable electrical grids but relies on gravity-based distribution to enhance resilience.

iii) Digital Monitoring of assets: For advanced technologies are being implemented to enable real-time tracking of status of the Water Supply Network: Monitoring the pumping schemes in certain areas on pilot basis. On the PM Gati shakti platform the entire piped water supply system is being mapped to record all the assets of water supply scheme. The tools like '*Jal Seva Ankalan*' are being used to capture the functionality of schemes directly from Local bodies and take remedial action by District water and sanitation Mission.

(d): As per the instructions of Ministry of Finance during the Mission period, the operational guidelines for the implementation of the JJM provided 25% of the Scheme's annual allocation of funds to the States could be used as flexi-funds. For meeting the immediate requirement of funds for post disaster recovery works, flexi-funds available with States under JJM could be used. States/ UTs are advised to set aside at least 5% of the annual allocation under JJM to take care of unforeseen challenges/ issues arising out of natural disasters/ calamities

and internal disturbances, which might be used by the State for coverage at the flag end of the financial year, if remain unutilized.

Further, as informed by the State Government, the State Government has constituted a State-level Spring and River Rejuvenation Authority (SARRA) to address the adverse impacts of climate change and human activities on natural water sources and river flows, identification of critical sources, providing technical solutions and monitoring.

STATEMENT-I

Status of tap water connections as on 11.02.2026

S. No.	District	Total Rural Households	Total household connection reported till date	% of total household connections with PWS reported till date
1.	Almora	1,26,063	1,16,506	92.42
2.	Bageshwar	54,659	54,659	100.00
3.	Chamoli	76,716	76,638	99.90
4.	Champawat	45,086	45,000	99.81
5.	Dehradun	1,29,491	1,29,449	99.97
6.	Haridwar	2,49,303	2,40,751	96.57
7.	Nainital	1,14,156	1,07,083	93.80
8.	Pauri Garhwal	1,11,552	1,10,723	99.26
9.	Pithoragarh	94,474	94,137	99.64
10.	Rudra Prayag	54,880	54,847	99.94

11.	Tehri Garhwal	1,29,045	1,28,689	99.72
12.	Udam Singh Nagar	1,97,905	1,94,788	98.43
13.	Uttar Kashi	65,013	65,002	99.98
	Total	14,48,343	14,18,272	97.92

STATEMENT-II

Water quality testing Status during 2025-26 as on 11.02.2026

District	No. of samples tested in laboratory	
	Tested for chemical parameters	Tested for bacteriological parameters
Almora	7,003	8,196
Bageshwar	2,870	3,113
Chamoli	5,955	6,399
Champawat	2,475	2,477
Dehradun	5,856	7,367
Haridwar	3,309	3,779
Nainital	7,796	8,364
Pauri Garhwal	13,614	13,878
Pithoragarh	5,694	7,014
Rudra Prayag	3,551	3,552
Tehri Garhwal	12,143	13,407
Udam Singh Nagar	4,516	4,705
Uttar Kashi	6,074	6,936
Total	80,856	89,187

Source: JJM-IMIS

शहरी गरीबों के लिए आवास निर्माण

2189. श्री अरुण कुमार सागर:

क्या आवासन और शहरी कार्य मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार ने देश में शहरी गरीबों के लिए आवासों के निर्माण हेतु मंजूरी दे दी है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) क्या ये आवास देश के सभी शहरों/राज्यों में निर्मित किए जाने की संभावना है या केवल कुछ चयनित शहरों/राज्यों में ही निर्मित किए जाएंगे और यदि हां, तो तत्संबंधी ब्यौरा क्या है और इसके क्या कारण हैं; और

(ग) उक्त उद्देश्य के लिए आवंटित/प्रदान की गई निधि का ब्यौरा क्या है और चयनित शहरों/राज्यों में इसके कार्यान्वयन के लिए क्या लक्ष्य निर्धारित किए गए हैं?

आवासन और शहरी कार्य मंत्रालय में राज्य मंत्री (श्री तोखन साहू):

(क) से (ग): 'भूमि' और 'कॉलोनीकरण' राज्य के विषय हैं। इसलिए, शहरी गरीबों सहित अपने नागरिकों के लिए आवास से संबंधित योजनाएं अपने-अपने क्षेत्रों में राज्यों/संघ राज्य क्षेत्रों द्वारा कार्यान्वित की जाती हैं। हालाँकि, आवासन और शहरी कार्य मंत्रालय (एमओएचयूए) देश भर के सभी शहरी क्षेत्रों में सभी पात्र शहरी लाभार्थियों को बुनियादी नागरिक सुविधाओं वाले हर मौसम में रहने योग्य पक्के आवास प्रदान करने के उद्देश्य से प्रधान मंत्री आवास योजना-शहरी (पीएमएवाई-यू) और पीएमएवाई-यू 2.0 के तहत केंद्रीय सहायता प्रदान करके राज्यों/संघ राज्य क्षेत्रों के प्रयासों में सहायता कर रहा है।

पीएमएवाई-यू 2.0 के योजना दिशानिर्देशों के अनुसार, लाभार्थियों का चयन, परियोजनाओं का निरूपण और निष्पादन राज्यों/संघ राज्य क्षेत्रों (यूटी) द्वारा किया जाता है। राज्यों/ संघ राज्य क्षेत्रों को उपयुक्त साधनों से अलग-अलग घटकों के तहत आवास की मांग का आकलन करना होता है। पात्र नागरिक सभी विवरणों के साथ पीएमएवाई-यू 2.0 के एकीकृत वेब पोर्टल पर भी आवेदन कर सकते हैं और अपनी मांग दर्ज करवा सकते हैं। लाभार्थियों की मांग और चयन के आधार पर

परियोजना प्रस्ताव तैयार किए जाते हैं और राज्यों/संघ राज्य क्षेत्रों के मुख्य सचिव की अध्यक्षता में राज्य स्तरीय स्वीकृति एवं निगरानी समिति (एसएलएसएमसी) द्वारा अनुमोदित किए जाते हैं ताकि आगे केन्द्रीय स्वीकृति एवं निगरानी समिति (सीएसएमसी) द्वारा केन्द्रीय सहायता जारी करने पर विचार किया जा सके।

राज्यों/ संघ राज्य क्षेत्रों द्वारा प्रस्तुत परियोजना प्रस्ताव के आधार पर, मंत्रालय द्वारा अब तक पीएमएवाई-यू 2.0 के तहत 10.66 लाख आवासों सहित कुल 122.28 लाख आवासों को स्वीकृति दी गई है। स्वीकृत आवासों में से 114.84 लाख आवासों की नींव रखी जा चुकी है; जिनमें से दिनांक 22.01.2026 तक देश भर में 97.02 लाख आवास पूर्ण हो चुके हैं/ लाभार्थियों को सौंपे जा चुके हैं। इस योजना के तहत स्वीकृत किए गए आवासों के प्रावधान में 2.05 लाख करोड़ रुपये की केन्द्रीय सहायता शामिल है, जिसमें से 1.76 लाख करोड़ रुपये स्वीकृत परियोजनाओं के संबंध में राज्यों/संघ राज्य क्षेत्रों द्वारा अनुपालन के आधार पर जारी किए गए हैं। इस योजना की प्रगति को पीएमएवाई-यू डैशबोर्ड (<https://dashboard.pmay-urban.gov.in>) पर भी देखा जा सकता है।

DIGITAL MONITORING OF RURAL WATER SUPPLY AND SANITATION SERVICES

2190. DR. KALANIDHI VEERASWAMY:

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

- (a) Whether the Government has proposed to strengthen digital monitoring of rural water supply and sanitation under the Jal Jeevan Mission and Swachh Bharat Mission and if so, the details thereof;
- (b) The details of components of proposed digital monitoring framework including real-time dashboards, IoT Sensors, GIS mapping and mobile reporting tools;

- (c) The estimated funds required and the timeline fixed for implementing this proposal across the country, State-wise including Tamil Nadu;
- (d) The measures planned to ensure accuracy, transparency and accountability in the digital monitoring of rural water and sanitation services; and
- (e) Whether the Government proposes to involve Panchayati Raj Institutions and local communities in monitoring and reporting and if so, the details thereof along with the steps planned to build their capacity?

**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 make provision of tap water supply to every rural household. Water is a state subject and therefore, the primary responsibility for planning and implementing piped water supply schemes to provide tap water to their households, lies with the respective State/UT. Government of India supplements the efforts of the States by providing technical and financial assistance under JJM.

This Department has developed Integrated Management Information System (IMIS) digital portal and mobile app for Jal Jeevan Mission (JJM) to strengthen transparency, data accuracy, and real-time review. Under JJM, the IMIS and online dashboards are functional at Panchayat, District Water and Sanitation Mission (DWSM), State Water and Sanitation Mission (SWSM) and National levels in all States/UTs including Tamil Nadu.

To ensure the authenticity of data on the IMIS portal, the Department has implemented a multi-layered verification mechanism. This includes mandatory Aadhaar seeding of beneficiaries, Geo-tagging of assets through Sujalam Bharat App, Uploading of pipelines on PM-GatiShakti Portal. Furthermore, the Department undertakes rigorous ground truthing exercises which involves:

- (i) **Functionality Assessment:** Annual independent sample surveys to verify the quantity, quality, and regularity of water supply.
- (ii) **National Level Monitors (NLMs):** Regular field visits by National Wash Experts, Central Nodal Officers, NJJM and NPMU members. NLMs to cross-verify reported progress against ground realities.
- (iii) **Digital Verification:** Use of IoT-based sensors in selected villages for real-time monitoring.

Similarly, the Department has also developed SBM-G Portal & Dashboard – A centralized portal (<http://swachhbharatmission.ddws.gov.in>) and dashboard (<http://sbm.gov.in/sbmgdashboard/statesdashboard.aspx>) for monitoring progress under SBM (G) at the National, State, District, Block and village levels.

Among other aspects the portal also offers facility for online application for IHHLs, wherein a citizen can apply online for the incentive support for the construction of IHHL and also, track the application status. The SBM(G) Dashboard captures the progress of all States/UTs against various indicators viz, the Open Defecation Free (ODF) plus status, construction of Individual Household Latrines (IHHLs) and Community Sanitary Complexes (CSCs), Solid

and Liquid Waste Management (SLWM) infrastructure, Information, Education and Communication (IEC), Capacity Building activities etc.

Two mobile apps viz, mSBM & SBM 2.0 have been developed under SBM(G). mSBM Mobile app is used for geo-tagging of Individual Household Latrines (IHHL) and SBM 2.0 is used for geo-tagging of Solid/Liquid waste management assets (including CSCs) along with progress reporting of SLWM assets. The Government has operationalised Jal Seva Aankalan- Gram Panchayat-led, community-owned functionality assessment mechanism under the Jal Jeevan Mission, aimed at strengthening rural drinking water service delivery. With a large number of schemes now functional, the initiative focuses on assessing the availability, regularity, adequacy and quality of water services at the village level through structured community discussions, Gram Sabha validation and digital data capture.

DEVELOPMENT OF AIRPORTS UNDER UDAN SCHEME

2191. SHRI ABHISHEK BANERJEE:

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

- (a) the details and the number of airports developed under the UDAN scheme that are currently non-operational or temporarily non-operational, State-wise;
- (b) the total expenditure incurred on the construction, maintenance and upkeep of such airports since 2017 including the amount spent during the last three years;

(c) the total subsidy or Viability Gap Funding (VGF) released for routes connected to these airports and the duration for which such subsidies were provided; and

(d) whether any assessment has been undertaken to examine the commercial and operational viability of these airports after the withdrawal of subsidies 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 on 20.01.2026, 93 unserved and underserved airports (including 12 heliports and 2 water aerodromes) have been developed and operationalised across the country under the UDAN Scheme.

The details of non-operational airports are as follows:

1. Ambikapur in Chhattisgarh
2. Bhavnagar in Gujarat
3. Shimla in Himachal Pradesh
4. Kalaburgi in Karnataka
5. Datia in Madhya Pradesh
6. Ludhiana and Pathankot in Punjab
7. Pakyong in Sikkim
8. Kushinagar, Aligarh, Azamgarh, Chitrakoot, Shravasti and Moradabad in
Uttar Pradesh
9. Cooch Behar in West Bengal;

A total of Rs. 831.33 Cr. has been incurred towards the development of the said airports. There is no provision under the UDAN Scheme for the management and upkeep of non-operational airports. Further, an amount of Rs. 260.2 Cr. has been disbursed so far towards VGF for routes connecting these airports.

(d): Under the UDAN (RCS) Scheme, the commercial and operational viability of airports and routes is assessed through a market-based bidding process, wherein routes are awarded with Viability Gap Funding (VGF) support for a fixed period of three years, after which airlines are expected to operate without subsidy based on passenger demand and commercial feasibility.

AGRO PROCESSING CLUSTERS IN ANDHRA PRADESH

2192. SHRI PUTTA MAHESH KUMAR:

SHRI MAGUNTA SREENIVASULU REDDY:

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

- (a) the details regarding the list of Agro Processing Clusters proposed, sanctioned, under construction and presently functional across Andhra Pradesh, district-wise including Eluru and Prakasam districts;
- (b) the details regarding the total amount of funds allocated, released and utilised for setting up of Agro Processing Clusters in Andhra Pradesh during the last five years, project and district-wise, especially in the said districts;
- (c) the details regarding the list of Agro Processing Clusters that have been pending for completion during the last five years and the reasons for such

pendency; and

- (d) whether any program/initiative has been conducted to offer training of the SAMPADA portal so that entrepreneurs may seek assistance to set up Agro Food Clusters and if so, the details thereof in Andhra Pradesh during the last five years?

**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 a Scheme for Creation of Infrastructure for Agro Processing Clusters (APC), a component scheme of the Pradhan Mantri Kisan Sampada Yojana (PMKSY) for development of modern infrastructure to encourage entrepreneurs to set up food processing units based on cluster approach in the country since 2017. Ministry provides financial assistance in the form of grants-in-aid/subsidy to the entrepreneurs/ investors for establishing agro-processing clusters. Applications under this scheme are invited online from prospective investors / entrepreneurs against Expression of Interest (EoI) issued by Ministry from time to time depending upon availability of funds. The Scheme is demand driven and there is no provision for allocation of state wise fund in the Scheme for Creation of Infrastructure for Agro Processing Clusters (APC). During the last five years, Ministry has approved 2 Agro Processing Clusters in the State of Andhra Pradesh under the scheme. The year-wise, district-wise, category-wise details of these 2 Agro Processing Clusters is given in the enclosed **Statement**.

(c): Both the projects are at various stages of implementation. The major reasons for delay in completion of the approved projects are delay in obtaining final term loan sanction from banks and statutory approvals and clearances from concerned authorities of the State Government and fund constraints with the applicants. Ministry regularly monitors the projects and coordinates with the project implementing agencies by conducting review meetings/site visits to assess the progress of the projects. Ministry, on the request of project implementing agencies, also takes up the matter with the concerned department of State Government and their agencies for smooth and timely implementation & the Ministry in coordination with Project Managing Agency (PMA) of the scheme suitably guides the approved projects as and when required.

(d): No such training on SAMAPADA Portal has been initiated. However, Ministry always provides information/assistance whenever requested by any project implementing agencies through email communications as well as phone numbers of all handling officers of the Ministry provided on website.

STATEMENT

Number of Agro Processing Cluster projects sanctioned, implemented & pending under the Pradhan Mantri Kisan Sampada Yojana (PMKSY) since 2020, year-wise, district-wise and category wise in Andhra Pradesh as on 31.01.2026:

Sr. No.	Name of the Project Implementation Agency (PIA)	District	Category of PIA (General/ SC/ST)	Date of approval	Project cost (In Cr.)	Grant/Subsidy Approved (in Cr.)	Total Grant / Subsidy released (in Cr.)	Year of Approval
1	M/s Ramansingh's Global Food Park	Eluru	SC	20.11.2023	25.85	10.00	6.67	2023-24
2	M/s Aalamandha Food Park	Vizianagaram	SC	28.02.2024	20.78	10.00	0	2023-24

ELECTRICITY (RIGHTS OF CONSUMERS) RULES, 2020

2193. SHRI P. V. MIDHUN REDDY:

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

- (a) the implementation status of guaranteed 24X7 electricity supply to consumers under the Electricity (Rights of Consumers) Rules, 2020 and the specific penalties prescribed for Distribution Companies (DISCOMs) for failure to comply with the said standards;
- (b) the measures taken by the Government to ensure that State Electricity Regulatory Commissions are effectively establishing the average number

and duration of outages per consumer on an annual basis; and

(c) the anticipated impact of the said regulations on consumer satisfaction and the overall performance of DISCOMs in providing reliable power supply across the country?

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

(a): As per Sub-Rule (1) of Rule (10) of the Electricity (Rights of Consumers) Rules, 2020, the distribution licensee shall supply 24x7 power to all consumers. However, the State Electricity Regulatory Commission may specify lower hours of supply for some categories of consumers like agriculture. The Rules are applicable across all states and for all areas including urban and rural areas. During 2025-26 (Till December, 2025), the annual average daily power supply hours on monitored urban and rural feeders of the country was 23.4 hours and 22.6 hours per day, respectively.

The Electricity (Rights of Consumers) Rules, 2020 prescribe payment of compensation to consumers in the event of violation of Standards of Performance specified by the respective State Electricity Regulatory Commissions (SERCs).

(b): Under Rule 10 of the Electricity (Rights of Consumers) Rules, 2020 the SERCs have been mandated to specify the total duration and frequency of outages per consumer per year in form of System Average Interruption Duration Index (SAIDI) and System Average Interruption Frequency Index (SAIFI). These

Rules also mandate that SERCs shall have an online mechanism for reviewing and monitoring of reliability indices of the distribution licensees.

(c): The Electricity (Rights of Consumers) Rules, 2020 mandate SERCs to specify Standards of Performance for distribution licensees and to determine the compensation payable to consumers in the event of non-compliance. The Rules also prescribe enforceable obligations on distribution licensees relating to the quality and reliability of power supply, along with corresponding compensation mechanisms for violations of the Standards of Performance specified by the respective SERCs. Further, the Rules provide that for certain specified violations, compensation shall be paid to consumers automatically.

The Electricity (Rights of Consumers) Rules, 2020, along with the Regulations framed by the SERCs, are expected to significantly enhance the quality of electricity services and the operational efficiency of distribution companies by strengthening consumer rights, enforcing Standards of Performance, and ensuring time-bound delivery of services. By promoting reliable power supply, instituting robust compensation mechanisms, and establishing effective grievance redressal systems, these regulations are anticipated to improve accountability and performance outcomes of Distribution Companies, thereby leading to a more reliable and uninterrupted electricity supply across the country.

IMPACT OF GLOBAL TRADE DISRUPTIONS ON MSMEs**2194. DR. T. SUMATHY ALIAS THAMIZHACHI THANGAPANDIAN:**

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

- (a) whether the Government has assessed the impact of global trade disruptions and tariff uncertainties on Micro, Small and Medium Enterprises (MSMEs) clusters in Tamil Nadu, particularly in Chennai and Hosur, where nearly thirty lakh jobs are at risk and if so, the details thereof;
- (b) whether any interest subvention, export incentive or special relief package has been approved for MSMEs affected by external factors and recent cyclones and if so, the details thereof;
- (c) whether it is a fact that the Rupees 95 billion MSME financing plan for the year 2026 has witnessed delays in disbursement to eligible units in Tamil Nadu and if so, the details thereof;
- (d) the details of MSME assistance released during the year 2025–26, State-wise; and
- (e) the steps proposed to stabilise employment and exports in MSME-intensive States like 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), (b), (d) and (e): India's merchandise exports during April to October 2025 have demonstrated resilient performance despite challenging global conditions

including recent U.S. tariff hike. Overall, merchandise exports for the fiscal year so far remain positive compared to the previous year, reflecting underlying resilience despite global economic volatility, geopolitical disruptions and softened demand in some markets. India's export sector continues to demonstrate strength and diversification amid challenging external conditions.

Government continues to work to mitigate the impact of the US tariff measures on Indian exports through a comprehensive multi-pronged strategy encompassing intensive engagement with the US Government for a mutually beneficial India-US Bilateral Trade Agreement, immediate relief through Trade relief measures of RBI, Credit Guarantee Scheme for Exporters, enhancement of domestic demand through next generation GST reforms, Export Promotion measures such as the new Export Promotion Mission which provide support and assistance to our exporters, pursuing FTAs with new countries and better utilization of existing FTA. It is expected that these measures will also enhance diversification and resilience in India's trade relationships. The Government remains engaged with all stakeholders—including exporters, Export Promotion Councils (EPCs), MSMEs, industry associations, and state governments—to assess the evolving impact of the U.S. tariff measures.

Export Promotion Mission (EPM) has been approved on 12.11.2025 as a comprehensive framework to strengthen the overall export ecosystem. Under EPM, support shall be provided through NIRYAT PROTSAHAN, which focuses on trade finance facilitation including support for interest subvention, factoring, E-Commerce Credit Card, Collateral for export Credit etc. for MSME exporters,

and NIRYAT DISHA, which shall provide non-financial support including export-quality and compliance assistance, market-access interventions, logistics facilitation, and export ecosystem-building measures.

The Central Government supplements the efforts of the State/UT Governments through various schemes, programmes and policy initiatives for credit, skill development, infrastructure and cluster development etc. This inter alia includes initiatives for providing financial assistance, credit support and technology adoption through Schemes like Prime Minister's Employment Generation Programme (PMEGP), Credit Guarantee Scheme (CGS) for Micro & Small Enterprises (MSEs), Self Reliant India (SRI) Fund, Micro & Small Enterprises Cluster Development Programme (MSE-CDP), Mutual Credit Guarantee Scheme for MSMEs (MCGS-MSME) etc.

- (i) Prime Minister's Employment Generation Programme (PMEGP) assists General Category beneficiaries with Margin Money (MM) subsidy of 25% of the project cost in rural areas and 15% in urban areas. For beneficiaries belonging to Special Categories such as Scheduled Castes, Scheduled Tribes, OBCs, Minorities, Women, Ex-servicemen, Physically Handicapped, Transgenders, beneficiaries belonging to Northeastern Region, Hill and Border areas, and Aspirational Districts, the Margin Money subsidy is 35% in rural areas and 25% in urban areas.
- (ii) Credit Guarantee Scheme (CGS) for Micro and Small Enterprises (MSEs) through Credit Guarantee Fund Trust for Micro and Small Enterprises (CGTMSE) to provide credit guarantee of upto Rs. 10 crore.

- (iii) Self Reliant India (SRI) Fund to infuse Rs. 50,000 crore as equity funding in those MSMEs which have the potential and viability to grow and become large units. Under this scheme total size of fund of Rs. 50,000 crore has a provision of Rs.10,000 crore from Government of India and Rs.40,000 crore through Private Equity / Venture Capital funds. This initiative is aimed at providing growth capital to the deserving and eligible units of MSME sector. The Budget 2026-27 has also announced a support of Rs 2000 crore to top up the Self-Reliant India Fund set up in 2021 to continue support to micro enterprises and maintain their access to risk capital.
- (iv) 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. For CFCs, Government of India Grant is up to 80%, upper limit of Project cost is Rs. 30 crore whereas, for ID projects Government of India Grant is up to 70%, upper limit of Project is Rs. 15 crore.
- (v) Mutual Credit Guarantee Scheme for MSMEs (MCGS-MSME), a government-backed initiative designed to help Micro, Small, and Medium Enterprises (MSMEs) access loans to grow their businesses. This scheme offers a credit guarantee, making it easier for MSMEs to obtain loans, especially for purchasing essential equipment and machinery. The Scheme

provides credit guarantee cover to lenders (Scheduled Commercial Banks, All India Financial Institutions, NBFCs) for their term loans up to Rs.100 crore to MSMEs for their projects involving purchase of equipment/machinery.

(i) Credit Guarantee Scheme for Micro and Small Enterprises

Ministry of MSME implements Credit Guarantee Scheme (CGS) for Micro and Small Enterprises (MSEs) through Credit Guarantee Fund Trust for Micro and Small Enterprises (CGTMSE) to provide credit guarantee for loans extended to MSEs. The ceiling for guarantee coverage under the scheme is Rs 10 crore.

State/UT wise details for credit guarantees extended to MSEs under CGS are as under:

CGS - Guarantees approved- FY 2025-26 till 31.01.2026			
Sr. No.	States / UTs	No. of guarantee s approved	Amount approved (in Rs. crore)
1	Andaman and Nicobar Islands	784	159
2	Andhra Pradesh	1,08,511	11,030
3	Arunachal Pradesh	1,555	476
4	Assam	37,868	6,389
5	Bihar	1,33,308	12,965
6	Chandigarh	6,190	1,555
7	Chhattisgarh	29,736	4,984
8	Delhi	47,529	14,258
9	Goa	3,762	749
10	Gujarat	95,972	30,626
11	Haryana	58,598	12,219
12	Himachal Pradesh	22,625	2,649
13	Jammu And Kashmir	38,091	2,900
14	Jharkhand	48,786	6,537

15	Karnataka	1,19,785	22,436
16	Kerala	59,937	8,882
17	Ladakh	494	101
18	Lakshadweep	47	2
19	Madhya Pradesh	85,966	14,735
20	Maharashtra	1,98,036	46,554
21	Manipur	2,132	251
22	Meghalaya	2,347	416
23	Mizoram	1,694	194
24	Nagaland	1,535	229
25	Odisha	66,545	10,755
26	Puducherry	2,487	380
27	Punjab	64,722	10,551
28	Rajasthan	98,300	16,183
29	Sikkim	1,115	176
30	Tamil Nadu	1,22,789	23,606
31	Telangana	72,898	14,333
32	The Dadra and Nagar Haveli and Daman and Diu	1,102	367
33	Tripura	9,240	764
34	Uttar Pradesh	4,45,336	37,211
35	Uttarakhand	23,895	3,410
36	West Bengal	1,35,778	20,289
Total		21,49,495	3,39,321

(ii) **Prime Minister's Employment Generation Programme (PMEGP)** assists General Category beneficiaries with Margin Money (MM) subsidy of 25% of the project cost in rural areas and 15% in urban areas. For beneficiaries belonging to Special Categories such as Scheduled Castes, Scheduled Tribes, OBCs, Minorities, Women, Ex-servicemen, Physically Handicapped, Transgenders, beneficiaries belonging to Northeastern Region, Hill and Border areas, and Aspirational Districts, the Margin Money subsidy is 35% in rural areas and 25%

in urban areas.

State-wise detail of number of micro enterprises assisted, margin money subsidy released and estimated employment generated under PMEGP in the current financial year i.e., 2025-26 (as on 10.02.2026), is given below:

S. No.	State	Micro Enterprises Assisted	MM Subsidy released (in crore)	Estimated employment generation
1	Andaman Nicobar Island	33	0.53	264
2	Andhra Pradesh	5,825	193.77	46,600
3	Arunachal Pradesh	70	4.59	560
4	Assam	1,510	45.09	12,080
5	Bihar	4,285	127.52	34,280
6	Chandigarh	2	0.06	16
7	Chattishgarh	888	36.18	7,104
8	Delhi	14	0.60	112
9	Goa	23	1.05	184
10	Gujarat*	1,722	192.35	13,776
11	Haryana	932	56.96	7,456
12	Himachal Pradesh	608	22.90	4,864
13	Jammu & Kashmir	6,175	128.78	49,400
14	Jharkhand	729	21.85	5,832
15	Karnataka	3,108	122.88	24,864
16	Kerala	1,958	50.95	15,664
17	Ladakh	138	6.18	1,104
18	Lakshadweep	-	0.00	-
19	Madhya Pradesh	1,658	80.00	13,264
20	Maharashtra**	2,299	121.48	18,392
21	Manipur	298	7.32	2,384
22	Meghalaya	386	12.36	3,088
23	Mizoram	191	7.19	1,528
24	Nagaland	455	8.69	3,640
25	Odisha	2,654	85.48	21,232
26	Puducherry	16	0.47	128
27	Punjab	1,124	74.11	8,992
28	Rajasthan	1,517	115.88	12,136

29	Sikkim	202	6.89	1,616
30	Tamil Nadu	5,575	172.81	44,600
31	Telangana	2,148	94.14	17,184
32	Tripura	382	9.83	3,056
33	Uttar Pradesh	6,802	289.17	54,416
34	Uttarakhand	509	20.21	4,072
35	West Bengal	759	31.77	6,072
Total		54,995	2150.02	439,960

* Including Daman and Diu ** Including Dadra Nagar and Haveli

Initiatives undertaken by the Ministry of MSME under PMEGP to promote the entrepreneurship across the country including Tamil Nadu, are as follows:

- i. 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.
- ii. Inclusion of applicants from Aspirational districts and Transgenders under special category eligible for higher subsidy.
- iii. Acceptance of PMEGP applications from beneficiaries in physical form in 19 regional languages since June 2025 excluding Hindi and English.
- iv. Enhancing the scope of activities by modifying Negative list to allow more activities under Animal Husbandry like dairy, poultry, aquaculture and sericulture.
- v. A wide range of more than 1,000 Model of Detailed Project Reports have been prepared on various industries and made available on the PMEGP online portal enabling applicants to submit quality DPRs.
- vi. Entrepreneurship Development Programme (EDP) training is provided to prospective entrepreneurs and beneficiaries to provide orientation and awareness pertaining to various managerial and operational functions like

finance, production, marketing, enterprise management etc.

vii. Awareness programmes in all the States/UTs including backward and under-performing areas, Aspirational districts, North Eastern Region etc..

(c): NIL, There is no such scheme in Government of India

संपर्क सड़क का अधूरा कार्य

2195. श्री सुधाकर सिंह:

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

(क) क्या बिहार में नया भोजपुर (बक्सर) को उत्तर प्रदेश में जनेश्वर मिश्र पुल (बलिया जिला) से जोड़ने वाली प्रस्तावित सड़क का निर्माण कार्य अभी तक शुरू नहीं हुआ है; और

(ख) यदि हां, तो इसके क्या कारण हैं और उक्त सड़क का निर्माण कार्य कब तक शुरू होने की संभावना है और इसके कब तक पूरा होने की संभावना है?

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

(क) और (ख): सरकार का सड़क परिवहन और राजमार्ग मंत्रालय मुख्यतया बिहार सहित देश में राष्ट्रीय राजमार्गों (एनएच) के विकास और रखरखाव के लिए उत्तरदायी है। बिहार में नया भोजपुर (बक्सर) को उत्तर प्रदेश में बलिया जिले में जनेश्वर मिश्र पुल से जोड़ने के लिए प्रस्तावित सड़क राष्ट्रीय राजमार्ग नहीं है। उक्त सड़क का विकास बिहार राज्य पुल निर्माण निगम के माध्यम से बिहार राज्य सरकार द्वारा किया जा रहा है।

COVERAGE AND EXPANSION OF CITY GAS DISTRIBUTION NETWORKS

2196. SHRI TEJASVI SURYA:

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

(a) whether City Gas Distribution (CGD) networks have covered the targeted

geographical areas and population across the country, if so, the details thereof along with the timelines set and progress achieved;

- (b) the number of households currently availing services under CGD networks across the country, State/UT-wise particularly in Bengaluru Urban, Bengaluru Rural and other major cities along with the year-wise growth trends and expansion timelines;
- (c) whether the Government has undertaken any assessment regarding the environmental, economic, social and other impacts arising from the usage of Compressed Natural Gas (CNG) and Piped Natural Gas (PNG) and if so, the details thereof; and
- (d) whether the Government has conducted any study or assessment on the challenges, barriers or resistance faced in the adoption and expansion of CGD networks and 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) to (d): Providing Piped Natural Gas (PNG) connections, establishment of Compressed Natural Gas (CNG) stations and laying of pipeline infrastructure is part of development of City Gas Distribution (CGD) Networks and the same is carried out by the entities authorized by Petroleum and Natural Gas Regulatory Board (PNGRB) as per their Minimum Work Programme (MWP) and techno-commercial feasibility.

After completion of 12/12A CGD bidding round, PNGRB has authorized

entities for the development of CGD network in 307 Geographical Areas (GAs), covering the entire mainland area for the development of CGD network across the country. The expansion and roll out of CGD network is a continuous process. As per MWP target, authorised entities have to provide approx. 12.6 crore PNG connections, 18,336 CNG Stations and 5.46 lakh inch-km pipeline by 2034. As on 30.11.2025, the authorized entities have provided 1.58 crore PNG Domestic (PNG (D)) connections, 8,456 CNG Stations and laid 6.29 lakh inch-km pipeline. State/UT-wise progress of PNG(D) connections during the last three years across the country is given in the enclosed **Statement-I**.

Bengaluru Rural and Urban Districts GA has been authorized by PNGRB to GAIL Gas Limited (GGL). As per the MWP, GGL has to provide 1,31,156 PNG (D) connections and lay 1,582 inch-km pipeline in the GA by 2020. As on 30.11.2025, GGL has provided 2,95,294 PNG(D) connections and laid 5,881 inch-km pipeline in the said GA. The progress of PNG(D) connections during the last three years in Bengaluru Rural and Urban Districts GA and other major cities (Delhi, Mumbai, Pune, Hyderabad and Chennai etc.) is given in the enclosed **Statement-II**.

Consumption of natural gas is impacted by its price vis-a-vis alternate fuels and cost associated with its transportation across the country. Gas prices are dependent on various factors viz. domestic production, international availability, etc. Further, as informed by authorized CGD entities, the major impediments in adoption of PNG are delay in grant of permissions by the statutory authorities/ bodies, higher Right of Use/Right of Work Charges, lack of

state policy for CGD and higher VAT on CNG / PNG etc.

Consumption of natural gas not only enhances environmental sustainability as it is a cleaner and low-emitting fuel vis-a-vis other fossil fuels but also ensures energy security by allowing (i) the country to diversify its energy mix and thereby reduce its reliance on imported oil and coal and (ii) reduce its vulnerability to the volatility of the international market.

Government have taken various steps to increase adoption and expansion of CGD network across the country which, inter-alia, includes allocating domestic gas on priority basis to CNG (T)/ PNG(D); diverting domestic gas from non-priority sectors to meet the requirement for CNG (T)/PNG(D) sector, expansion of CGD network, grant of Public Utility Status to CGD projects, notification for supply of domestic gas through available mode (including cascade mode) for CNG(T)/ PNG(D) purpose, allocating domestic natural gas for CNG (T) and PNG (D) segments on a two-quarter advance basis, expansion of National Gas Grid Pipeline, setting up of Liquefied Natural Gas (LNG) Terminals, Sustainable Alternative Towards Affordable Transportation (SATAT) initiatives to promote Bio-CNG, etc. Government has also notified that gas produced from discoveries in Deepwater, Ultra Deepwater and High Pressure-High Temperature areas, in any situation which may require proportionate distribution of the gas offered under the bidding process, the contractor shall offer gas to bidders belonging to CNG (T)/ PNG (D) sector on priority.

Further, PNGRB, has rationalised the Unified Tariff by reducing tariff zones from three to two and notified transportation tariffs of Rs. 54/MMBTU for

Zone-1 (up to 300 km) and Rs. 102.86/MMBTU for Zone-2 (beyond 300 km), effective from 01.01.2026. 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. This reform further improves affordability and equity in access to natural gas.

STATEMENT- I

State/UT-wise progress of PNG(D) connections during the last three years across the country:

State/UT	As on 31.03.2024	As on 31.03.2025	As on 30.11.2025
Andhra Pradesh	2,75,517	-	-
Arunachal Pradesh	0	-	-
Assam	58,474	67,830	71,686
Bihar	1,62,171	2,51,955	2,90,060
Chandigarh	26,845	30,316	31,956
Chhattisgarh	3,499	11,002	16,443
Dadra & Nagar Haveli, Daman & Diu	17,560	19,034	19,680
Delhi	15,64,294	17,23,294	18,14,443
Goa	13,598	18,865	19,629
Gujarat	32,88,498	35,79,961	37,43,703
Haryana	3,96,852	4,99,489	5,41,169
Himachal Pradesh	7,715	9,926	12,097
Jharkhand	1,40,014	1,75,143	1,85,462
Karnataka	4,41,432	5,01,910	5,54,114
Kerala	76,894	1,37,524	1,52,869
Madhya Pradesh	2,39,468	2,89,948	3,18,719
Maharashtra	36,17,571	42,50,826	44,49,797
Manipur	-	-	-

Meghalaya	-	-	-
Mizoram	-	-	-
Nagaland	-	-	-
Odisha	1,21,446	1,61,281	1,76,588
Puducherry	-	-	-
Punjab	87,548	1,08,161	1,28,687
Rajasthan	3,20,845	4,38,939	4,87,438
Sikkim	-	-	-
Tamil Nadu	30,525	79,218	1,18,905
Telangana	2,11,940	2,36,044	2,57,775
Tripura	62,136	66,139	68,252
UT of Jammu & Kashmir	-	-	-
UT of Ladakh	-	-	-
Uttar Pradesh	16,50,326	19,35,296	20,94,188
Uttarakhand	82,704	88,953	91,352
West Bengal	24,644	74,992	1,21,210
Grand Total	1,29,22,516	1,50,41,471	1,60,61,757

(Source: PNGRB)

STATEMENT-II

The progress of PNG(D) connections during the last three years in Bengaluru Rural and Urban Districts GA and other major cities:

S. No.	Unique GA ID	Geographical Area/ CGD Networks	State/Union Territory	Authorized CGD Entity	Date of Authorization	Date of Target Completion	PNG Domestic Connections		
							2023-24	2024-25	2025-26 (as on 30.11.2025)
1.	4.01	Bengaluru Rural and Urban Districts	Karnataka	GAIL Gas Limited	18-02-2015	31-03-2020	259287	276829	295294
2.	99.01	National Capital Territory of Delhi	National Capital Territory of Delhi (UT)	Indraprastha Gas Limited	09-01-2009	31-03-2012	1564294	1723294	1814443
3.	99.02	Mumbai & Greater Mumbai	Maharashtra	Mahanagar Gas Limited	21-01-2009	31-03-2012	1257250	1396207	1449781

4.	99.05	Pune City including Pimpri - 5.Chichwad& adjoining contigeneous areas Hinjewadi, Chakan, Talegaon	Maharashtra	Maharashtra Natural Gas Limited	01-06-2009	30-06-2014	632681	779632	816759
5.	99.09	Hyderabad	Telangana	Bhagyanagar Gas Limited	09-10-2009	31-12-2014	192762	215698	236553
6.	9.62	Chennai & Tiruvallur Districts	Tamil Nadu	Torrent Gas Chennai Private Limited	07-09-2018	31-03-2030	323	2383	4388
7.	99.14	Kolkata Muncipal Corporation and Parts of Adjoining Districts	West Bengal	Bengal Gas Company Limited	02-02-2016 (New start date 01.01.2022)	31-12-2026	5124	5297	5347

(Source: PNGRB)

IMPACT OF TARIFF ON CARPET INDUSTRY**2197. SHRI PUSHPENDRA SAROJ:****ADV. PRIYA SAROJ:**

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

- (a) the export contribution of the carpet industry, during the last five years, State and district-wise particularly for Uttar Pradesh;
- (b) the assessed export revenue loss faced by the Indian carpet industry due to recent tariff actions in major overseas markets State- wise and district-wise for Uttar Pradesh;
- (c) the number of artisans and workers employed in the carpet sector and the number facing livelihood disruption due to order cancellations, production slowdown or liquidity stress, State wise and district-wise for Uttar Pradesh;
- (d) whether carpet-sector Micro, Small and Medium Enterprises (MSMEs) in Uttar Pradesh have received support under ECLGS or any successor credit scheme, with beneficiary and amount details and if so, the details thereof; and
- (e) the measures taken to protect employment and accelerate export diversification to prevent loss of traditional carpet-weaving livelihoods in Uttar Pradesh?

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 State-wise details of export contribution of the carpet industry during the last five years are given in the enclosed **Statement-I**. The district-wise details of export of carpets from Uttar Pradesh are given in the enclosed **Statement-II**.

(d): Emergency Credit Line Guarantee Scheme (ECLGS) was launched in May, 2020 as part of Aatmanirbhar Bharat Abhiyaan to support eligible Micro, Small and Medium Enterprises (MSMEs) and business enterprises to ease their liquidity position. The Scheme provided for collateral free loans to eligible borrowers with 100% guarantee in respect of the eligible amount as per the Scheme guidelines. The Scheme was valid till 31.3.2023. A total of 10,561 MSME loans amounting to Rs.783.63 crore was guaranteed in Textile sector including Carpet industry under ECLGS in Uttar Pradesh.

(e): The carpet industry has been consistently supported through a combination of financial and non-financial export promotion measures, including inter alia: Branding and Marketing support, Market Access Initiative Scheme for participation in overseas fairs, Interest equalization Support and Duty Drawback Schemes.

The Government continues to work to mitigate the impact of the US tariff measures on Indian exports through a comprehensive multi-pronged strategy encompassing intensive engagement with the US Government for a mutually beneficial India-US Bilateral Trade Agreement, immediate relief through Trade relief measures of RBI, Credit Guarantee Scheme for Exporters, enhancement of domestic demand through next generation GST reforms, Export Promotion

measures such as the new Export Promotion Mission which provide support and assistance to our exporters, pursuing FTAs with new countries and better utilization of existing FTA. It is expected that these measures will also enhance diversification and resilience in India's trade relationships.

Details of some of the aforementioned measures are as follows:

I. Export Promotion Mission (EPM)

The Mission will 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. EPM marks a strategic shift from multiple fragmented schemes to a single, outcome- based, and adaptive mechanism that can respond swiftly to global trade challenges and evolving exporter needs.

The Mission will operate 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, collateral guarantees, credit cards for e-commerce exporters, 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. Enabling collateral-free credit access will strengthen liquidity, ensure smooth business operations, and reinforce India's progress towards achieving the USD 1 trillion export target.

III. Trade Relief Measures: -The Reserve Bank of India (RBI) has also undertaken trade relief measures for eligible affected exporters including provision for debt repayment moratorium and extension of tenor for export credit.

IV. Leveraging Free Trade Agreements: The Government aims for promotion of Export Diversification and has signed Free Trade Agreements (FTAs) and Preferential Trade Agreements (PTAs) with several key trading partners. Government is working with all stakeholders to enable our exporters to better utilize the benefits of India's FTAs with major markets such as Japan, Korea, UAE etc. and effectively utilize the opportunities that have been created with the recent concluded FTAs such as with the EFTA countries, UK, Oman and New Zealand. The Government has also recently concluded FTA negotiations with the European Union.

Furthermore, the Government has undertaken the following initiatives to

provide new impetus to MSME resilience and growth:

- a. Credit Guarantee Scheme (CGS) for Micro and Small Enterprises (MSEs) through Credit Guarantee Fund Trust for Micro and Small Enterprises (CGTMSE) to provide credit guarantee of upto Rs. 10 crore on loans extended to MSEs without collateral security or third-party guarantees.
- b. Self-Reliant India (SRI) Fund to infuse Rs. 50,000 crore as equity funding in those MSMEs which have the potential and viability to grow and become large units. Under this scheme total size of fund of Rs. 50,000 crore has a provision of Rs.10,000 crore from Government of India and Rs.40,000 crore through Private Equity / Venture Capital funds. This initiative is aimed at providing growth capital to the deserving and eligible units of MSME sector. The Budget 2026-27 has also announced a support of Rs 2000 crore to top up the Self-Reliant India Fund set up in 2021 to continue support to micro enterprises and maintain their access to risk capital.
- c. Mutual Credit Guarantee Scheme for MSMEs (MCGS-MSME), a government-backed initiative designed to help Micro, Small, and Medium Enterprises (MSMEs) access loans to grow their businesses. This scheme offers a credit guarantee, making it easier for MSMEs to obtain loans, especially for purchasing essential equipment and machinery. The Scheme provides credit guarantee cover to lenders (Scheduled Commercial Banks, All India Financial Institutions, NBFCs) for their term loans up to Rs.100 crore to MSMEs for their projects involving purchase of equipment/machinery.

- d. Subsequent to Union Budget Announcement 2024-25, twenty-six (26) branches have been opened by SIDBI all over India during FY 2024-25 to expand its reach to serve MSME clusters and provide direct credit to them. 37 branches are proposed to be opened in FY 2025-26 out of which 34 branches have since been opened.
- e. GST rationalisation undertaken by the government directly 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.

STATEMENT-I

State wise details of Export of Carpet since 2021-22

					Value in USD
STATE	2021-22	2022-23	2023-24	2024-25	2025-26 (Till Dec,25)
Andhra Pradesh	9126	20712	1400	262	87
Assam	22771	18695	4936	6409	184
Bihar	38688	25017	14927	58560	28846
Chandigarh	4124	0	3122	0	0
Chhattisgarh	0	0	773	248	426
Dadra and Nagra Haveli, Daman and Diu	17055634	1990409	1845633	2311512	1306769

Delhi	16348620	15830972	13902736	14788913	7532511
Goa	25663	4898	1628	7556	0
Gujarat	82943430	33626096	25112538	20798373	11565990
Haryana	723705365	470930416	501121125	563654254	417002112
Himachal Pradesh	26303	11814	0	5	2281
Jammu and Kashmir	12510953	6132794	4277781	3809573	3084853
Jharkhand	501	693	2132	866	27892
Karnataka	1480049	516740	649865	512739	322681
Kerala	98373679	72798515	96364617	115005225	88144723
Madhya Pradesh	1722653	1530654	620105	828740	364203
Maharashtra	25498825	17634048	20170948	20313832	14943994
Puducherry	11604	6074	21374	777	1444
Punjab	2426448	1190517	1039131	1054039	978905
Rajasthan	94734696	91146599	89668798	86631642	52212259
Tamil Nadu	16227562	12544345	19172511	25060133	15761338
Telangana	4293624	2722630	107445	85784	77856
Uttar Pradesh	688827583	618968013	616529699	677829949	488252402
Uttarakhand	1700130	1947372	3181831	6583756	2486296
West Bengal	947454	724209	1333962	1764304	346024
Source: - DGCIS					

STATEMENT-II**District-wise details of Export of Carpet from the state Uttar Pradesh since 2021-22**

					Value in USD
DISTRICT	2021-22	2022-23	2023-24	2024-25	2025-26 (Till Dec, 25)
Agra	33431746	39883023	44100117	38391935	23067917
Aligarh	500789	114224	3013	2601	8449
Ambedkar Nagar	324	0	2863	0	0
Amroha	1487707	597893	445705	603046	373910
Auraiya	18455	19580	2953	17299	8238
Ayodhya	13462	0	0	0	0
Azamgarh	0	0	74168	0	0
Baghpat	33892	149701	305253	500883	140356
Bahraich	8301	2644	13054	31737	16249
Banda	0	0	0	4076	0
Barabanki	0	1178	0	0	7021
Bareilly	73623	15	5666	0	4512
Bhadohi	460463646	419871894	423425741	481060867	342485916
Bijnor	818	0	0	0	0
Budaun	7213	3865	0	0	0
Bulandshahr	3866	0	34238	6077	2165
Chandauli	0	2773	2648	183	0
Chitrakoot	0	7850	0	0	0
Etawah	0	1202	0	0	0
Farrukhabad	0	0	983	0	0
Fatehpur	4024	0	9941	567	0
Firozabad	3236	84041	304451	222070	110660
Gautam Buddha Nagar	11319265	7810964	11002849	9979150	9470061
Ghaziabad	3932811	2525826	2715727	2826247	1611710
Ghazipur	0	0	594	0	0
Gorakhpur	5944	2190	5065	899	18
Hamirpur	547	0	714	75715	38330
Hapur	70	1460	42929	6600	0

Hardoi	0	69850	0	0	0
Hathras	4717711	3040525	1892384	2117137	1499885
Jalaun	0	0	0	3819	0
Jaunpur	3464518	3352435	2089613	2251590	2223048
Kanpur Dehat	567958	893718	499986	384582	358143
Kanpur Nagar	482430	789545	2776412	3564612	982462
Kheri	256	0	2959	66	93
Lucknow	6392	21766	31663	9034	225817
Maharajganj	378192	374237	208509	22636	30304
Mahoba	0	34496	0	0	0
Mainpuri	0	0	0	0	4675
Mathura	599	91	266	0	274
Meerut	14848445	11317599	7495646	10316036	10932799
Mirzapur	101513314	83380405	76859614	85413588	64656622
Moradabad	1321220	1057021	1213429	1268936	670157
Muzaffarnagar	0	0	0	76866	175881
Prayagraj	554090	461135	286767	43104	186739
Rae Bareli	2846	0	0	0	0
Rampur	5956	12327	552	6048	3361
Saharanpur	1177	563146	1393221	616139	319
Sambhal	21877	6945	0	7096	2509
Sant Kabeer Nagar	4206	5646	72258	17245	53706
Siddharth Nagar	120	897	5604	2769	1882
Sitapur	14736212	12164785	10812561	10961145	7921540
Unnao	885991	916137	286374	187354	265427
Varanasi	34004334	29424984	28103209	26830195	20711247
Total	688827583	618968013	616529699	677829949	488252402
Source:- DGCIS					

POWER PROJECTS IN MIZORAM

2198. SHRI RICHARD VANLALHMANGAIHA:

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

- (a) whether the Union Government has any proposal for setting up of power generation projects in Mizoram;
- (b) if so, the details thereof, including the location, type of project and generating capacity (in megawatts); and
- (c) the present status of such proposals and the extent of Union Government involvement or financial support therein?

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

(a) to (c): As per section 7 of the Electricity Act, 2003, any generating company may establish, operate and maintain a generating station without obtaining a licence under this Act if it complies with the technical standards relating to connectivity with the grid referred to in clause (b) of section 73.

The Central Public Sector Undertakings (CPSUs) under the administrative control of Ministry of Power undertake to establish power generation projects based on the techno-economic viability of the project. At present, there is no proposal for setting up of power generation project in Mizoram by CPSUs under Ministry of Power.

FINANCIAL LOSSES BY MSMEs

2199. SHRI SHYAMKUMAR DAULAT BARVE:

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

- (a) whether the Ministry is aware that, after the enforcement of the mandatory payment provision within 45 days under Section 43B(h) of the Income Tax Act, 1961, large companies in the country are reducing the number of orders placed with registered Micro, Small and Medium Enterprises (MSMEs) units or cancelling orders that were already placed, if so, the details thereof;
- (b) whether the Ministry has made any assessment of the business and financial losses being incurred by MSME units as a result and if so, the key findings thereof;
- (c) whether the Ministry has consulted the Ministry of Finance on this matter and considered making any modifications in the implementation of the said provision or extending the timeline for compliance and if so, the details thereof; and
- (d) the percentage of the total cases registered on the MSME Samadhan Portal that have been resolved so far and the details of the outstanding payment amount currently pending, State/UT-wise?

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): To ensure timely payments to Micro, Small and Medium Enterprises (MSMEs) vide Finance Act 2023, clause (h) was inserted in Section 43B of the Income Tax Act 1961. The clause provides that any sum payable by the assessee to a Micro and Small Enterprise (MSE) beyond the time limit specified in section 15 of the Micro, Small and Medium Enterprises Development Act,

2006, which cannot be more than 45 days, shall be allowed as a deduction only on actual payment.

A number of stakeholders, including MSME associations have endorsed the intervention introduced to ensure timely payments as being beneficial to the Micro and Small Enterprises, which were grappling with the issue of delayed payments, cash flow and the risk of business getting closed due to financial constraints.

The Ministry is continuously monitoring issues relating to credit flow and payment delays faced by MSMEs through interactions with stakeholders including Ministry of Finance, MSMEs, and MSME industry associations. The provision is intended to strengthen payment discipline and improve liquidity for Micro and Small Enterprises. No separate assessment linked to the implementation of Section 43B(h) has been undertaken.

(d): As per data available on the MSME SAMADHAAN Portal, approximately 61.50 % of the total cases registered have been disposed of so far. The outstanding payment amount currently pending with States and MSEFCs is Rs. 14209.82 crore. State/UT-wise details of outstanding amount is given in the enclosed **Statement**.

STATEMENT

State/UT-wise details of amount* currently pending as per SAMADHAAN Portal from 30.10.2017 till 09.02.2026:

S. No.	State	Amount (Rs. Crore)
1	Andhra Pradesh	241.22
2	Assam	58.83
3	Bihar	57.8
4	Chandigarh	49.92
5	Chhattisgarh	140.81
6	Dadra And Nagar Haveli And Daman And Diu	6.08
7	Delhi	2893.69
8	Goa	81.02
9	Gujarat	1194.33
10	Haryana	762.58
11	Jammu And Kashmir	117.83
12	Jharkhand	154.13
13	Karnataka	93.47
14	Kerala	151.18
15	Madhya Pradesh	70.84
16	Maharashtra	2717.85
17	Odisha	184.91
18	Puducherry	12.2
19	Punjab	486.47
20	Rajasthan	991.66
21	Sikkim	6.86
22	Tamil Nadu	795.68
23	Telangana	308.9
24	Uttar Pradesh	1123.46
25	Uttarakhand	144.37
26	West Bengal	1363.73
Grand Total		14209.82

* Amount involved in applications converted into case under various stages of hearing.

INTER-STATE RIVER WATER DISPUTES

2200. SHRI TANGELLA UDAY SRINIVAS:

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

- (a) the number of inter-State river water disputes presently pending, river and State-wise;
- (b) the details of institutional mechanisms in place for resolution of such disputes including river boards, tribunals, inter-State negotiations and other statutory arrangements and the outcomes achieved during the last ten years;
- (c) whether the Government has undertaken any assessment of economic, agricultural and developmental losses suffered by States due to prolonged pendency of inter-State river water disputes;
- (d) if so, the details of such assessments including estimated economic costs, State-wise;
- (e) the current status of inter-State river water disputes involving Andhra Pradesh including those relating to the Krishna river basin;
- (f) whether the Government proposes to expedite resolution of pending inter-State river water disputes including the Krishna river dispute through legislative, administrative or consensual mechanisms and if so, the details thereof; and
- (g) the timelines fixed, concrete measures proposed and the steps taken to ensure equitable water sharing and protection of public interest?

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

(a) and (b): For adjudication of disputes relating to waters of inter-state rivers and river valley thereof, the Parliament has enacted the Inter-State River Water Disputes Act, 1956 (hereinafter referred to as the Act). When any request under the Act is received from any State Government in respect of any water dispute on inter-State rivers and the Central Government is of the opinion that the water dispute cannot be settled by negotiations, the Central Government constitutes a Water Disputes Tribunal for the adjudication of the water dispute. Currently, four Water Disputes Tribunals are active, details of which are given in the enclosed **Statement**.

(c) and (d): No such assessment of economic, agricultural and developmental losses suffered by States due to prolonged pendency of inter-State River water disputes has been conducted.

(e): The State of Andhra Pradesh is involved in the ongoing Krishna Water Disputes Tribunal (KWDT-II). The KWDT-II has given its report and decision under Section 5(3) of the Act on 29.11.2013 recommending allocating of water amongst the States of Andhra Pradesh, Maharashtra and Karnataka. However, on account of stay by Supreme Court vide its order dated 16.09.2011, the award could not be published in the Official Gazette in terms of Section 6(1) of the Act, and the matter is still sub-judice before the Hon'ble Supreme Court.

Subsequently, in view of the fact that the adjudication by KWDT-II on the terms of reference specified in section 89 of Andhra Pradesh Reorganisation

Act, 2014, was still going on, the tenure of the Tribunal had been extended, year by year. Meanwhile, the Central Government has also referred the further Terms of References to the existing KWDT-II for adjudication the Krishna waters dispute between the States of Andhra Pradesh and Telangana only vide notification dated 06.10.2023. Presently, the term of the Tribunal has been extended for a further period of one year from 01.08.2025 i.e. till 31.07.2026 vide Gazette Notification dated 10.07.2025.

(f) and (g): Presently, the Inter-State River Water Dispute Act, 1956 as amended from time to time, is the legal mechanism available for resolution of inter-State River water disputes. The procedure and timeline for adjudication/resolution of water disputes is already laid down in the said Act. The Act stipulates establishment of Tribunal for adjudication of river disputes, and accordingly, in Krishna River water dispute, KWDT-II has been constituted.

STATEMENT

List of ongoing Water Disputes Tribunals

Sl. No.	Tribunal	Date of formation	Name of River	Party States	Present Status
1	Ravi Beas Waters Tribunal (RBWT)	02.04.1986	Ravi & Beas	Punjab, Haryana & Rajasthan	Report and decision under section 5(2) of ISRWD Act was submitted to Central Government. Matters u/s 5(3) of the Act are sub-judice in Tribunal. The Tenure of Tribunal has been extended till 05.08.2026.
2	Krishna Water Disputes Tribunal-II	02.04.2004	Krishna	Maharashtra, Karnataka & Present	Further report under section 5(3) given by the Tribunal on 29.11.2013. However, as per Supreme Court Order

	(KWDT-II)			Andhra Pradesh, Telangana	dated 16.9.2011, till further order, report/decision of the Tribunal shall not be published in the official Gazette. The Tribunal is currently hearing matters as per section 89 of Andhra Pradesh Reorganisation Act, 2014. Tenure of Tribunal extended till 31.07.2026.
3	Mahadayi Water Disputes Tribunal (MWDT)	16.11.2010 (effective date 21.08.2013)	Mahadayi	Goa, Karnataka & Maharashtra	The Tribunal submitted its report and decision under Section 5(2) of the ISRWD Act, 1956 to Central Government on 14.8.2018. Pursuant to Hon'ble Supreme Court Order dated 20.02.2020, the Central Government has published MWDT Award dated 14.08.2018 u/s 5(2) vide Notification No. S.O. 888(E) dated 27.02.2020. Further references under section 5(3) have been filed by the party States and the Central Government before the Tribunal. The matter is sub-judice. Tenure of Tribunal extended for further one year till 15.08.2026.
4	Mahanadi Tribunal	12.03.2018	Mahanadi	Odisha & Chhattisgarh	Matter u/s 5(2) of the Act under is sub-judice in Tribunal. Tenure of Tribunal extended till 13.04.2026.

बदायूं जिले में सड़क संपर्क

2201. श्री आदित्य यादव:

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

(क) क्या सरकार ने उत्तर प्रदेश के बदायूं जिले में राष्ट्रीय राजमार्गों, राज्य राजमार्गों, जिला सड़कों

और ग्रामीण सड़कों के पर्याप्तता का आकलन किया है जो औद्योगिक और कृषि विपणन कार्यकलापों को सहायता प्रदान करते हैं;

(ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है और सरकार द्वारा उक्त जिले में औद्योगिक क्षेत्रों और एमएसएमई क्लस्टरों के लिए संपर्क, संभार तंत्र दक्षता और अंतिम छोर तक पहुंच में सुधार करने के लिए क्या कदम उठाए गए हैं; और

(ग) यदि नहीं, तो इसके क्या कारण हैं?

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

(क) से (ग): सरकार का सड़क परिवहन और राजमार्ग मंत्रालय मुख्य रूप से उत्तर प्रदेश राज्य के बदायूं जिले के राष्ट्रीय राजमार्गों सहित देश में राष्ट्रीय राजमार्गों (एनएच) के विकास और रखरखाव के लिए उत्तरदायी है। राज्य राजमार्गों, जिला सड़कों, ग्रामीण सड़कों आदि सहित राज्यीय सड़कों का विकास और रखरखाव राज्य सरकार की जिम्मेदारी है।

सरकार को समय-समय पर विभिन्न राज्य सरकारों/संघ राज्य क्षेत्रों से राज्य सड़कों, जिनमें राज्यीय राजमार्ग (एसएच) भी शामिल हैं, को नए राष्ट्रीय राजमार्गों के रूप में घोषित करने/उन्नयन करने के लिए प्रस्ताव प्राप्त होती है। उत्तर प्रदेश के बदायूं जिले सहित राज्य सड़कों को राष्ट्रीय राजमार्ग घोषित करने के लिए समय-समय पर निर्णय लिए जाते हैं, जो राष्ट्रीय राजमार्ग की घोषणा, संपर्कता की आवश्यकता, यातायात घनत्व और पीएम गति शक्ति राष्ट्रीय मास्टर प्लान (एनएमपी) के साथ तालमेल के व्यापक सिद्धांतों पर आधारित होते हैं।

राष्ट्रीय राजमार्गों (एनएच) का विकास और रखरखाव एक सतत प्रक्रिया है। राष्ट्रीय राजमार्गों पर कार्य, जिसमें बदायूं को जोड़ने वाले राष्ट्रीय राजमार्ग भी शामिल हैं, को यातायात घनत्व, सड़क की स्थिति और राष्ट्रीय राजमार्ग को यातायात योग्य स्थिति में रखने के लिए पीएम गति शक्ति (एनएमपी) के साथ तालमेल के आधार पर लिया जाता है।

बदायूं जिले से होकर गुजरने वाले एनएच-530बी की लंबाई 55 किलोमीटर है। बदायूं जिले से गुजरने वाले एनएच के विकास और रखरखाव के लिए स्वीकृत/चल रही एनएच परियोजनाओं

का परियोजना-वार ब्यौरा **विवरण** में संलग्न है।

ग्रेड चौराहे पर, भारतीय सड़क कांग्रेस (आईआरसी) मानकों के अनुसार वाहन अंडरपास (वीयूपी) / फ्लाईओवर का प्रावधान यातायात तीव्रता, सड़क सुरक्षा और साइट आवश्यकताओं के आधार पर किया जाता है जब भी एनएच राज्य राजमार्ग / जिला सड़क / ग्रामीण सड़क को काटता (इंटरसेक्ट) है।

सरकार द्वारा विकसित विस्तृत परियोजना रिपोर्ट (डीपीआर) मॉड्यूल उपकरण, पीएम गति शक्ति एनएमपी पोर्टल पर आधारित गतिशील भौगोलिक सूचना प्रणाली (जीआईएस) मंच में उपलब्ध सुविधाओं के साथ-साथ एनएच परियोजना संरेखण के अनुकूलन और मौजूदा वास्तविक/भौगोलिक विशेषताओं, वन क्षेत्रों, पर्यावरण के प्रति संवेदनशील क्षेत्रों आदि से संबंधित सूचनाओं पर विचार करते हुए परियोजनाओं की योजना बनाने, पारिस्थितिक प्रभावों को कम करने, मंजूरी की आवश्यकताओं और तेज तथा अधिक प्रभावी परियोजना तैयारी के लिए उपयोगी है। यह परियोजना कार्यान्वयन चरणों के दौरान परियोजना सुविधाओं में मध्य-मार्ग सुधार/संशोधनों की आवश्यकता को समाप्त करके परियोजनाओं के तेजी से कार्यान्वयन में महत्वपूर्ण योगदान देता है। इसके अलावा, परियोजनाओं की जांच नेटवर्क प्लानिंग ग्रुप (एनपीजी) द्वारा भी की जाती है और एनपीजी की सलाह को उपयुक्त रूप से शामिल किया जाता है।

पीएम गति शक्ति एनएमपी पोर्टल आर्थिक क्षेत्रों और उन्हें सहायता देने के लिए आवश्यक अवसंरचना के संबंधों को दर्शाता है, जिसका उद्देश्य सभी मल्टीमॉडल कनेक्टिविटी परियोजनाओं को समग्र रूप से एकीकृत करना है। इससे लोगों, वस्तुओं और सेवाओं के निर्बाध आवागमन के लिए कमी को पहचानने में भी मदद मिलती है, जिससे लॉजिस्टिक क्षमता में सुधार होता है, इस प्रकार व्यापार और विनिर्माण को बढ़ावा मिलता है।

इन विकासों ने पूरे देश में राष्ट्रीय राजमार्ग तक संतुलित क्षेत्रीय संपर्कता और पहुंच में वृद्धि की है, जिसमें लॉजिस्टिक क्षमता में वृद्धि भी हुई है।

विवरण

बदायूं जिले से गुजरने वाले राष्ट्रीय राजमार्गों के विकास और रखरखाव के लिए स्वीकृत/चल रही राष्ट्रीय राजमार्ग परियोजनाओं का परियोजना-वार ब्यौरा:

क्र.स.	एनएच स.	परियोजना का नाम	कुल परियोजना लागत (करोड़ रुपये)	लंबाई (किमी)	स्वीकृति की तिथि/सौंपा जाना	नियत तिथि	करार के अनुसार पूर्णता की मूल तिथि	वास्तविक प्रगति %
1	530बी	एनएच-530बी (पैकेज-III) का कासगंज बाईपास (अंत) [एनएच-530बी के मौजूदा किमी.150.100/डिजाइन किमी.123.100] से चंदन नगर [एनएच-530बी के मौजूदा किमी.96.200 / डिजाइन किमी.179.500] तक 4-लेन का निर्माण	2009.11	56.40	28.03.2023/ 16.06.2023	30.05.2025	29.05.2027	15.16%
2		एनएच 530बी के चंदन नगर (एनएच 530बी के मौजूदा किमी 96.200 / डिजाइन किमी 179.500) से बरेली बाईपास (शुरुआत) (एनएच 530बी के मौजूदा किमी 59.025 / डिजाइन किमी 218.000) खंड तक चार लेन का राजमार्ग	1527.40	38.50	15.10.2024/ 28.03.2025	19.11.2025	18.11.2027	3.97%

चुरू जिले में भूजल निष्कर्षण

2202. श्री राहुल कस्वां:

क्या **जल शक्ति** मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या केन्द्रीय भू-जल बोर्ड द्वारा प्रकाशित नवीनतम आकलन में राष्ट्रीय स्तर पर अतिदोहित और गंभीर रूप से दबावग्रस्त भू-जल खंडों की संख्या में वृद्धि दर्ज की गई है;
- (ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है और राजस्थान में नवीनतम आकलन में चिन्हित ऐसे भू-जल खंडों की संख्या कितनी है;
- (ग) क्या जिला-वार आंकड़े यह दर्शाते हैं कि चुरू जिले में स्थित भू-जल खंडों में भू-जल का दोहन पुनर्भरण स्तर से अधिक है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और
- (घ) क्या अटल भूजल योजना और भू-जल पुनर्भरण कार्यक्रम जैसी योजनाओं के अंतर्गत केन्द्रीय बजट आवंटन अभिलेखित भू-जल दबाव वर्गीकरण के अनुसार किया गया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

जल शक्ति मंत्रालय में राज्य मंत्री (डॉ. राज भूषण चौधरी):

(क): केन्द्रीय भूमि जल बोर्ड (सीजीडब्ल्यूबी) द्वारा राज्य सरकारों के समन्वय से देश के गतिशील भूजल संसाधनों का आकलन वार्षिक रूप से किया जा रहा है। वर्ष 2017 और 2025 के आंकड़ों की तुलना करने पर यह पाया गया है कि देश की समग्र भूजल स्थिति में 'सुरक्षित' आकलन इकाइयों (एसएयू) (जिसमें सामान्यतः ब्लॉक/तालुक/तहसील या पहाड़ी क्षेत्रों में घाटियां शामिल हैं) के प्रतिशत में निरंतर सुधार हुआ है, जो 62.6% से बढ़कर 73.14% और 'अति-दोहित' इकाइयां 17.2% से घटकर 10.8% हो गया हैं। इसके अतिरिक्त, इस अवधि के दौरान 'गंभीर' इकाइयों की संख्या भी 4.5 प्रतिशत से घटकर 2.97 प्रतिशत हो गई है।

(ख): वर्ष 2025 की नवीनतम आकलन रिपोर्ट के अनुसार, राजस्थान राज्य की कुल 302 आकलन इकाइयों (ब्लॉकों) में से 213 (70.53%) इकाइयों को 'अतिदोहित' के रूप में वर्गीकृत किया गया है और 23 (7.62%) आकलन इकाइयों को 'गंभीर' के रूप में वर्गीकृत किया गया है।

गतिशील भूजल संसाधन आकलन रिपोर्ट, 2025 के अनुसार राजस्थान राज्य में अतिदोहित और गंभीर ब्लॉकों का जिला-वार विवरण निम्नलिखित लिंक पर उपलब्ध है।

<https://cgwb.gov.in/cgwbpm/download/1741#page=242>

(ग): वर्ष 2025 के आकलन के अनुसार, चूरु जिले में 07 आकलन इकाइयों (ब्लॉकों) में से 05 इकाइयों को अतिदोहित (जहां वार्षिक भूजल निष्कर्षण पुनर्भरण से अधिक है), 01 इकाई को सुरक्षित और 01 इकाई को लवणीय के रूप में वर्गीकृत किया गया है।

(घ): जल राज्य का विषय है। भूजल संसाधनों सहित जल का सतत विकास और प्रबंधन का दायित्व मुख्यतः राज्य सरकारों का है। केन्द्र सरकार द्वारा विभिन्न स्कीमों और परियोजनाओं के माध्यम से तकनीकी और वित्तीय सहायता प्रदान कर राज्य सरकारों के प्रयासों को समर्थन प्रदान किया जाता है।

गतिशील भूजल संसाधन आकलन के आधार पर ब्लॉकों के वर्गीकरण के माध्यम से सरकार की विभिन्न भूजल संरक्षण और प्रबंधन योजनाओं/कार्यक्रमों जैसे जल शक्ति अभियान (जेएसए), जल संचय जनभागीदारी (जेएसजेबी), अटल भूजल योजना, मनरेगा आदि के तहत अतिदोहित, गंभीर और अर्ध-गंभीर (ओसीएस) क्षेत्रों में, पुनर्भरण और सूक्ष्म-सिंचाई जैसे अधिक मांग और आपूर्ति उपायों को प्राथमिकता देते हुए, लक्षित कारवाई की जा सकती हैं।

यह उल्लेखनीय है कि सितंबर, 2025 के दौरान, 'जल सुरक्षा पर राष्ट्रीय पहल' के तहत, देश के अति-दोहित (ओई) और महत्वपूर्ण ब्लॉकों में जल संरक्षण कार्यों के लिए आवंटित मनरेगा निधि का न्यूनतम 65% और अर्ध-गंभीर ब्लॉकों में 40% व्यय करने का निर्णय लिया गया है।

ग्रामीण/जनजातीय क्षेत्रों में अनियमित विद्युत आपूर्ति

2203. श्रीमती अनिता नागरसिंह चौहान:

क्या विद्युत मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार को इस बात की जानकारी है कि संसदीय निर्वाचन क्षेत्र संख्या 4-रतलाम-झाबुआ-अलीराजपुर के अनेक ग्रामीण और जनजातीय बहुल क्षेत्रों में बिजली की आपूर्ति अनियमित है और स्मार्ट मीटरों, उन्नत वितरण प्रणालियों और ग्रिड आधुनिकीकरण के अपेक्षित लाभों को पर्याप्त रूप में प्राप्त नहीं किया जा रहा है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

- (ख) क्या सरकार ने उक्त संसदीय निर्वाचन क्षेत्र में राष्ट्रीय स्मार्ट ग्रिड मिशन (एनएसजीएम) के अंतर्गत किसी परियोजना को मंजूरी दी है और यदि हां, तो अनुमोदित राशि का ब्यौरा क्या है और इसके कार्यान्वयन की परियोजना-वार वर्तमान स्थिति क्या है;
- (ग) क्या सरकार का इस क्षेत्र स्मार्ट मीटर लगाने, लाइन हानियों को कम करने और नवीकरणीय ऊर्जा के बेहतर एकीकरण के लिए एक विशेष कार्य योजना लागू करने का विचार है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और
- (घ) यदि नहीं, तो इसके क्या कारण हैं और सरकार द्वारा भविष्य में इस संसदीय निर्वाचन क्षेत्र को प्राथमिकता देने के लिए क्या कदम उठाए जाने का विचार है?

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

(क) से (घ): चूंकि विद्युत एक समवर्ती विषय है, अतः ग्रामीण और आदिवासी बहुल क्षेत्रों सहित सभी क्षेत्रों में उपभोक्ताओं को विद्युत की आपूर्ति और वितरण संबंधित राज्य सरकार/वितरण यूटिलिटी के दायरे में है। भारत सरकार (जीओआई) चल रही संशोधित वितरण क्षेत्र स्कीम (आरडीएसएस) के अंतर्गत राज्यों के प्रयासों को पूरक सहायता प्रदान कर रही है, जिसके तहत वितरण अवसंरचना को सुदृढ़ करने हेतु वित्तीय सहायता दी जा रही है, ताकि वितरण के दौरान हानियों में कमी लाई जा सके तथा सभी उपभोक्ताओं को गुणवत्तापूर्ण एवं विश्वसनीय विद्युत आपूर्ति सुनिश्चित करने के उद्देश्य की प्राप्ति हो सके।

आरडीएसएस के तहत, राज्यों द्वारा प्रस्तुत प्रस्तावों के आधार पर हानि न्यूनीकरण अवसंरचना के लिए 1.53 लाख करोड़ रुपये और स्मार्ट मीटरिंग के लिए 1.31 लाख करोड़ रुपये की परियोजनाओं को संस्वीकृति प्रदान की गई है। मध्य प्रदेश राज्य के लिए, 9,738 करोड़ रुपये की हानि न्यूनीकरण कार्य और 8,911 करोड़ रुपये के स्मार्ट मीटरिंग कार्य संस्वीकृत किए गए हैं।

स्कीम के अंतर्गत, रतलाम संसदीय क्षेत्र में 360 करोड़ रुपये की लागत वाले वितरण अवसंरचना कार्य जैसे कि नए 33/11 केवी सबस्टेशन का निर्माण, फीडर विभाजन, फीडर

पृथक्करण, अतिरिक्त वितरण ट्रांसफार्मर की स्थापना, पुरानी केबलों का प्रतिस्थापन आदि शामिल हैं। इसके अलावा, डीए-जेजीयूए (धरती आबा जनजातीय ग्राम उत्कर्ष अभियान) के तहत 8,232 जनजातीय घरों के विद्युतीकरण कार्यों को भी मंजूरी दी गई है, जिनमें से अब तक 657 परिवारों का विद्युतीकरण किया जा चुका है।

इसके अलावा, स्कीम के तहत डिस्कॉम की संग्रह दक्षता में सुधार करने के लिए स्मार्ट मीटरिंग एक महत्वपूर्ण गतिविधि है, जो स्वचालित ऊर्जा लेखांकन, बेहतर लोड पूर्वानुमान और ऊर्जा पारगमन के लिए एक सक्षम पारिस्थितिकी तंत्र की सुविधा प्रदान करने जैसे लाभ प्रदान करता है। इस स्कीम के तहत, मध्य प्रदेश राज्य के लिए 1.34 करोड़ स्मार्ट मीटर सहित 20.33 करोड़ स्मार्ट मीटर लगाने के लिए कार्यों को मंजूरी दी गई है। आरडीएसएस सहित विभिन्न स्कीमों के तहत अब तक देश भर में 5.59 करोड़ स्मार्ट मीटर लगाए जा चुके हैं। इसमें मध्य प्रदेश राज्य में स्थापित 37.29 लाख स्मार्ट मीटर शामिल हैं, जिनमें से 1,69,049 स्मार्ट मीटर रतलाम संसदीय क्षेत्र में लगाए गए हैं।

आरडीएसएस के तहत, वितरण अवसंरचना के लिए निधि जारी करना विभिन्न मापदंडों के निमित्त वितरण यूटिलिटी की उपलब्धि से जुड़ा हुआ है, जिसमें हानि न्यूनीकरण और स्मार्ट मीटर की संस्थापना की प्रगति शामिल है। संस्वीकृत कार्यों के कार्यान्वयन से वितरण अवसंरचना को सुदृढ़ करने और नवीकरणीय ऊर्जा के एकीकरण को सुविधाजनक बनाने की उम्मीद है।

REDUCTION OF ROW FROM MALAPARAMBA TO VELLIMADUKUNNU SECTION OF NH-766

2204. SHRI M.K. RAGHAVAN:

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

(a) whether the Ministry is aware that the State Government has reduced the Right of Way (RoW) from 30 metres to 24 metres for the Malaparamba to

Vellimadukunnu stretch of National Highway (NH)-766 in Kozhikode, which was entrusted to the State Government for implementation;

(b) if so, the details thereof including the reaction of the Ministry in this regard;

(c) whether the Ministry has found any issues arising from the reduction of the RoW on the Malaparamba to Vellimadukunnu stretch, considering that the remaining stretch of NH-766 from Vellimadukunnu to Kollegal is planned to be constructed with a 30-metre RoW; and

(d) if so, the details thereof?

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

(a) to (d): Yes Sir. The Government in the Ministry of Road Transport & Highways has received a proposal from the Government of Kerala regarding handing over of NH-766 stretch from km 5.175 to km 8.425 (Mananchira–Vellimadukunnu) to the Kerala Road Fund Board (KRFB) for implementation under the Kozhikode City Road Improvement Project within land acquired by the Government of Kerala.

The Government of Kerala has informed that the necessary land in a width of 24 meters has already been acquired for four-laning of the said stretch. Considering the same, No Objection Certificate (NOC) has been granted to the State Government for execution of the work by KRFB for the said stretch, subject to following conditions:

- i. The entire cost of land acquisition and civil works shall be borne by the State Government;

- ii. The work shall be executed strictly as per the Ministry's specifications for Road and Bridge Works for National Highways;
- iii. The project shall be implemented with an approved typical cross-section, including rebuilding of crust, use of Reclaimed Asphalt Pavement (RAP) and Stone Matrix Asphalt, and provision of necessary junction improvements, precast drains, traffic signals and safety measures, in order to address environmental concerns, economy of the project and safety of road users;
- iv. The implementing agency of the State Government shall coordinate with the Regional Office of the Ministry, to ensure that principal design elements are vetted before the project is put to bid, and the mode of execution shall be on Engineering, Procurement & Construction (EPC) mode.

DEVELOPMENT OF VAN DHAN VIKAS KENDRAS UNDER PM-JVM

2205. SHRI BAIJAYANT PANDA:

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

- (a) the total number of Van Dhan Vikas Kendras (VDVKs) set up under the Pradhan Mantri Janjatiya Vikas Mission in Financial Year 2025-26 particularly in the state of Odisha;
- (b) the total number of tribal beneficiaries associated with these VDVVs;
- (c) the value of Minor Forest Produce (MFP) procured and sold through these Kendras during this period; and
- (d) the steps being taken to enhance market access and income of tribal communities through VDVVs?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI DURGA DAS UIKEY):

(a) to (d): The Ministry of Tribal Affairs, under the scheme of Pradhan Mantri Janjatiya Vikas Mission (PMJVM), provides financial support through Tribal Cooperative Marketing Development Federation of India Limited (TRIFED) for establishment of Van Dhan Vikas Kendras (VDVKs) which are clusters of tribal Self-Help Groups (SHGs) formed to foster the economic development of tribal populations by optimal utilization of natural resources, value addition processes, marketing linkages, and facilitating sustainable livelihood for tribal communities.

A typical Van Dhan Kendra caters to approximately 15 Self Help Groups (SHGs) consisting of up to 300 members. SHGs are led by a tribal and at least 70% of the members of VDVKs are tribals. A maximum of ₹ 15 Lakhs is provided for establishment of one VDVK which includes raw material, training and capacity building, provision of tool kits and machinery, mentoring charges, and expenses related to packaging, branding, transportation, and storage. TRIFED assists VDVKs in establishing market linkages by facilitating sale of VDVK products through pan India Tribes India Store and online sales platform. In addition, TRIFED also gives the VDVK opportunity to increase their sales by enabling their participation in various exhibitions, melas, Aadi Bazaars, and Aadi Mahotsavs. Further efforts are being made to enhance B2B collaborations and assist the VDVKs in bulk sales of their products.

Under the Pradhan Mantri Janjatiya Vikas Mission (PMJVM), in the State

of Odisha, 170 Van Dhan Vikas Kendras (VDVKs) have been sanctioned, with a total sanctioned amount of Rs.2,479.25 lakhs, associating 50,094 members. During the financial year 2025–26, TRIFED has not received any proposal for establishment of VDVks under PMJVM scheme from the State Nodal Department and State Implementing Agency (SIA) of Odisha. Out of the 170 sanctioned VDVks, 150 VDVks have been reported to be operational, with cumulative sales of Rs 2,459.91 lakhs reported so far, including sales of Minor Forest Produce (MFP) under the PMJVM scheme. During the period FY 2025–26, sales amounting to Rs.366.91 lakhs have been achieved by these VDVks.

FUEL PRICE TRENDS AND SUPPLY IN PUNJAB

2206. SHRI CHARANJIT SINGH CHANNI:

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

- (a) whether the Government has monitored the trends in petrol and diesel price and the supply conditions in Punjab, where petrol prices have hovered around specific levels and daily dynamic pricing continues to influence consumers;
- (b) if so, the reasons for persistent volatility in fuel prices affecting citizens and transporters;
- (c) whether any measures have been taken to stabilise fuel prices and ensure consistent supply across Punjab, including stronger oversight on illicit or unauthorised fuel distribution; and
- (d) if so, the outcomes of such measures and the details of price moderation or

regulatory interventions?

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): Prices of petrol and diesel are market determined and Public Sector Oil Marketing Companies (OMCs) take appropriate decision on pricing of petrol and diesel. The final selling prices of petrol and diesel include excise duty fixed by the Central Government and State Value Added Tax (VAT)/Taxes fixed by the respective State Governments. Central Government uniformly decreased the prices across the country by reducing excise duty in November 2021 and May 2022 by Rs. 13/litre and Rs. 16/litre on petrol and diesel respectively. While most State governments reduced VAT rate to provide further relief to citizens, some State Governments did not.

The details of Retail Selling Prices (RSP) of Petrol and Diesel in Delhi and Punjab (Jalandhar) as on 06.02.2026 are given below:

(Rs./Litre)

State	Reference City	Petrol			Diesel		
		Excise Duty	VAT	RSP	Excise Duty	VAT	RSP
Delhi	New Delhi	21.90	15.40	94.77	17.80	12.83	87.67
Punjab	Jalandhar	21.90	17.45	97.55	17.80	12.41	87.38

Source: Petroleum Planning and Analysis Cell (PPAC)

Government have made fiscal interventions whenever necessary to calibrate the tax structure applicable for petroleum products. In April 2025, excise duty on Petrol and Diesel was increased by Rs. 2 per litre each but this

was not passed on to consumers.

PSU OMCs have also carried out an intra-state freight rationalisation. This has benefitted consumers located at remote areas, far from Petroleum Oil & Lubricants (POL) Depots in the form of reduced Petrol and Diesel prices in remote parts within the states. This initiative has also reduced the difference between the maximum and minimum retail prices of Petrol or Diesel within a state. The prices of petrol and diesel in the States across the country vary due to differing freight rates, VAT/local levies etc.

Public Sector Oil Marketing Companies (OMCs) have 10 Terminals/Depots (BPCL-4, HPCL-3, IOCL-3) and 4061 number of Retail Outlets (BPCL-837, HPCL-1095, IOCL-2129) in the State of Punjab to ensure uninterrupted and consistent supply of MS & HSD across Punjab.

PSU OMCS have formulated & implemented Marketing Discipline Guidelines (MDG) and regular/surprise inspections are carried out by OMCs' officials periodically at the Retail Outlets to check irregularities/ malpractices and action is taken in established cases as per the MDG and the Dealership Agreement.

The Central Government has also issued the Motor Spirit and High Speed Diesel (Regulation of Supply, Distribution and Prevention of Malpractices) Order, 2005 under Essential Commodities Act, 1955 which provides for punitive action against malpractices. Further, in June, 2022, the Government has extended the scope of Universal Service Obligations (USOs) to all retail outlets including remote area retail outlets. USOS have been prescribed so that authorized

entities provide quality and uninterrupted fuel supply services to the consumers.

STATUS OF MSE-CDP PROJECTS

2207. SHRI RAJEEV RAI:

SHRI G. LAKSHMINARAYANA:

SHRI APPALANAIDU KALISETTI:

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

- (a) the number of projects sanctioned/approved under the Micro and Small Enterprises – Cluster Development Programme (MSE-CDP) in Uttar Pradesh and Andhra Pradesh, including both Common Facility Centres (CFCs) and Infrastructure Development (ID) projects, along with the year of approval and cluster type, district-wise;
- (b) the total funds allocated, released/utilised and nature of activities under each project since 2015, district/cluster-wise;
- (c) the current implementation status and outcomes achieved from these projects and whether there are any delays, if so details thereof;
- (d) the number of Micro, Small and Medium Enterprises (MSMEs) and entrepreneurs benefiting from each project, including SC/ST and women entrepreneurs, district-wise; and
- (e) the number and details of project proposals pending approval in Andhra Pradesh, along with the reasons for delay and the expected timeline for sanctioning these projects?

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 scheme where proposals are received from State Government to address the common needs of existing cluster in their State/UTs including Uttar Pradesh and Andhra Pradesh. After compliance is submitted by the State Government as per MSE-CDP Scheme guidelines, such proposals are placed before the National Project Approval Committee (NPAC) for consideration and decision.

Under MSE-CDP Scheme, the following projects of Common Facility Centres (CFCs) and Infrastructure Development (ID) Projects have been approved in Uttar Pradesh and Andhra Pradesh:

State	CFCs (Nos.)		ID Projects (Nos.)	
	Ongoing	Completed	Ongoing	Completed
Uttar Pradesh	04	04	15	08
Andhra Pradesh	08	03	25	11

The district-wise status of approved CFCs and ID Projects along with total funds allocated/sanctioned, released/utilized and nature of activities under each project since 2015, the current implementation status, outcomes achieved from these projects, number of MSMEs and entrepreneurs benefitting from each project, including (SC/ST and women entrepreneurs in the State of Uttar Pradesh and Andhra Pradesh are given in the enclosed **Statement** as reported by MSME-DFO, Vishakhapatnam.

STATEMENT
Common Facility Centres (CFCs) in Uttar Pradesh

(Rs. in lakh)

S. No.	Name of the Clusters	District	Sector	Year of approval	Date of final approval letter	Facilities to be created/nature of activities	Project Cost	Gol grant Approved	Gol grant released	No. of MSMEs and entrepreneurs to be benefitted/ benefitted (SC/ST and Women)	Status
1.	Hi-Tech Silk Weaving Cluster, Varanasi	Varanasi	Textile	2017-18	24.04.2017	➤ Handloom centre for improving quality of products of weavers. ➤ Development of sophisticated dyeing plant ➤ Sizing unit for facilitating diversification of products. ➤ Design centre with modern technologies. ➤ Provide design inputs to the weavers.	1385.30	953.60	-	-	Ongoing

						➤ Training of weavers and designers. ➤ Other facilities of silk weaving and designing.					
2.	Readymade Garments Cluster, Bareilly	Bareilly	Textile	2017-18	24.05.2017	➤ Skill Development Centre. ➤ Design Centre. ➤ Marketing Network. ➤ Advance intermediary processing machinery. ➤ Modern Embroidery facility.	690.60	497.10	347.97	-	Ongoing
3.	Brassware Cluster, Bakhira, Sant Kabir Nagar	Sant Kabir Nagar	Handicraft	2021-22	07.12.2021	➤ Raw Material Bank/Depot. ➤ Training & Design Centre. ➤ Metal Testing Workshop.	1057.80	682.49	0.00	-	Ongoing
4.	Rice Mill Cluster, Chandauli	Chandauli	Food processing	2021-22	07.12.2021	➤ Rice Sortex Machine. ➤ Thickness Grading Facility. ➤ Length Grading Facility.	1500.00	1200.00	0.00	-	Ongoing

						➤ Polishing & Whitening of Rice. ➤ Packaging.					
5.	Pottery Cluster, Khurja	Khurja	Handicraft	2009-10	17.02.10	➤ Clay Processing, Tunnel Kiln, Training and Testing facilities.	182.90	109.74	109.74	26 (SC/ST-1 & Women - 1)	Completed
6.	Scissors Cluster, Meerut	Meerut	Metal	2013-14	07.08.13	➤ Forging facility, ➤ Training Centre, ➤ Raw material bank ➤ Marketing Assistance Cell.	511.42	198.19	180.00	48	Completed
7.	Modern Carpet Backing Plant for Tufted Carpets	Bhadohi	Textile	2008-09	23.12.08/ 11.09.13	➤ Carpet backing Plants. ➤ Training facilities and Testing facilities.	517.50	360.37	333.00	-	Completed
8.	Zari Zardozi Cluster, Unnao	Unnao	Textile	2017-18	16.05.17	➤ Common Material Procurement Bank. ➤ Colour Dyeing Centre. ➤ Design Development Centre. ➤ Embroidery Machining Facility. ➤ Common Facility	224.18	178.78	177.52	28 (SC/ST-3 & Women - 10)	Completed

						Centre with advance machineries for finishing work. ➤ Packaging Facility Common Training Facility. ➤ Finished Product Marketing and Display Centre.					

Infrastructure Development (ID) projects in Uttar Pradesh

(Rs. in lakh)

S. No.	Name of the ID projects	District	Year	Date of final approval letter	Project Cost	Gol grant approved	Gol grant released	Status
1.	Up-gradation of Industrial Estate at Nunhai, Agra	Agra	2014-15	10.10.14	735.26	588.21	500.00	Ongoing
2.	Up-gradation of Industrial Estate at Shikohabad, Firozabad	Firozabad	2014-15	10.10.14	296.19	236.95	200.00	Ongoing
3.	Up-gradation of Industrial Estate at Partapur, Meerut	Meerut	2014-15	10.10.14	724.06	579.25	500.00	Ongoing
4.	Upgradation of Industrial Estate at Talkatora,	Lucknow	2021-22	05.01.22	941.42	622.65	560.3848	Ongoing

	Lucknow							
5.	Upgradation of Industrial Estate at Thandi Sadak Gher Shamukhan, Farrukhabad	Farrukhabad	2021-22	03.01.22	609.04	393.08	353.772	Ongoing
6.	Flatted Factory Complex Phase I at Foundry Nagar, Agra	Agra	2021-22	17.12.21	2641.25	1200.00	1080.00	Ongoing
7.	Flatted Factory Complex Phase I at Udyog Nagar, Kanpur	Kanpur	2021-22	22.12.21	2472.19	1119.73	1007.7544 1	Ongoing
8.	Flatted Factory Complex (FFC) at Gorakhpur	Gorakhpur	2022-23	25.07.22	3392.11	1200.00	0.00	Ongoing
9.	Up-gradation of existing Industrial Estate, Salarpur, District Badaun	Badaun	2022-23	21.10.22	451.56	290.86	261.774	Ongoing
10.	Up-gradation of Industrial Estate at Konch, District Jalaun	Jalaun	2022-23	21.10.22	696.14	448.40	403.56	Ongoing
11	Up-gradation of Siddiquepur Industrial Estate, Jaunpur	Jaunpur	2023-24	23.05.23	674.69	389.90	311.91884	Ongoing
12	Up-gradation of Industrial Estate at Sarai Maluhi, Sitapur District	Sitapur	2023-24	23.05.23	792.95	510.76	459.684	Ongoing
13	Up-gradation of Industrial Estate at Etah	Etah	2023-24	23.05.23	823.27	536.40	482.76	Ongoing
14	Flatted Factory Complex at Part of plot No.	Lucknow	2025-26	08.05.25	3430.23	1050.00	0.00	Ongoing

	4809, UPSIC Industrial Area, Amausi, Lucknow							
15	Flatted Factory Complex at Plot No. B-35, Industrial Area Bulandshahar Road, Ghaziabad	Ghaziabad	2025-26	29.12.25	4986.16	1050.00	0.00	Ongoing
16	New Industrial Estate at Kursi Road, Distt. Lucknow	Lucknow	2001-02	01.11.01	506.00	200.00	122.13	Completed
17	New Industrial Estate at Masoori-Gulawati, Dist. Hapur	Hapur	2001-02	10.12.01	509.19	200.00	125.36	Completed
18	New Industrial Estate at Baghpat Distt.	Baghpat	2001-02	10.12.01	548.30	200.00	130.85	Completed
19	Industrial Estate at Bhadohi Dist.	Bhadohi	2000-01	18.09.00	594.00	200.00	200.00	Completed
20	Industrial Estate at Ram Nagar, District Chandauli	Chandauli	2001-02	18.06.01	567.15	200.00	117.00	Completed
21	Industrial Estate at Banthar, District Unnao	Unnao	1996-97	20.06.96	550.00	200.00	183.41	Completed
22	Industrial Estate at Kosi-Kotwan, District Mathura	Mathura	1996-97	20.06.96	700.00	200.00	162.19	Completed
23	Industrial Estate at Etah	Etah	1996-97	25.03.97	515.00	179.60	168.80	Completed

Common Facility Centres (CFCs) in Andhra Pradesh

(Rs. in lakh)

S. N.	Name of the Clusters	District	Sector	Year of approval	Date of final approval letter	Facilities to be created	Project Cost	Gol grant approved	Gol grant released	No. of MSMEs and entrepreneurs to be benefitted/benefitted (SC/ST and Women)	Status
1.	CFC in Printing Cluster, Kakinada, East Godavari District	East Godavari	Printing & Packaging	2021-22	29.07.2021	➤ Common Facility Center with computer to Plate Making Facility. ➤ Common Facility Center with high resolution Multi colour offset printer. ➤ Common Facility Center with advance variable printing facility. ➤ Common Facility Center with Post Press Finishing Machines. ➤ Common Facility Center with Marketing and Display center. ➤ Common Raw Material Bank. ➤ CFC with Training, and Design facility.	1476.00	1033.20	929.88	250(SC/ST/Women-100)	Ongoing

2.	CFC in Gold Ornament Cluster, Jaggayyapeta, Krishna District	Krishna	Gem & Jewellery	2021-22	19.08.2021	➤ Common Die Moulding Centre ➤ Common Testing cum 3D Laser Hall Marking Centre ➤ Common CAD/CAM Centre	800.00	614.52	553.068	800 (Sc/ST/Women-90)	Ongoing
3.	CFC in Furniture Manufacturing Cluster, Rajahmundry	Rajahmundry	Furniture	2021-22	19.08.2021	➤ Wood Seasoning Facilities ➤ Chemical Impregnation Facility ➤ CAD Designing, Engraving Machine, Photographic Printing setup for furniture ➤ Advance modern machineries for bending, cutting, edge trimming, folding, Lamination, Hot Press Sheet Joining, Paint Booth etc. ➤ Training and Skill up-gradation Facility Center ➤ Brand Identity, display centre and Export infrastructure	1498.41	1048.88	734.216	125 (Gen.-114, SC/ST-5 & Women-6)	Ongoing
4.	CFC in Hosiery & Readymade Garments	Nellore	Textile	2021-22	26.11.2021	➤ Common Raw Material Consortia. ➤ Common Design	822.98	576.08	403.256	200 (Gen.-56 & Women-144)	Ongoing

	Cluster, Nellore					Development Centre. ➤ CFC with Embroidery Machining Facility. ➤ Common Facility Centre with advance machineries for Hosiery and Readymade Finishing work. ➤ Common Branding and Packaging Facility. ➤ Common Training Facility. ➤ Common Finished Product.					
5.	CFC in Printing Cluster, Tirupati	Tirupati	Printing	2024-25	07.06.2024	➤ Common computer to Plate Making Facility. ➤ Common high resolution Multi Colour offset printer. ➤ Common advance variable printing facility. ➤ Common Post Press Finishing Machines. ➤ Common Marketing and Display center. ➤ Common Raw Material Bank. ➤ Training and Design facility.	2519.26	1763.48	0.00	92 (Gen.-33, SC/ST-23 & Women-36)	Ongoing

6.	CFC in Food Processing Cluster, Srikakulam	Srikakulam	Food Processing	2024-25	06.12.2024	➤ Sweet Corn Retort. ➤ Frozen Sweet Corn Manufacture. ➤ Frozen Mango Dices Manufacture. ➤ Pineapple canning process. ➤ Frozen jack fruit product manufacture. ➤ Custard Apple pulp manufacturing process. ➤ Cold storage facility.	2994.00	2095.00	0.00	408 (Gen.-274, SC/ST-45 & Women-89)	Ongoing
7.	CFC in Coconut Cluster, Yalamanchili Mandal, West Godavari District	West Godavari	Food Processing	2025-26	23.09.2025	● Coconut Beverages: ➤ Extraction and bottling of coconut water and milk. ➤ Coconut Cream: Production of concentrated coconut cream. ➤ Coconut Dry Powder: Processing of coconut milk into convenient dry powder. ➤ Coconut Copra/Testa Oil: Extraction of Oil from dried coconut. ➤ Food Processing : Creation of value-added coconut-based	2997.45	2098.21	0.00	69	Ongoing

						food products. • Quality Checking Centre. ➤ 3. Training Centre.					
8.	CFC in Gold Ornaments Cluster, Mangalagiri, Guntur District.	Guntur	Gem & Jewellery	2025-26	17.10.2025	➤ Casting Services. ➤ Chain Making Services. ➤ Ball Making Services. ➤ Finishing Services. ➤ Miscellaneous Processes (wire drawing, sheet making, refining Engraving etc.). ➤ Designing Prototyping Services. ➤ Assaying, Hallmarking Precious stone testing and certification services. ➤ Training Skill Development Services.	999.36	799.49	0.00	195 (Gen.-188, & Women-7)	Ongoing
9.	Imitation Jewellery Industry Cluster, Machilipatnam, Krishna	Krishna	Gem & Jewellery	2007-08	11.06.07	➤ Common Effluent Treatment Plant ➤ De-Mineralized Water Plant. ➤ Common Lacquer Plant.	127.85	61.43	48.20	210 (SC/ST/Women Gen.-352)	Completed

10	CFC in Gold Ornament (Jewellery) Cluster, Vijayawada, Krishna	Krishna	Gem & Jewellery	2013-14	07.03.14	➤ Common processing cum demonstration centre. ➤ Testing cum hall marking facility. ➤ Design development cum training facility	259.68	225.16	225.16	600 (SC/ST.-125& Women-3)	Completed
11	CFC in Pulses & Pulses Products Cluster, Machavaram village, Rayavaram Mandal, East Godavari District	East Godavari	Food Processing	2021-22	16.11.2021	➤ Automatic Pulses dryers ➤ Automatic Fine Cleaning and Size. ➤ Grading Facility. ➤ Automatic Color Sorting Facility. ➤ Automatic Pulses Polishing Machine. ➤ Common Packaging center with Automatic Pouch and Bag Packing Machines. ➤ Common testing facility for Pulses of BIS and FSSAI Standards. ➤ Common marketing and Export Centre. ➤ Cold Storage Facility. ➤ Value Added Product Development Centre. ➤ Pulses Processing Research & Training Centre.	1483.06	1038.14	1038.14	150 (SC/ST.-150)	Completed

Infrastructure Development (ID) Projects in Andhra Pradesh: -

(Rs. in lakh)

S. No.	Name of the ID projects	District	Year of approval	Date of final approval letter	Project Cost	Gol grant approved	Gol grant released	Status
1.	Up-gradation of Industrial Estate (Jewellery) at Machilipatnam, Krishna District	Krishna	2021-22	16.11.2021	817.44	572.21	200.00	Ongoing
2.	Up-gradation of Growth Centre at Hindupur, Anantapuram District	Anantapuram	2021-22	16.11.2021	715.06	443.71	200.00	Ongoing
3.	Up-gradation of Industrial Estate at (Autonagar), Guntur	Guntur	2021-22	17.11.2021	691.97	416.75	200.00	Ongoing
4.	Up-gradation of Industrial Estate at Tanuku, District West Godavari	West Godavari	2023-24	22.06.2023	1010.00	800.00	200.00	Ongoing
5.	Up-gradation of existing Industrial Estate at Nellimarla, District Vizianagaram (Aspirational)	Vizianagaram	2023-24	21.06.2023	646.08	516.86	200.00	Ongoing
6.	Development of Flatted Factory Complex (FFC) at Atchutapuram, Gurajapalem Village, Rambilli Mandal, Visakhapatnam	Visakhapatnam	2023-24	03.07.2023	1343.91	1032.56	200.00	Ongoing
7.	FFC at Peddapuram, Bhimavaram Village & Samalkot Mandal, Kakinada District	Kakinada	2023-24	06.11.2023	1330.00	931.00	465.50	Ongoing
8.	New Industrial Estate at Pagali (Block-II), Pagali Village, Yerpedu Mandal, Tirupati Dist.	Tirupati	2023-24	06.11.2023	1030.00	721.00	360.50	Ongoing
9.	New Industrial Estate at Guttapadu, Orvakal Mandal, District – Kurnool	Kurnool	2023-24	06.11.2023	2140.00	1050.00	525.00	Ongoing
10.	FFC at IP, Pedagantyada, Visakhapatnam District	Visakhapatnam	2023-24	06.11.2023	757.00	529.90	264.95	Ongoing
11.	New Industrial Estate at 5- Venkatapuram, Chittoor Mandal & District	Chittoor	2023-24	21.11.2023	1430.00	1001.00	500.50	Ongoing
12.	New Industrial Estate at Gopavaram Village & Mandal, Y.S.R. Kadapa District	Y.S.R. Kadapa	2023-24	07.11.2023	1525.49	1050.00	525.00	Ongoing
13.	New Industrial Estate at Chandalur, Darsi Mandal, Prakasam District	Prakasam	2023-24	21.11.2023	1076.41	753.49	376.745	Ongoing
14.	New Industrial Estate at Jagadurthy, Jagadurthy	Nandyal	2023-24	06.11.2023	1045.99	732.19	366.095	Ongoing

	Village, Dhone Mandal, Nandyal District							
15.	New Industrial Estate (phase-III) at Veerapanenigudem(V), Gannavaram Mandal & Krishna District	Krishna	2023-24	06.11.2023	1470.00	1029.00	514.50	Ongoing
16.	New Industrial Estate at Kalavacharla (Greenfield), Rajanagaram Mandal, East Godavari District	East Godavari	2023-24	21.11.2023	2065.00	1050.00	525.00	Ongoing
17.	Flatted Factory Complex (FFC) at Pydibhimavaram, Ranastalam Mandal, Srikakulam District	Srikakulam	2023-24	21.11.2023	1460.00	1022.00	511.00	Ongoing
18.	New Industrial Estate at Kappalabanda Village, Puttaparthi Mandal, Sri Sathya Sai District	Sri Sathya Sai	2023-24	21.11.2023	1171.13	819.79	409.89	Ongoing
19.	New Industrial Estate at Koduru, Anakapalli District	Anakapalli	2023-24	21.11.2023	2686.00	1050.00	525.00	Ongoing
20.	New Industrial Estate at Narampeta, Narampeta Village, Atmakur Mandal, S.P.S.R. Nellore District	S.P.S.R. Nellore	2023-24	06.11.2023	2343.00	1050.00	525.00	Ongoing
21.	New Industrial Estate at Thatiguntapalli Village, Valmikipuram Mandal, Annamayya District	Annamayya	2023-24	07.11.2023	1592.53	1050.00	525.00	Ongoing
22.	Up-gradation of Industrial Estate at Autonagar Throvagunta, Ongole Mandal, Prakasam District	Prakasam	2025-26	14.05.2025	1095.00	600.00	300.00	Ongoing
23.	New Industrial Estate at Brahmanapalle Village, Orvakal Mandal, Kurnool District	Kurnool	2025-26	15.05.2025	851.99	596.39	0.00	Ongoing
24.	Flatted Factory Complex at UDL 2, Nagamangalam Village, Palamaner Mandal, Chittoor District	Chittoor	2025-26	15.05.2025	1527.00	1050.00	0.00	Ongoing
25.	Flatted Factory Complex at Brahmanapalle, Brahmanapalle Village, Orvakal Mandal, Kurnool District	Kurnool	2025-26	15.05.2025	1295.92	907.14	0.00	Ongoing
26.	New Industrial Estate at Nandial Distt. Mandal, Kurnool	Kurnool	1994-95	24.06.94	328.00	131.00	65.50	Completed
27.	New Industrial Estate at Vijayawada, Distt. Krishna	Krishna	2002-03	18.06.02	370.00	148.00	147.19	Completed
28.	New Industrial Estate at Tada Distt. Nellore	Nellore	1998-99	28.10.98	404.69	161.87	94.00	Completed

29.	Up-gradation of JRD Industrial Estate at Kanuru, Vijayawada, Krishna District	Krishna	2013-14	25.09.13	767.62	614.10	552.00	Completed
30.	Up-gradation of Industrial Estate at Amudalavalasa, Srikakulam District	Srikakulam	2017-18	15.12.17	355.77	284.62	200.00	Completed
31.	Up-gradation of ID centre at Autonagar, Gajuwaka, Vishakhapatnam	Vishakhapatnam	2018-19	10.09.18	490.64	245.32	200.00	Completed
32.	New Infrastructure Development at Peddapuram, East Godawari District	East Godawari	2018-19	24.09.18	690.91	414.55	284.196	Completed
33.	Up-gradation of ID centre at Singarayakonda, Prakasam District	Prakasam	2018-19	24.09.18	1055.84	500.00	200.00	Completed
34.	New Industrial Estate at Koppa IP, Kadapa District	Kadapa	2017-18	07.12.17	2202.47	736.48	229.5589	Completed
35.	New Industrial Estate at Gandrajupalli Chittoor Distt.	Chittoor	2018-19	24.09.18	833.71	666.96	349.016	Completed
36.	Up-gradation of ID centre at Autonagar, Vedayapalem, SPSR Nellore	SPSR Nellore	2018-19	28.09.18	2202.57	800.00	272.40	Completed

UPGRADATION OF NH-516E**2208. DR. C. M. RAMESH:**

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

- (a) the details and status of rehabilitation and upgradation to two lane with paved shoulders configuration of Koyyuru Chaparathipalem section of National Highway (NH)-516E covering districts of Alluri Sitharama Raju and Anakapalli districts of Andhra Pradesh;
- (b) the details of estimated cost of the project and expenditure made so far;
- (c) whether it is true that more than eighty per cent of work has been completed; and
- (d) the likely date by which the entire work is going to be completed and would be dedicated to the nation?

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

(a) to (d): The project for rehabilitation and upgradation to two lane with paved shoulders configuration of the Koyyuru–Chaparathipalem section of NH-516E, covering Alluri Sitharama Raju and Anakapalli districts of Andhra Pradesh, has been taken up. The total length of the project is 45.50 km with a sanctioned project cost of Rs. 349.29 crore. The work was commenced on 08.07.2022 and an expenditure of Rs. 256.4 crore has been incurred so far. The work is in advance stage of completion and has achieved 97.68% physical progress and is targeted for completion by 31.03.2026.

STATUS OF PROPOSALS UNDER DAY-NULM**2209. SHRI APPALANAIDU KALISETTI:**

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

- (a) the details of proposals submitted, approved and implemented under Deendayal Antyodaya Yojana–National Urban Livelihoods Mission (DAY-NULM) since its inception during the last ten years, year and State/UT-wise;
- (b) the details of funds allocated, sanctioned, released and utilised under each component of DAY-NULM, year and State/UT-wise;
- (c) the number of urban poor beneficiaries covered under the skill training, self-employment, shelter for urban homeless and street vendors' support components of the said Mission, State/UT-wise;
- (d) the current status of shelters for the urban homeless constructed or upgraded under DAY-NULM including capacity, average occupancy levels and key amenities provided, State/UT-wise; and
- (e) the list of pending proposals along with the reasons for their pendency and the expected timelines fixed for their approval, State/UT-wise?

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

(a): Ministry of Housing and Urban Affairs, MoHUA implemented “Deendayal Antyodaya Yojana - National Urban Livelihoods Mission (DAY-NULM)” to reduce economic, social and residential vulnerabilities of urban poor with seven components. The Mission concluded on 30.09.2024. Under the Mission, as on 30.09.2024, over 1 crore urban poor women brought into Self Help Groups

(SHGs) fold, over 39.43 lakh livelihoods created through skill training & placement, access to subsidized credit to individual and groups for setting up micro-enterprises and saving corpus-based bank linkages to SHGs, over 6.56 lakh SHGs received bank linkage and under the Innovative and Special Projects (I&SP) component of the Mission, a total of four projects were approved.

(b): Under DAY-NULM, funds were released to States / UTs in a consolidated manner for the implementation of all Mission components. The inter-se allocation of funds under different components of the Mission is done by the respective States/ UTs, as per their requirements. The year-wise details of funds released to States / UTs are given in the enclosed **Statement-I**.

(c): The State / wise details regarding number of urban poor beneficiaries covered under the skill training, self-employment, status of shelters for urban homeless and street vendors' support component of the Mission are given in the enclosed **Statement-II**.

(d) and (e): As per seventh Schedule of the Constitution of India, Land & Colonization are State subjects. However, MoHUA supplemented the efforts of State Governments/UTs by administering a Scheme for Shelter for Urban Homeless as a component of DAY-NULM with an objective to provide all weather permanent shelters equipped with basic facilities to the urban homeless. As per information given by States / UTs, as on 30.09.2024, a total of 1,995 shelters with capacity of 1.41 lakh beds were made. State / UT wise list is at Statement-II. The occupancy of residents accommodates or availed shelter benefits vary from time to time. The average number of occupancies is not

maintained by the Ministry. The basic common facilities/ amenities such as water, sanitation, electricity, kitchen/ cooking space, common recreation space were provided at the shelters for dignified human living as prescribed in SUH guidelines. The Mission ended on 30.09.2024.

16	Manipur	8.37	8.37	3.11	3.11	0.00	0.00	0.00	0.00	0.00	0.00
17	Meghalaya	4.20	4.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18	Mizoram	8.52	8.52	10.32	10.32	20.93	20.93	12.73	12.73	6.82	6.82
19	Nagaland	5.32	5.32	0.00	0.00	8.45	8.45	10.87	10.87	3.43	3.43
20	Odisha	18.08	18.08	13.22	13.22	6.56	6.56	17.05	17.05	16.24	16.24
21	Punjab	0.00	0.00	0.00	0.00	0.00	0.00	10.07	10.07	0.00	0.00
22	Rajasthan	42.01	42.01	0.00	0.00	7.92	7.92	28.51	28.51	31.10	31.10
23	Sikkim	1.52	1.52	0.85	0.85	0.97	0.97	2.31	2.31	1.12	1.12
24	Tamil Nadu	64.40	64.40	57.86	57.86	58.45	58.45	78.85	78.85	68.53	68.53
25	Telangana	0.00	0.00	39.88	39.88	4.70	4.70	32.49	32.49	15.56	15.56
26	Tripura	9.46	9.46	0.00	0.00	0.00	0.00	8.93	8.93	6.33	6.33
27	Uttar Pradesh	46.55	46.55	17.42	17.42	22.66	22.66	71.95	71.95	53.38	53.38
28	Uttarakhand	0.00	0.00	5.08	5.08	5.38	5.38	8.00	8.00	7.75	7.75
29	West Bengal	53.73	53.73	0.00	0.00	8.31	8.31	32.96	32.96	35.94	35.94
30	A & N Islands	0.00	0.00	0.00	0.00	1.06	0.73	0.00	0.00	0.00	0.00
31	Chandigarh	2.82	2.82	0.00	0.00	0.93	0.93	1.99	1.99	1.82	1.82
32	D&N Haveli, DD	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.17	0.00
33	Delhi	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
34	Puducherry	0.00	0.00	0.00	0.00	2.79	2.79	2.97	2.97	1.97	1.97

35	Ladakh	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Total	672.13	672.13	239.73	239.73	290.63	290.30	556.70	556.70	439.84	439.67

FUND RELEASED & UTILIZED STATUS FROM 2014-15 TO 2024-25 UNDER DAY-NULM

Sl. No	States/UTs	2019-20		2020-21		2021-22		2022-23		2023-24		2024-25	
		Released	Utilized	Released	Utilized	Released	Utilized	Released	Utilized	Released	Utilized	Released	Utilized
1	Andhra P	98.45	98.45	58.23	58.23	60.50	60.50	37.63	24.99	0.00	0.00	0.00	0.00
2	Arunachal P	6.59	6.59	9.36	9.36	0.00	0.00	0.00	0.00	7.47	7.47	0.00	0.00
3	Assam	14.86	14.86	21.92	21.92	32.91	32.91	20.16	20.16	16.62	16.62	0.00	0.00
4	Bihar	31.08	31.08	30.90	30.90	0.00	0.00	0.00	0.00	10.00	10.00	0.00	0.00
5	Chhattisgarh	17.02	17.02	0.00	0.00	14.71	14.71	0.00	0.00	15.00	15.00	0.00	0.00
6	Goa	3.40	3.40	3.90	3.90	3.40	3.40	0.00	0.00	0.00	0.00	0.00	0.00
7	Gujarat	14.08	14.08	71.58	71.58	49.67	49.67	32.66	32.66	40.79	40.79	6.25	4.75
8	Haryana	29.63	29.63	10.54	10.54	14.22	14.22	12.82	12.82	0.00	0.00	0.00	0.00
9	Himachal P	6.81	6.81	10.21	10.21	10.20	10.20	6.00	6.00	0.00	0.00	1.00	1.00
10	J & K	11.56	11.56	3.67	3.67	6.25	6.25	13.46	0.00	0.00	0.00	0.00	0.00
11	Jharkhand	16.28	16.28	16.28	16.28	18.37	18.37	0.00	0.00	12.00	12.00	0.00	0.00
12	Karnataka	16.46	16.46	32.07	32.07	0.00	0.00	0.00	0.00	26.25	26.25	0.00	0.00
13	Kerala	24.09	24.09	27.90	27.90	35.38	35.38	29.23	29.23	15.00	15.00	5.00	5.00
14	Madhya P	48.80	48.80	55.09	55.09	63.36	63.36	100.00	100.00	10.00	10.00	0.00	0.00
15	Maharashtra	0.00	0.00	96.15	96.15	64.37	64.37	62.33	62.33	90.09	90.09	0.00	0.00
16	Manipur	3.65	3.65	2.98	2.98	10.08	10.08	25.00	25.00	5.35	5.35	0.00	0.00
17	Meghalaya	0.00	0.00	3.79	3.79	0.00	0.00	1.29	1.29	2.80	2.80	0.00	0.00
18	Mizoram	5.82	5.82	16.17	16.17	14.98	14.98	10.00	10.00	3.99	3.99	0.00	0.00
19	Nagaland	4.06	4.06	6.96	6.96	4.92	4.92	1.83	1.83	7.38	7.38	0.00	0.00
20	Odisha	14.32	14.32	20.07	20.07	13.43	13.43	0.00	0.00	8.44	8.44	0.00	0.00
21	Punjab	16.17	16.17	0.00	0.00	19.36	19.36	68.49	67.29	0.00	0.00	0.00	0.00
22	Rajasthan	38.11	38.11	39.31	39.31	40.53	40.53	0.00	0.00	15.00	15.00	0.00	0.00
23	Sikkim	2.44	2.44	1.10	0.54	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00

24	Tamil Nadu	81.36	81.36	110.65	110.65	104.67	104.67	6.00	6.00	85.00	85.00	0.00	0.00
25	Telangana	42.13	42.13	38.10	38.10	31.69	31.69	100.00	100.00	25.00	0.00	0.00	0.00
26	Tripura	7.88	7.88	13.48	13.48	14.17	14.17	2.00	2.00	10.86	10.86	0.00	0.00
27	Uttar Pradesh	98.56	98.56	65.34	65.34	62.65	62.65	0.00	0.00	33.98	33.98	8.75	8.75
28	Uttarakhand	7.32	7.32	6.05	6.05	2.00	2.00	8.60	8.60	0.00	0.00	2.50	1.97
29	West Bengal	25.79	25.79	34.30	34.30	43.39	43.39	0.00	0.00	45.42	45.42	5.00	5.00
30	A & N Islands	0.00	0.00	0.00	0.00	0.28	0.28	0.00	0.00	0.34	0.00	0.00	0.00
31	Chandigarh	3.08	3.08	1.82	1.82	1.86	1.86	2.54	2.54	3.55	3.55	0.50	0.50
32	D&N Haveli, DD	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
33	Delhi	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
34	Puducherry	2.97	2.97	4.20	4.20	0.00	0.00	0.00	0.00	5.11	5.11	0.00	0.00
35	Ladakh	0.00	0.00	0.00	0.00	2.10	0.65	0.00	0.00	0.00	0.00	0.00	0.00
	Total	692.77	692.77	812.12	811.56	739.47	738.02	540.04	512.74	496.44	470.10	29.00	26.97

STATEMENT-II**STATE-WISE PHYSICAL PROGRESS UNDER DAY-NULM (FROM 01.04.2014 to 30.09.2024)**

S. No	State Name	No. of Candidates Skill trained	No. of beneficiaries assisted for setting up Individual/ Group micro enterprises under SEP	No. of loans disbursed to SHGs under SHG-Bank Linkage programme	No. of created shelters under DAY-NULM	No. of beds / occupancy created for the homeless (including non NULM shelter)	No. of Certificate of Vending issued
1	A&N Islands	143	7	1	0	60	676
2	Andhra Pradesh	82,546	1,07,097	1,20,451	95	6,510	4,66,028
3	Arunachal Pradesh	4,475	76	17	0	0	1,285
4	Assam	34,905	6,520	8,197	6	1,120	92,427
5	Bihar	37,346	13,769	15,993	111	4,069	1,60,095
6	Chandigarh	7,207	410	0	1	239	10,930
7	Chhattisgarh	41,778	49,323	15,086	47	2,221	9,851
8	Dadar & Nagar Haveli and Daman & Diu	0	0	0	0	0	1,853
9	Goa	6,605	264	23	3	138	62,333
10	Gujarat	1,07,003	30,324	17,878	78	12,825	2,688
11	Haryana	34,136	8,008	1,254	54	2,987	2,09,885
12	Himachal Pradesh	7,102	4,022	1,748	20	901	95,306
13	Jammu & Kashmir	5,264	16,383	275	2	100	6,035
14	Jharkhand	1,10,619	12,767	7,651	57	1,618	23,695
15	Karnataka	22,315	26,592	10,361	108	4,053	50,278

16	Kerala	22,356	14,492	22,836	27	11,791	2,02,531
17	Ladakh	0	22	0	0	0	6,912
18	Madhya Pradesh	2,60,640	92,624	25,909	118	4,301	427
19	Maharashtra	2,01,108	62,485	82,833	99	5,638	7,31,732
20	Manipur	10,734	136	123	0	0	29,991
21	Meghalaya	2,600	137	4	4	95	13,952
22	Mizoram	10,733	2,471	278	96	5,243	253
23	Nagaland	582	382	0	3	90	3,214
24	NCT of Delhi	1,921	1,213	6	193	17,035	5,569
25	Odisha	17,026	45,950	22,319	46	2,292	24,818
26	Puducherry	3,194	612	658	2	200	2,445
27	Punjab	74,344	12,149	270	30	4,637	1,76,932
28	Rajasthan	51,638	32,943	4,873	237	11,070	28,356
29	Sikkim	3,294	35	0	0	95	351
30	Tamil Nadu	50,654	3,09,247	1,70,473	276	19,398	1,26,052
31	Telangana	24,484	15,623	43,420	45	5,567	3,59,865
32	Tripura	2,146	2,034	5,314	9	450	8,656
33	Uttar Pradesh	2,19,757	90,188	16,731	145	10,865	9,49,429
34	Uttarakhand	20,432	9,173	851	13	1,311	21,981
35	West Bengal	63,865	14,421	46,374	70	4,147	292
Total		15,42,952	9,81,899	6,42,207	1,995	1,41,066	38,87,123

AUDIT OF RASHTRIYA JAL JEEVAN KOSH ACCOUNTS**2210. CAPTAIN VIRIATO FERNANDES:**

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

- (a) the date of launch of the Rashtriya Jal Jeevan Kosh (RJJJ) and the quantum of donations received under the RJJJ since inception till date, year-wise;
- (b) whether the accounts of the RJJJ have been audited and if so, whether the audit report is publicly available and if so, the details thereof;
- (c) whether any donations have been received under the RJJJ for expenditure in particular villages;
- (d) if so, the details of the cumulative quantum of the total donations received and the bifurcation between general donations and State-wise donations based on the villages for which the donations were received; and
- (e) whether any funds have been utilized from the RJJJ for the implementation of the Jal Jeevan Mission (JJM) and if so, the details thereof, year and State/UT-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 (d): Government of India, in partnership with States, is implementing Jal Jeevan Mission (JJM) to make provision of potable tap water connection to every rural household in the country. To enable individuals, institutions, corporates, philanthropists, etc., who have a desire to 'give back to the society' and be a part of this movement, a 'Rashtriya Jal Jeevan Kosh (RJJJ)' was set

up to receive contributions/ donations to achieve the goal of Jal Jeevan Mission. RJK trust was constituted and registered on 08.05.2020. A dedicated website <https://jaljeevankosh.gov.in> has been developed to facilitate donations/ contributions, which can be made directly through RJK website and also through JJM mobile app. As on 09.02.2026, a sum of Rs.7,32,165.84 /- has been received as contribution in the account of RJK, of which approx. Rs.5.25 lakh has been received in current financial year.

(e): No fund has been allocated or utilized from RJK so far.

UPGRADATION OF ROAD INFRASTRUCTURE

2211. SHRI ZIA UR REHMAN:

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

- (a) whether the Government is aware of poor road conditions, traffic congestion and high accident rates on highways in Western Uttar Pradesh;
- (b) if so, the details of the steps taken to upgrade road infrastructure and improve road safety in the region;
- (c) whether similar road safety and infrastructure challenges exist in other parts of the country; and
- (d) if so, the details of the national initiatives undertaken to modernise highways and reduce road accidents?

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

- (a) to (d): The Government in Ministry of Road Transport and Highways is

primarily responsible for development and maintenance of National Highways (NHs).

The Government receives proposals from various State Governments / Union Territories (UTs), including from the districts of Western Uttar Pradesh (UP) from time to time, for declaration / upgradation of State Roads, including State Highways (SHs), as new NHs. Decisions are taken to notify State Roads as NHs from time to time based on the broad principles of declaration of NHs, requirement of connectivity, traffic density and synergy with PM Gati Shakti National Master Plan (NMP).

Development and maintenance of National Highways (NHs) is a continuous process. Works on NHs, are accordingly taken up based on the traffic density, condition of road and synergy with PM Gati Shakti National Master Plan to keep the NHs in traffic worthy conditions.

Government has focused on development of NHs in accordance with the traffic volume and also ensuring that no section of NHs should be left without any contractual maintenance agency.

The details of completed NHs projects for development and maintenance of NHs passing through Western UP during last three years and current year are given in the enclosed **Statement-I**.

Project-wise details of sanctioned/ongoing NHs projects for development and maintenance of NHs passing through Western UP with the time-frame of completion are given in the enclosed **Statement-II**.

Funds are allocated for development and maintenance of NHs State/

Union Territory-wise/agency wise and not district / region-wise.

The details of funds allocated and expenditure incurred towards development and maintenance of NHs in the State of Uttar Pradesh during each of the last three years and the current year are as follows:

Amount in Rs Crore

Year	Allocation	Expenditure
2022-23	21,453.40	21,453.40
2023-24	28,113.83	28,113.83
2024-25	20,682.48	20,664.95
2025-26 (Till 31.12.2025)	19,676.39	17,513.89

A number of schemes have been implemented by the Government for development of NHs in the country. These are Bharatmala Pariyojana including subsumed National Highways Development Project (NHDP), Special Accelerated Road Development Programme for North-East Region (SARDP-NE), Special Programme for development of Roads in Left Wing Extremism affected Area (LWE) and Externally Aided Projects (EAP). NHs stretches not covered under any of the above schemes are taken up for development under National Highway Original [NH(O)] works depending upon traffic density, condition of road and synergy with PM Gati Shakti National Master Plan.

Regarding Accidents, the details of the number of accidents and fatalities reported on NHs including Western UP during each of the last three years are as under: -

2023		2024		2025	
Accidents	Fatalities	Accidents	Fatalities	Accidents	Fatalities
150,177	63,112	150,958	64,772	1,34,307	57,482

Figures for calendar year 2024 onwards based on latest eDAR (Electronic Detailed Accident Report) data.

All NHs works are carried out as per standards, guidelines, manual, code of practice of Indian Roads Congress as well as specifications for Road and Bridge Works. Necessary road safety measures inter-alia include provision of crash barriers, signage boards, foot over bridges, etc. are taken up during design, construction, operation and maintenance stages.

Further, Guidelines have been issued for regular safety audit of all NHs at design, construction, pre-opening stage of NH projects as well as on existing NHs for ensuring road safety.

Road Safety Audit is carried out for the independent assessment of newly constructed roads before opening them to commercial traffic. All identified road safety issues, including those related to road signages and markings, are addressed before the road is opened to the public. Subsequently, during the operation of the project highway, assessment is carried out at regular intervals to identify safety issues that may have emerged during operation stage and any necessary remedial measures are taken in a time-bound manner. Besides this, accident data on all existing and new National Highways is monitored on a pan-India basis through the eDAR (electronic Detailed Accident Report) portal, and accident spots are identified. Further, field officers have been delegated powers to take advance remedial action on these identified accident spots, preventing them from being converted to blackspots.

Also, identified blackspots are rectified by carrying out short-term

measures like road markings, signages, crash barriers, road studs, delineators, closure of unauthorized median openings, traffic calming measures, etc. in a time bound manner. Further, 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 based on road safety audit report and site conditions.

Furthermore, 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, details of which are given in the enclosed **Statement-III**.

STATEMENT-I

Details of completed NHs projects for development and maintenance of NHs passing through Western UP during last three years and current year :

S. No.	NH No.	District	Project Name	Total Project Cost (Rs Crores)	Date of completion	Expenditure (Rs Crores)
1	530B	Mathura	Six lane Flyover with slip road along NH 44 at junction of NH 530B at start point (design chainage km 0.0) of Mathura Bypass at existing km 154.200 of NH 02 (New NH 44) in the State of Uttar Pradesh on EPC mode.	44.757	07.09.2024	44.757
2	530B		Four Laning of NH - 530B from Mathura Bypass (Start) (Existing km 266.000 of SH 33/Design km 0.000) to Gaju village (End) (Design Km 32.982) (Design Length=32.982 km) in the State of Uttar Pradesh on HAM mode (PACKAGE 1B)	885	PCOD 30.08.2025	885

3	530B	Hathras & Aligarh	Four Lanning of NH 530B from Gaju Village (Design Km 32.982 Mathura -Aligarh District Boundary) to Devinagar Bypass (Existing Km 208.00 of Sh-33(NH-530B) (Design Km 66.000)).(Design Length 33.018Km) in Uttar Uttar Pradesh on HAM mode (PKG – 1C)	738	28.04.2025	738
4	34 (Old NH-91)		Aligarh-Kanpur section NH-34 (Aligarh-Bhadwas, Pkg-1)	2069.6	16.05.2023	1235.26
5	34 (Old NH-91)	Etah	Aligarh-Kanpur section NH-34 (Bhadwas-Kalyanpur, Pkg-2)	3135.28	12.06.2021	1493.66
6	34 (Old NH-91)	Mainpuri	Aligarh-Kanpur section NH-34 (Kalyanpur-Naviganj, Pkg-3)	3563.44	25.10.2021	1813.2
7	NH-09	Hapur, Amroha & Moradabad	Six Laning of Hapur Bypass to Moradabad Section including Hapur Bypass from Km. 50.000 (Design Chainage 50.000) to Km. 148.277 (Design Chainage 149.867) of NH-24 (New NH-09) in the State of Uttar Pradesh on DBFOT (Toll) under NHDP-V.	2140.93	13.09.2025	-
8	NH-09, 530, 30	Moradabad, Rampur & Bareilly	Four Laning of Moradabad-Bareilly Section of NH-24 from Km 148.00 to Km 262.00 in the state of Uttar Pradesh Under NHDP Phase-III on DBFOT Basis	1267	30.07.2019	-
9	334DD	Bulandshahr	Periodic Renewal from km. 28.580 to km. 29.639, km.30.029 to km.30.060 & km. 30.659 to km. 44.843 of NH-334DD	11.05	14.06.2023	6.78
10	NH-509	Moradabad, Sambhal, Bulandshahr & Aligarh	Improvement / Augmentation of Aligarh-Moradabad Section of NH-93 to 2 Laning with Paved Shoulders from Km 85.650 (Existing Chainage Km 85.650) to Km 232.020 (Existing Chainage Km 232.000) in the State of Uttar Pradesh under NHDP Phase-IV on Engineering, Procurement and Construction (EPC) Mode.	1046.65	02.06.2022	1093.13

11	NH-09	Rampur	2-Lane Existing Rampur Bypass of Rampur to be developed to 4-Lane in the State of Uttar Pradesh (Km 0+000 to Km 10+190) (Length= 10.19 km) on EPC Mode.	364.47	31.10.2025	272.09
12	NH-30 (Old NH-24)	Bareilly and Shahjahanpur	Bareilly - Sitapur Section from km. 262.00 to km. 419.590 in the State of Uttar Pradesh	994.68	08.11.2025	1134.5
13	730C	Shahjahanpur	Rehabilitation and Up-gradation to 2L+PS of Allahganj–Miranpur Katra section (Km 52.770 to Km.114.000) of NH-730C under GNHCP with loan assistance of World Bank on EPC Mode	316.05	27.02.2024	299.06
14	730C, 730B & 731K	Shahjahanpur/ Pilibhit	R/U to 2-lane with PS of Radhaita to Pilibhit Section of 46.130 km., which includes (i) 6.850 km of NH-730C from Km.137.250 to 144.100), (ii) 3.550 of NH-730B (from Km.144.100 to 147.650) & (iii) 35.730 km of NH-731K (from Km.147.650 to 183.380)	219.19	09.01.2025	208.74
15	731K	Shahjahanpur	Balance work of construction of a minor bridge over Kaimua Nala in Km.24.00 of NH-731K on item rate basis	0.72	22.02.2025	0.71
16	731K	Shahjahanpur	PR in km 1 (1420m) to km 12, km 19 to 21, km 40 and km 43 of NH-731K on EPC mode	7.77	09.04.2023	5.53
17	NH-30 (Old NH-74)	Pilibhit & Bareilly	Balance Work of 2L PS of Sitarganj-Bareilly from Km. 254.820 to Km. 329.280 section of Old NH-74 in the State of UP & UK	213.39	30.04.2023	199.68
18	NH-709B	Ghaziabad & Baghpat	NH-709B, Pkg.-II: Six lane access controlled in Uttar Pradesh portion of Delhi Saharanpur Highway from Delhi/UP Border to EPE Junction (Ch. 14.750 to Ch. 31.600) in the State of Uttar Pradesh on EPC mode under Economic Corridor in phase-I of Bharatmala Pariyojana	2002.79	01.12.2025	1731.21

19	21	Agra	Widening of two lane with paved shoulder with Strengthening from Km. 0.165 to 17.756 of NH-11 (New NH No.21)	43.73	30.06.2018	24.87
20	NH-44	Mathura & Agra	Six Laning of Delhi - Agra section from Km.20.500 to Km.200 in the State of Haryana and U.P.	1928.22	PCC issued w.e.f 20.05.2022	Project implemented under BOT (Toll) Mode
21	235	Meerut	Widening of existing four lane to six lane road from km 3.000 to km 7.469 of NH-235 (New NH-334) under EPC mode	44.92	31.07.2025	44.43
22	334B	Meerut & Baghpat	NH-334B from Meerut to Haryana Border via Baghpat in the State of Uttar Pradesh on EPC mode.	371.37	18.10.2022	316.29
23	709A	Meerut, Muzaffarnagar, Baghpat & Shamli	Bidoli (HR/UP Border) – Shamli-Meerut	761.26	03.11.2023	1021.93
24	709AD	Shamli	Panipat to Shamli Pkg-I of NH-709AD (Lenght -35.580km)	1252.61	25.01.2023	1326.12
25	709AD	Shamli & Muzaffarnagar	Shamli to Muazaffarnagar Pkg-II of NH-709AD (Lenght -42.870km)	1621.08	02.01.2024	1709.39
26	709B	Shamli & Saharanpur	Shamli to Saharanpur section of NH-709B, Pkg-II (length - 62.772Km)	739.09	22.03.2025	800.25
27	SPUR	Shamli	Spur(SHAMLII) of NH-709AD connecting NH-709A	326.79	03.05.2025	244.28
28	NH-119	Meerut & Bijnor	4-Laning of Meerut Najibabad Section from km. 11.500 to km 39.250 and km 86.590 to Km. 112.545.in the state of Uttar Pradesh on HAM Mode.	2836.9	03.02.2025 (COD)	1995.75
29	NH-709AD	Muzaffarnagar	Muzaffarnagar - Miranpur section of NH-709AD package - iii from Km. 97.450 to Km. 123.450 in the state of Uttar Pradesh on EPC Mode.	947.89	30.10.2024 (COD)	853.97
30	Spur Muzaffarnagar	Muzaffarnagar	Spur of Muzaffarnagar connecting NH-58 to NH-709AD in the state of Uttar Pradesh on EPC Mode.	408.94	30.10.2024 (COD)	227.74

31	334A	Muzaffarnagar	Widening and strengthening from km 0.00 to km 15.089 of NH-334A (Purkaji-Laksar-Haridwar Road) to two lane with paved shoulder configuration under EPC mode in the State of UP.	227.06	31.12.2024	144.99

STATEMENT-II

Project wise details of sanctioned / ongoing NHs projects for development and maintenance of NHs passing through Western UP:

S. No.	NH No.	District	Project Name	Total Project Cost (Rs Crores)	Length (km)	Date of Sanction/ Award	Appointed date	Original contractual date of completion	Physical progress in %	Revised/ Target date of completion
1	321	Agra	STMC work of NH-321 from Km.0.000 to 15.010 & NH-91A from Km.41.000 to 66.000	5.81	40.01	19.11.2025	At Bid Evaluation stage			
2	321G	Agra	Maintenance of Km 0.000 to Km 51.600 of NH-321G (Agra-Jalesar-Etah) road under Short Term Maintenance Contract on percentage rate basis for financial year 2024-25	4.96	51.60	29.11.2024/ 27.01.2025	21.02.2025	20.02.2026	85	20.02.2026
3	334D	Aligarh	Aligarh-Palwal section, Pkg-1 from Km. 0.000 to Km. 46.390	1663.38	46.39	11.03.2024/ 13.03.2024	27.03.2025	26.03.2027	7	-

4	334D	Aligarh	Aligarh-Palwal section, Pkg-2 from Km. 46.390 to Km. 61.110	986.88	22.72	15.03.2024/ 01.08.2024	27.08.2025	26.08.2027	2.5	-
5	NH-734	Moradabad	Improvement & Up-gradation of NH-734 section of Moradabad - Thakurdwara - Kashipur: "Package-II: Moradabad – Thakurdwara" (Length= 38.770 km) Start from Ch. 0+00 (Existing Km. 389+00 at Bijna) and ends at Ch. 38+770 (near UP/UK Border)on EPC Mode	2006.82	38.77	30.09.2022/ 08.12.2022	15.03.2024	14.03.2026	39.1	07.12.2026
6	NH-509	Moradabad, Sambhal, Bulandshahr & Aligarh	Operation and Maintenance of Aligarh to Moradabad of NH-93 (New NH – 509) Km. 79.000 to Km. 232.020 for a Length 153.02 kms. with 2-Lane Paved Shoulders on PBMC mode	102.23	153.02	30.12.2024	31.03.2025	30.03.2030	O&M work	
7	30	Bareilly & Pilibhit	4L of Bareilly-Pilibhit-Sitarganj from Km. 0.000 to Km. 32.500 of NH-30 (Pkg-1)	1391.64	32.5	03.02.2025/ 28.03.2023	14.03.2024	13.03.2026	43.56	17.08.2026
8	30	Pilibhit	4-laning of Pilibhit - Sitarganj from Km. 32.500 to	1464.19	38.3	07.02.2023/ 27.03.2023	14.03.2024	13.03.2026	23.42	25.01.2027

			Km. 70.800 (Pkg-2) of NH-30							
9	731	Shahjahanpur	Improvement and Up-Gradation of Existing Road to 2/4L PS from Km 40.000 to 88.750, start of Khutar bypass to start of Shahjahanpur bypass of NH 731(Pkg-I)	762.62	48.75	30.03.2022/ 20.06.2022	03.02.2023	02.02.2025	99.2	15.02.2026
10	731	Shahjahanpur & Hardoi	Improvement and Up-Gradation of Existing Road to 4L PS from Km 88.750 to 123.650, from Start of Shahjahanpur Bypass to start of Shahabad bypass of NH 731(Pkg.-2A)	947.74	34.9	20.09.2022/ 30.11.2022	19.01.2024	18.01.2026	53.9	20.06.2026
11	530B	Bareilly	Construction of 4/6 lane Highway of Southern Bareilly Bypass, starting at Ch. 237+000 of NH 530 near Jhumka chauraha, Dhantiya village and ending at Ch. 267+000 of NH 30 near Invertis University including Trumpet Interchange	2117.07	29.92	18.12.2024/ 28.03.2025	24.12.2025	23.06.2028	0.6	23.06.2028

12	NH-30 (Old NH-24)	Bareilly, Shahjahan pur, Hardoi, Lakhimpur Khiri & Sitapur	Strengthening & overlay on intermittent locations of Bareilly-Sitapur balance works section from Km. 262.000 to Km. 419.590 of NH-30	202.56	98.8	19.01.2024	12.03.2024	11.03.2025	96.45%	31.03.20 26
13	NH- 530B	Hathras, Etah & Kasganj	4-laning of NH- 530B (Package-II) from Devinagar Bypass (End) [Existing Km.208.000 of NH-530B/Design Km.66.000] to Kasganj Bypass (End) [Existing Km.150.100 of NH-530B/Design Km.123.100] in the state of UP under Bharatmala Pariyojna on HAM.	2289.52	57.967	20.03.2023/ 29.03.2023	06.06.2024	05.06.2026	50.97%	31.12.20 26
14		Kasganj & Badaun	4-laning of NH- 530B (PKG-III) from Kasganj Bypass (End) [Existing Km.150.100 of NH-530B/Design Km.123.100] to Chandan Nagar [Existing Km.96.200 of NH- 530B/Design Km.179.500] in the state of Uttar Pradesh under	2009.11	56.40	28.03.2023/ 16.06.2023	30.05.2025	29.05.2027	15.16%	—

			Bharatmala Pariyojna on HAM							
15		Badaun & Bareilly	Four Lane Highway from Chandan Nagar (Existing Km96.200 of NH 530B/Design Km. 179.500) to Bareilly Bypass (Start) (Existing Km. 59.025 of NH 530B/ Design Km. 218.000) section of NH 530B,in the State of Uttar Pradesh on Hybrid Annuity Mode (HAM).	1527.40	38.50	15.10.2024/ 28.03.2025	19.11.2025	18.11.2027	3.97%	—
16	NH-58 (new NH-334 & NH- 34)	Muzaffarna gar	Road Safety Improvement of Critical junction on Muzaffarnagar- Haridwar section of NH-334 from Km 143+000 to Km 196+000 in the state of Uttar Pradesh & Uttarakhand on EPC Mode under NH(O).	119.27	6.96	26.05.2025	04.10.2025	03.10.2027	3.75	03.10.20 27
17	New Green field alignm ent	Ghaziabad & Meerut	DME, Pkg.-V: 4 lane Connector from Delhi-Meerut Expressway to Km 8.520 of NH- 235 in the state of	1147.26	14.600	06.08.2021	30.03.2022	29.03.2024	76%	30.06.20 26

			Uttar Pradesh on EPC Basis (Greenfield alignment)							
18	NH-148NA	Gautambudh Nagar	Construction of Greenfield Connectivity to Jewar International Airport from DND-Faridabad-Ballabhgarh Bypass KMP Link - Spur to Delhi Mumbai Expressway	2414.67	9.125 KM	07.07.2022	22.06.2023	21.06.2025	63.10%	01.05.2027
19	334DD	Gautam Budhh Nagar	Maintenance of NH-334DD from Km. 0.000 to Km. 11.200, Km. 13.600 to Km. 28.580, Km. 29.639 to Km. 30.029 and Km. 30.060 to Km. 30.659 (excluding Km. 0.100 to Km. 0.700, Km. 0.850 to Km. 1.050, Km. 1.600 to Km. 1.700, Km. 1.950 to Km. 2.100, Km. 3.200 to Km. 4.000, Km. 4.100 to Km. 4.300, Km. 5.000 to Km. 5.200 and Km. 5.800 to Km. 6.200) under STMC	1.14	27.17	24.11.2025	At Bid Evaluation Stage			

20	334DD	Gautam Budhh Nagar	Emergency repair works on NH- 334DD in 2.85 Km in different reaches from Km. 0+100 to Km. 6+400 & Km 28+000 to Km 28+200 in (Abadi portion of Hamidpur Km. 0+100 to Km. 6+400 & Km 28+000 to Km 28+200 in (Abadi portion of Hamidpur and Jewar) under Special Repair Head on EPC mode	20.61	2.85	14.11.2025	At Bid Evaluation Stage			
21	344G	Baghpat	Delhi - Saharanpur - Dehradun Economic Corridor PKG-I	1602.01	27.000	24.12.2021	02.09.2022	31.08.2024	99	31.03.20 26
22		Baghpat & Muzaffarna gar	Delhi - Saharanpur - Dehradun Economic Corridor PKG-II	1335.45	29.500	28.08.2021	02.09.2022	31.08.2024	96	31.03.20 26
23		Shamli	Delhi - Saharanpur - Dehradun Economic Corridor PKG-III	1159.96	25.500	28.08.2021	02.09.2022	31.08.2024	99	31.03.20 26
24		Shamli & Saharanpu r	Delhi - Saharanpur - Dehradun Economic Corridor PKG-IV	1428.19	37.790	28.08.2021	02.09.2022	31.08.2024	98	31.03.20 26

25	344GM	Shamli & Saharanpur	6L access Controlled Greenfield Highway from GogwanJalalpur (Shamli) to Ranipur Barsi (Saharanpur) of Shamli-Ambala section (Package-I) (Design Ch. Form km 00.600to km 45.500)	1843.59	46.100	29.07.2022	17.05.2023	17.05.2025	56	26.07.2026
26	NH-119 (Package - II)	Meerut, Muzaffargarh & Bijnor	4-laning of Behsuma - Bijnor section of NH-119 from Km. 39.240 to Km. 86.590 in the state of Uttar Pradesh on HAM Mode.	2139.62	39.56	29.03.2023	20.05.2024	19.05.2026	54.75%	19.05.2026
27	Spur Meerut	Meerut	Spur of Meerut-Garh-Mukteshwar section(NH-709A) connecting NH-119 and NH-58 bypassing Meerut Town on EPC Mode.	953.79	12.028	23.03.2022	17.02.2023	16.02.2025	87.14%	12.07.2026
28	NH-709AD (Package - IV)	Bijnor	Bijnor - Kotawali section of NH-709AD (package-iv)from Km. 153.660 to Km. 175.280 in the state of Uttar Pradesh.	300.59	21.62	22.07.2021	01.11.2021	03.05.2023	96.00%	15.04.2026
29	NH-709A	Meerut & Hapur	Improvement and Up-gradation of NH-709A Garhmukteshwar (Chainage	2068.99	50.254	12.03.2021	10.10.2021	10.10.2023	Contractor terminated. Matter is sub-judice in	

			83.200 of NH-24) to Meerut (Chainage 9.860 of NH-235) including connector to NH-119 Package-XII in Uttar Pradesh.						Hon'ble High court of Allahabad.	
30	321G	Etah	Rehabilitation and upgradation from km 51.600 to km 75.700 of NH-321G (Nuhkhas to Etah section) to two lane with paved shoulder configuration under EPC mode	343.54	24.10	08.01.2022/ 02.02.2023	28.02.2024	27.08.2025	49	30.09.2026
31	92	Mainpuri	R/U to 2-lane with PS of Bewar to near karri village section of NH-92 from km.0.00 to 30.00 under GNHCP	237.47	30.00	18.04.2022/ 14.03.2022	12.09.2022	15.03.2024	90	31.03.2026
32	731K	Shahjahanpur	Widening/Upgradation to four lane configuration of Shahjahanpur - Bisalpur section from Km. 0.000 to Km. 47.026 of NH-731K on Hybrid Annuity Mode in the state of Uttar Pradesh	1590.20	47.03	27.03.2023/ 02.12.2025	Agreement signed on 14.01.2026.			
33	730C	Shahjahanpur/ Pilibhit	Rehabilitation and Upgradation to 2L+PS of Miranpur-Katra to Radhaita of NH-730C (Km.	172.50	23.25	18.04.2020/ 14.03.2022	28.07.2022	27.07.2024	88	31.03.2026

			114.000 to Km. 137.250) (Package-III) under GNHCP with loan assistance of World Bank on EPC mode							
34	730	Shahjahanpur/ Pilibhit	Maintenance of km 0.000 to km 82.000 (except ch. 2.180 to 3.260 & Ch.30.840 to 31.620) of NH-730 under PBMC for the financial year 2023-24	97.44	80.14	18.01.2024/ 15.03.2024	19.06.2024	18.06.2029	75	18.06.2029
35	730A	Shahjahanpur/ Pilibhit	Maintenance of Km. 0.000 to Km 105.500 (excluding Ch.15.500 to Ch. 17.000) of NH-730 under PBMC for FY 2023-24	128.67	104.00	08.01.2024/ 15.03.2024	19.06.2024	18.06.2029	75	18.06.2029
36	730C	Farrukhabad	R/U to 2-lane with PS of Bewar to Allahganj Section of NH-730C from km.0.00 to 52.770 under GNHCP	340.16	52.77	18.04.2020/ 14.03.2022	24.11.2022	23.11.2024	98	31.03.2026
37	730B/ 731K/ 730A	Bareilly/ Pilibhit	Maintenance of NH 730B - Ch 0.000 to 32.200, NH 731K - Ch 40.000 to 42.000 & 43.000 to 43.800 & NH 730A - Ch 15.500 to 17.000 under	3.17	36.50	22.11.2024/ 22.05.2025	20.06.2025	19.06.2026	70	19.06.2026

			STMC on % rate basic							
38	709B	Baghpat & Shamli	Operation & Maintenance of Four-laning stretch of NH-709B, from EPE Crossing (Design Ch. 0+000) to the start of Shamli Bypass (Design Ch. 61+409) on Performance Based Maintenance Contract (PBMC) mode in the state of Uttar Pradesh	67	61.409	02-09-2025	14.11.2025	12.11.2030	20	12.11.2030

STATEMENT-III

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 under the Ministry 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).

(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. Government has issued guidelines for incentive to States for Implementation of Electronic Enforcement of Road Safety under the Scheme for Special Assistance to States for Capital Investment 2025-26 (SASCI 2025-26) with allocation of Rs. 3,000 Crore (on first come first serve basis).
- iv. 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.

(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 in Ministry of Road Transport and Highways has notified the Cashless Treatment of Road Accident Victims Scheme, 2025 on 5th May, 2025. The detailed guidelines including process flow, stakeholder wise standard operating procedures and clearly delineated roles and responsibilities have also been notified on 4th June, 2025.

एफआरए के लिए प्रस्तावित डिजिटल प्लेटफॉर्म के लाभ

2212. श्री जसवंतसिंह सुमनभाई भाभोर:

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

- (क) दाहोद लोक सभा निर्वाचन क्षेत्र के अंतर्गत आने वाली वन अधिकार समितियों के लिए प्रस्तावित राष्ट्रीय वन अधिकार अधिनियम (एफआरए) के डिजिटल प्लेटफॉर्म के क्या लाभ हैं;
- (ख) क्या दाहोद लोक सभा निर्वाचन क्षेत्र के जनजातीय ब्लॉकों में भी इसी प्रकार के सत्यापन और वैद्यता अभियान चलाए जाने का प्रस्ताव है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और
- (ग) वर्ष 2023-26 की अवधि के दौरान दाहोद लोकसभा निर्वाचन क्षेत्र के कितने अनुसूचित जनजाति के छात्रों को विदेश में उच्च शिक्षा के लिए छात्रवृत्तियां प्रदान की गईं और चयन प्रक्रिया में उनकी

सफलता की दर क्या है?

जनजातीय कार्य मंत्रालय में राज्य मंत्री (श्री दुर्गा दास उइके):

(क): राष्ट्रीय स्तर के एफआरए डिजिटल प्लेटफार्म का विकास प्रारंभिक चरण में है। वन अधिकार समितियां वन अधिकार अधिनियम, 2006 के तहत दायर किए गए दावे की स्थिति देख सकती हैं। इसके अलावा, इस प्लेटफार्म के तहत एकत्रित डेटा सरकारी योजना का लाभ उठाने के लिए उपयोगी हो सकता है।

(ख): जनजातीय कार्य मंत्रालय में दाहोद लोकसभा निर्वाचन क्षेत्र का अलग से क्षेत्रीय दौरा (फील्ड विजिट) विचाराधीन नहीं है।

(ग): वर्ष 2023-26 की अवधि के दौरान दाहोद लोकसभा निर्वाचन क्षेत्र के किसी भी अनुसूचित जनजाति के छात्रों को "अनुसूचित जनजाति छात्रों के लिए राष्ट्रीय समुद्रपारीय छात्रवृत्ति (एनओएस)" योजना के तहत विदेश में उच्च शिक्षा के लिए छात्रवृत्तियां प्रदान नहीं की गईं।

IRRIGATION POTENTIAL AND WATER DISTRIBUTION SYSTEMS

2213. SHRI NAVEEN JINDAL:

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

(a) the total Irrigation Potential Created and the Irrigation Potential Utilised at present; and

(b) whether the Government has formulated any scheme for proper repair and maintenance of water distribution systems from dams to ensure that water reaches each farm, if so, the details thereof?

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

(a): Irrigation potential created in the country through Major and Medium

Irrigation (MMI) projects and Extension, Renovation and Modernisation (ERM) projects in the country is 47.62 million hectares, as per the "Register for Major and Medium Irrigation Projects" published in year 2024 by the Central Water Commission (CWC). Irrigation potential created in the country through minor irrigation is 88.84 million hectares, as per "6th Minor Irrigation Census" published by the Department of Water Resources, River Development & Ganga Rejuvenation. Total gross irrigated area in the country during year 2023-24 is 130.548 million hectares, as per "Land Use Statistics 2023-24", published by Department of Agriculture and Farmers Welfare.

(b): Government of India has launched the Pradhan Mantri Krishi Sinchayee Yojana (PMKSY) 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.

Accelerated Irrigation Benefits Programme (AIBP) component of Pradhan Mantri Krishi Sinchayee Yojana (PMKSY) is dedicated to creation, restoration and stabilization of irrigation potential in the country through completion of major and medium irrigation projects.

Extension, Renovation and Modernization (ERM) of irrigation projects are also undertaken under AIBP component of PMKSY, wherein repair and maintenance of canals and distribution network is undertaken for restoration and enhancement of irrigation potential of the project.

पीएलआई योजना का कार्यान्वयन

2214. श्री सतपाल ब्रह्मचारी:

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

- (क) क्या खाद्य प्रसंस्करण उद्योगों को प्रोत्साहित करने के लिए उत्पादन संबद्ध प्रोत्साहन (पीएलआई) योजना के अंतर्गत विभिन्न घटकों को कार्यान्वित किया गया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (ख) क्या इस योजना के अंतर्गत सोनीपत लोक सभा निर्वाचन क्षेत्र में स्थित सूक्ष्म, लघु और मध्यम आकार की खाद्य प्रसंस्करण इकाइयों की भागीदारी सीमित रही है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (ग) सोनीपत लोकसभा निर्वाचन क्षेत्र से वर्ष 2021 से पीएलआई योजना के अंतर्गत प्राप्त कितने प्रस्ताव स्वीकृत किए गए हैं और कितने लंबित पड़े हैं और कितनी प्रोत्साहन राशि संस्वीकृत की गई है;
- (घ) क्या मंत्रालय ने इस योजना के बारे में क्षेत्रीय स्तर पर उद्योगों को जानकारी देने और आवेदन प्रक्रिया को सरल बनाने के लिए कोई विशेष अभियान चलाया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और
- (ङ) स्थानीय कृषि उत्पादों के मूल्यवर्धन, रोजगार सृजन और निर्यात को बढ़ावा देने के लिए सोनीपत लोक सभा निर्वाचन क्षेत्र में खाद्य प्रसंस्करण उद्योगों को पीएलआई योजना के साथ और अधिक एकीकृत करने के लिए सरकार द्वारा क्या ठोस कदम उठाए जा रहे हैं?

खाद्य प्रसंस्करण उद्योग मंत्रालय में राज्य मंत्री; तथा रेल मंत्रालय में राज्य मंत्री (श्री रवनीत सिंह):

(क): खाद्य प्रसंस्करण उद्योग के लिए उत्पादन-लिंकड प्रोत्साहन योजना (पीएलआईएसएफपीआई) को खाद्य प्रसंस्करण उद्योग मंत्रालय द्वारा वित्त वर्ष 2021-22 से वित्त वर्ष 2026-27 की अवधि के लिए 10,900 करोड़ रु. के स्वीकृत परिव्यय के साथ लागू किया जा रहा है। यह योजना अधिसूचित

दिशानिर्देशों के अनुसार, भारत में निर्मित पात्र खाद्य उत्पादों की बिक्री में वृद्धि हासिल करने पर पात्र खाद्य प्रसंस्करण संस्थाओं को प्रदर्शन-आधारित प्रोत्साहन प्रदान करती है। इस योजना में कई घटक शामिल हैं जो निर्दिष्ट खाद्य उत्पाद खंडों को सम्मिलित करते हैं, जिनमें रेडी-टू-कुक/रेडी-टू-ईट खाद्य पदार्थ, प्रसंस्कृत फल और सब्जियां, समुद्री उत्पाद, मोजरेला पनीर, लघु और मध्यम उद्यमों (एमएसएमई) के अभिनव/जैविक उत्पाद, विदेशों में ब्रांडिंग और विपणन, और मिलेट आधारित उत्पादों के लिए एक समर्पित घटक शामिल हैं। स्वीकृत आवेदकों को अधिसूचित योजना दिशानिर्देशों के अनुसार, पात्र अतिरिक्त बिक्री हासिल करने पर प्रोत्साहन प्रदान किए जाते हैं।

(ख) और (ग): इस योजना के अंतर्गत, योजना के शुभारंभ के समय अधिसूचित पात्रता शर्तों और देश भर में समान रूप से लागू मूल्यांकन मापदंडों के आधार पर, एक बार की प्रतिस्पर्धी चयन प्रक्रिया के माध्यम से आवेदकों का चयन किया गया था। यह योजना मांग आधारित है तथा राज्य/जिला-विशिष्ट नहीं है। हालांकि, सोनीपत जिले में स्थित दो सूक्ष्म, लघु और मध्यम उद्यम (एमएसएमई) इकाइयों को श्रेणी-II (जैविक उत्पाद) के अंतर्गत 6.75 करोड़ रुपये के स्वीकृत प्रोत्साहन और मिलेट आधारित उत्पाद घटक के अंतर्गत 7.98 करोड़ रुपये के स्वीकृत प्रोत्साहन के साथ लाभार्थी के रूप में स्वीकृत किया गया है। दोनों इकाइयां चालू स्थिति में हैं। योजना के अंतर्गत प्रोत्साहन राशि, अधिसूचित योजना दिशानिर्देशों के अनुसार, पात्र अतिरिक्त बिक्री हासिल करने पर ही स्वीकृत और वितरित की जाती है। सोनीपत लोकसभा क्षेत्र से इस योजना के अंतर्गत कोई प्रस्ताव लंबित नहीं है।

(घ): प्रभावी प्रचार और सुविधा (सुगमता सुनिश्चित करने) के लिए, मंत्रालय ने पीएलआईएसएफपीआई के शुभारंभ के समय राष्ट्रव्यापी प्रचार और जागरूकता उपाय किए, जिसमें विस्तृत योजना दिशानिर्देश, अक्सर पूछे जाने वाले प्रश्न (एफएक्यू), सार्वजनिक अधिसूचनाएं और हितधारक परामर्श जारी करना शामिल है। पीएलआईएसएफपीआई के अंतर्गत आवेदन प्रक्रिया एक ऑनलाइन पोर्टल के माध्यम से संचालित की गई थी, जिसमें पात्रता मानदंड, समयसीमा और दस्तावेजीकरण आवश्यकताओं को स्पष्ट रूप से परिभाषित किया गया था, ताकि एमएसएमई सहित पात्र खाद्य प्रसंस्करण संस्थाओं के लिए पारदर्शिता और भागीदारी में आसानी सुनिश्चित की जा सके।

(ड): पीएलआईएसएफपीआई प्रदर्शन-आधारित प्रोत्साहनों के माध्यम से देश भर में खाद्य प्रसंस्करण क्षमता के विस्तार, मूल्यवर्धन, प्रतिस्पर्धात्मकता, रोजगार सृजन और निर्यात उन्मुखीकरण का समर्थन करता है। पात्र खाद्य उत्पादों के उत्पादन और बिक्री में वृद्धि को प्रोत्साहित करके, यह योजना सोनीपत लोकसभा क्षेत्र में स्थित इकाइयों सहित खाद्य प्रसंस्करण इकाइयों को संगठित मूल्य श्रृंखलाओं और निर्यात बाजारों में एकीकृत करने में सहायता करती है, जो योजना के दिशानिर्देशों के अनुसार है और पूरे भारत में समान रूप से लागू होती है। इस योजना के परिणामस्वरूप खाद्य प्रसंस्करण क्षमता में 35.00 लाख मीट्रिक टन (एमटी) प्रति वर्ष की वृद्धि हुई है और देश भर में अब तक लगभग 3.29 लाख प्रत्यक्ष और अप्रत्यक्ष रोजगार सृजित हुए हैं। योजना के अंतर्गत अनुमोदित कृषि प्रसंस्कृत खाद्य उत्पादों के कुल निर्यात में वर्ष 2019-20 के संदर्भ में वर्ष 2024-25 तक 13.23% की चक्रवृद्धि वार्षिक वृद्धि दर (सीएजीआर) दर्ज की गई है।

कोराडी ताप विद्युत संयंत्र

2215. श्री संजय हरिभाऊ जाधव:

क्या विद्युत मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या महाराष्ट्र स्टेट पावर जेनरेशन कंपनी लिमिटेड (महाजेनको) कोराडी ताप विद्युत संयंत्र में फ्लू गैस डिसल्फराइजेशन (एफजीडी) स्थापित करने में विफल रही है, जो कि मंत्रालय की 2015 की अधिसूचना के अनुसार अनिवार्य है और यदि हां, तो इसके क्या कारण हैं;
- (ख) क्या वर्ष 2019 से लगातार पुनः निविदा जारी होने के कारण एफजीडी परियोजना में विलंब हो रहा है और यदि हां, तो रद्द की गई निविदाओं का ब्यौरा क्या है;
- (ग) क्या इस कार्य के लिए नवम्बर, 2023 में अवार्ड पत्र (एलओए) जारी किया गया था और यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (घ) क्या उक्त कंपनी द्वारा कोराडी एफजीडी का कार्य नहीं किया गया था;
- (ङ) यदि हां, तो इसके क्या कारण हैं और इस पर क्या कार्रवाई की गई है; और

(च) क्या कोराडी एफजीडी कार्य के लिए निविदा पुनः जारी कर दी गई है और यदि हां, तो तत्संबंधी ब्यौरा क्या है और इसके कब तक पूरा होने की संभावना है?

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

(क) से (च): कोराडी ताप विद्युत संयंत्र महाराष्ट्र स्टेट पावर जेनरेशन कंपनी लिमिटेड (महाजेनको) के स्वामित्व में है और इसमें 04 इकाइयां अर्थात यूनिट संख्या 6 (210 मेगावाट) और यूनिट सं. 8, 9 और 10 (3 x 660 मेगावाट) शामिल हैं।

यूनिट संख्या 6 के संबंध में फ्लू गैस डिसल्फराइजेशन (एफजीडी) प्रणाली दिनांक 31.12.2024 को चालू की गई है। हालांकि, यूनिट 8, 9 और 10 के संबंध में, एफजीडी की स्थापना के लिए कई अवसरों पर निविदाएं आमंत्रित की गई हैं। रद्दीकरण करने/पुनः निविदा का विवरण निम्नानुसार है:

- (i) दिनांक **30.05.2017**- यूनिट संख्या 10 के लिए पहली बार निविदा शुरू में प्रकाशित की गई थी। एकल इकाई के लिए उद्धृत दरें अधिक होने के कारण पुनः निविदा करने का निर्णय लिया गया और यूनिट 8, 9 और 10 को मिलाकर पुनः निविदा करने का निर्णय लिया गया।
- (ii) दिनांक **01.03.2019**-यूनिट संख्या 8, 9 और 10 के लिए दूसरी बार निविदा प्रकाशित की गई थी। निविदा अगस्त 2019 में रद्द कर दी गई थी।
- (iii) दिनांक **25.09.2019**-यूनिट संख्या 8, 9 और 10 के लिए तीसरी बार निविदा प्रकाशित की गई थी। वित्त मंत्रालय भारत सरकार द्वारा जारी सामान्य वित्तीय नियम, 2017 के नियम 144 (xi) की आवश्यकता को ध्यान में रखते हुए, इस निविदा को बाद में रद्द कर दिया गया था।
- (iv) दिनांक **04.11.2020**-यूनिट संख्या 8, 9 और 10 के लिए चौथी बार निविदा प्रकाशित की गई थी। निविदा नवंबर 2022 में रद्द कर दी गई थी।
- (v) दिनांक **10.03.2023**-यूनिट संख्या 8, 9 और 10 के लिए 5वीं बार निविदा प्रकाशित की गई

थी। दिनांक 16.11.2023 को मेसर्स शापूर जी पलोनजी एंड कंपनी प्राइवेट लिमिटेड (एसपीसीपीएल) को अवार्ड पत्र जारी किया गया। इसके बाद, मेसर्स एसपीसीपीएल के जोखिम और लागत पर दिनांक 02.06.2025 को अनुबंध समाप्त कर दिया गया और बैंक गारंटी जब्त कर ली गई क्योंकि एजेंसी ने निष्पादन बैंक गारंटी / सुरक्षा जमा प्रस्तुत नहीं करने और कार्य निष्पादन में देरी सहित संविदात्मक दायित्वों को पूरा नहीं किया।

(vi) दिनांक **11.06.2025**-यूनिट संख्या 8, 9 और 10 के लिए छठी निविदा प्रकाशित की गई।

पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय (एमओईएफएंडसीसी) की दिनांक 07.12.2015 की अधिसूचना और उसके बाद के संशोधनों के अनुसार, कोराडी ताप विद्युत संयंत्रों को श्रेणी 'क' के तहत वर्गीकृत किया गया है और ऐसी इकाइयों के लिए SO₂ उत्सर्जन मानकों के अनुपालन की समय सीमा दिनांक 31.12.2027 है।

CANCELLATION OF DRIVING LICENSE AND E-CHALLAN SYSTEM

2216. DR. K SUDHAKAR:

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

- (a) whether the Government has implemented any regulations mandating the suspension or cancellation of driving licences for committing five or more traffic offences within a single calendar year;
- (b) whether the Government is planning a nationwide rollout of a Points-Based Demerit System, similar of international models, to track driver behaviour and provide merit points to responsible road users;
- (c) the status of integration of the e-Challan system with the Vahan/Sarathi databases to ensure real-time tracking of repeat offenders across different States;

- (d) whether the Ministry has issued any guidelines to State Transport Departments, particularly in high-traffic zones, to conduct mandatory re-training or driving tests for those seeking restoration of licences after suspension and if so, the details thereof; and
- (e) the steps taken to regulate the sale of second-hand vehicles without proper documentation or identification?

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

- (a): Government vide G.S.R. 48(E) dated 20.01.2026 has amended sub-rule (1) of Rule 21, Rule 167 and 167(A) of the Central Motor Vehicles Rules, 1989.
- (b): The amendments to the Motor Vehicles Act, 1988 for introduction of points based demerit system are under active consideration.
- (c): Real time tracking of repeated offenders exists within the eChallan Portal. Furthermore, the implementation of the provisions of Motor Vehicles Act, 1988 and rules made under Central Motor Vehicles Rules, 1989 comes within the purview of concerned authorities of the State/ UTs.
- (d): As per Section 19(2A) of the Motor Vehicles Act, 1988, the licence holder whose licence has been suspended shall undergo the driver refresher training course from a school or establishment licensed and regulated under Section 12 of the Act.
- (e): Notification has been issued vide G.S.R 901(E) on 22 December 2022 to promote ease of doing business and transparency in the sale and purchase of registered vehicles through dealers.

उपरिपुल/अधोगामी मार्ग का निर्माण

2217. श्री बृजेन्द्र सिंह ओला:

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

- (क) क्या सरकार जानकारी है कि राष्ट्रीय राजमार्ग-52 पर फतेहपुर के निकट हरसावा बड़ा, राष्ट्रीय राजमार्ग-11 पर फतेहपुर के निकट रोलसाहबसर और राष्ट्रीय राजमार्ग-65 पर रामगढ़ शेखावाटी के निकट फदनपुरा जैसे गांवों में इन राष्ट्रीय राजमार्गों के दोनों ओर आबादी बसी हुई है और इन राष्ट्रीय राजमार्गों के दोनों ओर स्कूल, अन्य शैक्षणिक संस्थान और किसानों के खेत भी स्थित हैं;
- (ख) क्या इन गांवों के पुरुषों, महिलाओं और बच्चों को अपने खेतों और स्कूलों तक पहुंचने के लिए प्रतिदिन राजमार्गों को पार करना पड़ता है जिससे गंभीर असुविधा होती है और इसके कारण अक्सर दुर्घटनाएं होती हैं;
- (ग) यदि हां, तो क्या सरकार का सुरक्षित आवाजाही सुनिश्चित करने के लिए इन स्थानों पर उपरिपुलों या अधोगामी मार्गों का निर्माण करने का विचार है; और
- (घ) यदि हां, तो तत्संबंधी ब्यौरा क्या है और उक्त निर्माण कार्य कब तक शुरू होने की संभावना है और यदि नहीं, तो इसके क्या कारण हैं?

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

(क) से (घ): सरकार के सड़क परिवहन और राजमार्ग मंत्रालय ने राष्ट्रीय राजमार्ग (एनएच) - 52 पर रामगढ़ शेखावती के पास 89+940 किमी और 93+640 किमी पर फ्लाईओवर और 92+040 किमी पर मवेशी अंडरपास और फदनपुरा शहर के पास खोतिया गांव में 100+340 किमी पर हल्के वाहन अंडरपास (एलवीयूपी) के निर्माण का कार्य शुरू किया है। फ्लाईओवर और अंडरपास के निर्माण का कार्य जनवरी, 2027 में पूरा करने के लक्ष्य के साथ कार्यान्वित किया जा रहा है।

इसके अलावा, एनएच - 11 पर फतेहपुर के पास रोलसाहबसर में मौजूदा दो लेन वाली सड़क को दुर्घटना के ब्लैक स्पॉट के रूप में चिन्हित किया गया था और दीर्घकालिक सुधार के भाग के रूप

में, मौजूदा दो लेन वाली सड़क को सड़क प्रयोक्ता की सुविधा के लिए दोनों तरफ सर्विस रोड के साथ चार लेन में चौड़ा किया गया है।

जहां तक एनएच-52 पर फतेहपुर के पास हरसावा बड़ा में सड़क का संबंध है, यह स्थान दुर्घटना के लिए चिह्नित ब्लैक स्पॉट है और साइट पर सड़क चिह्नों, संकेतों, सड़क स्टड/सीमांकन, यातायात को कम करने के उपायों आदि जैसे अल्पकालिक सड़क सुरक्षा उपाय किए गए हैं। मौजूदा दो लेन सीकर-फतेहपुर (एनएच-52)-रतनगढ़ (एनएच-11) को चार लेन में अपग्रेड करने के लिए विस्तृत परियोजना रिपोर्ट (डीपीआर) तैयार की जा रही है। एनएच खंड के डीपीआर और सड़क सुरक्षा ऑडिट के परिणाम के आधार पर, इस एनएच के उन्नयन उपायों पर आगे निर्णय लिया जाएगा और दुर्घटना वाले ब्लैक स्पॉट के स्थायी सुधार के लिए सड़क ज्यामिति में सुधार, जंक्शन सुधार, कैरिजवे का स्पॉट चौड़ीकरण, अंडरपास/ओवरपास का निर्माण आदि जैसे दीर्घकालिक उपाय किए जाएंगे।

MSME TEAM INITIATIVE

2218. SHRI B. K. PARTHASARATHI:

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

- (a) the number of Micro, Small and Medium Enterprises (MSME) sellers onboarded under the MSME Trade Enablement and Marketing (TEAM) initiative since its inception, year and State-wise;
- (b) the details regarding the key activities promoted under the initiative such as digital onboarding, market linkage support, capacity-building, branding, logistics enablement and access to e-commerce/Open Network for Digital Commerce (ONDC) platforms;

- (c) the outcomes achieved through the initiative in terms of increase in sales, market access, customer base and geographic reach of MSME sellers, year and State-wise;
- (d) the number of MSMEs that have reported sustained or repeat sales after onboarding under the initiative, State-wise;
- (e) whether the Government has conducted any impact assessment or evaluation study to measure the effectiveness of MSME TEAM in improving the commercial performance of MSMEs; and
- (f) if so, the key findings 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): Micro, Small and Medium Enterprises (MSME) sellers onboarded under the MSME Trade Enablement and Marketing (TEAM) initiative since inception year and state-wise is given in the enclosed **Statement-I**.

(b): The TEAM Initiative promotes a wide spectrum of activities designed to digitally enable Micro, Small Enterprises (MSEs) and strengthen their participation in e-commerce through the Open Network for Digital Commerce (ONDC). It begins with digital onboarding, where MSEs register on the TEAM portal and are supported in creating ONDC-compliant digital catalogues through empanelled Seller Network Participants, enabling seamless access to the open, interoperable ONDC ecosystem and its benefits such as increased visibility, wider market reach, and reduced cost of doing business. Through ONDC's

decentralized framework, MSEs can tap into multiple buyer apps, enhanced market linkages, and transparent digital transactions, significantly improving their competitiveness in the digital marketplace. To strengthen MSE readiness, the initiative conducts capacity-building workshops across the country, combining awareness sessions, live demonstrations, and on-the-spot registration support, ensuring more MSMEs can join and benefit from the network efficiently. Further, logistics enablement is provided via transportation subsidies that reduce early fulfilment costs for MSEs as they begin receiving orders on ONDC, easing their transition into e-commerce operations. Complemented by demand generation, digital marketing, and market linkage support, the initiative ensures that MSEs not only join the digital ecosystem but also sustain and grow within it, unlocking the full benefits of e-commerce participation.

(c) and (d): MSME TEAM Initiative scheme is aimed at driving business growth outcomes for MSMEs, primarily measured through number of transactions (number of sales) undertaken by MSME. Majority of MSMEs under the TEAM scheme have been onboarding within the current year (2025-26) (Till 09th February 2026). The State-wise number of transactions (number of sales) undertaken by MSME in TEAM Initiatives is given in the enclosed **Statement-II**.

(e) and (f): The MSME TEAM Initiative is a sub-scheme of the scheme 'Raising and Accelerating MSME Performance' (RAMP) Programme. RAMP programme has an in-built robust Monitoring & Evaluation (M&E) framework, wherein impact

assessment is continuously done with respect to progress.

STATEMENT-I

MSME sellers onboarded under the MSME TEAM initiative across States/UTs:

States/UTs	Registered on TEAM Portal		On-boarded on ONDC through TEAM	
	2025-26 upto 09.02.2026	2024-25 (Inception year)	2025-26 upto 09.02.2026	2024-25 (Inception year)
Andaman and Nicobar Islands	2			
Andhra Pradesh	140	12	49	
Arunachal Pradesh	9		5	
Assam	137	7	52	
Bihar	265	11	70	1
Chandigarh	16	1	2	
Chhattisgarh	68		23	
Delhi	568	51	319	6
Goa	84	1	6	
Gujarat	476	103	183	
Haryana	209	19	75	1
Himachal Pradesh	992	5	14	1
Jammu and Kashmir	68	3	24	
Jharkhand	92	21	39	4
Karnataka	473	54	205	2

Kerala	165	34	79	10
Ladakh	2			
Madhya Pradesh	236	36	106	3
Maharashtra	1481	262	733	14
Manipur	29	5	8	1
Meghalaya	58		44	
Mizoram	4		1	
Nagaland	387	1	18	
Odisha	179	2	59	
Puducherry	18	3	4	
Punjab	156	9	42	2
Rajasthan	308	37	92	3
Sikkim	5		1	
Tamil Nadu	590	72	186	7
Telangana	255	14	82	
The Dadra and Nagar Haveli and Daman and Diu	2			
Tripura	13		5	
Uttar Pradesh	887	55	435	6
Uttarakhand	99	22	60	
West Bengal	341	12	106	2
Total :	8814	852	3127	63

STATEMENT- II**Number of transactions (number of sales) undertaken by MSME in TEAM****Initiatives:**

Seller State	Transactions (Till 30.01.2026)	Till 30.01.2025
Andhra Pradesh	12	2
Assam	104	104
Bihar	120	2
Chandigarh	2	2
Chhattisgarh	6315	46
Delhi	30548	19
Gujarat	1974	21
Haryana	7156	9
Himachal Pradesh	8	3
Jammu & Kashmir	20	
Jharkhand	12	
Karnataka	4722	5
Kerala	19	33
Madhya Pradesh	756	8
Maharashtra	3307	21
Manipur	2	1
Odisha	9	
Pondicherry	16	
Punjab	137	6
Rajasthan	62	11
Tamil Nadu	69	35
Telangana	40	
Uttar Pradesh	44616	20

Uttarakhand	4	
West Bengal	114	3
Grand Total	100,144	351

AMRUT IN MADHYA PRADESH

2219. SHRI VISHNU DATT SHARMA:

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

- (a) whether the Government is implementing the Atal Mission for Rejuvenation and Urban Transformation (AMRUT) to improve infrastructure and service delivery in urban areas, including towns in Madhya Pradesh;
- (b) if so, the details thereof along with the number of projects sanctioned or operational or completed under AMRUT in Katni, Panna and Khajuraho towns in Khajuraho Lok Sabha Constituency;
- (c) the details of the sectors covered such as water supply, sewerage, green spaces and urban transport along with the current status of implementation under the said projects and if not, the reasons therefor; and
- (d) whether any proposals are under consideration for these towns under AMRUT and if so, the details thereof?

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

(a) to (d): Atal Mission for Rejuvenation and Urban Transformation (AMRUT) was launched on 25 June 2015 in selected 500 cities (now 485 cities including 15 merged cities) and towns across the country including 34 cities of Madhya Pradesh. The Mission focuses on development of basic infrastructure in the

sectors of water supply; sewerage and septage management; storm water drainage; green spaces and parks; and non-motorized urban transport.

Ministry of Housing and Urban Affairs (MoHUA) has approved State Annual Action Plans (SAAPs) of all the States/Union Territories (UTs) amounting to ₹77,640 crore for the entire Mission period, which includes committed Central Assistance (CA) of ₹36,036 crore. As per the information on AMRUT Portal, the States/UTs have grounded 6,004 projects worth ₹83,471 crore, of which works worth around ₹80,933 crore have been physically completed. Against the Central share of ₹36,036 crore for projects, ₹34,901 crore have been released. The Status of projects, sector-wise, are given below:

Sector	No of projects grounded	Total cost (in ₹ cr)	Works physically completed (in ₹ cr)
Water supply	1,403	43,359.6	42,244.33
Sewerage and septage management	889	34,467.01	33,281.25
Storm Water Drainage	838	3,017.13	2,829.48
Parks	2,526	1,606.24	1,594.53
Non-motorised Urban transport	348	1,020.7	983.16

Panna and Khajuraho towns in Khajuraho Lok Sabha Constituency are not covered under AMRUT. In Katni, 07 projects worth ₹147.4 crore have been grounded under AMRUT, of which works worth ₹113.99 crore have been physically completed. The project includes 01 water supply project worth ₹21.21

crore, 02 sewerage/septage management projects worth ₹121.57 crore, one non-motorized urban transport project worth ₹1.61 crore and 03 green spaces & park projects worth ₹3.01 crore. As per the status updated by the State on AMRUT portal, all projects have been completed except 01 water supply project, which is 99% physically completed.

Under AMRUT 2.0 launched in the year 2021 in all Urban Local Bodies (ULBs) of the country, States are empowered to select, appraise, prioritise and implement the projects within the broad framework of Mission guidelines. Under AMRUT 2.0, the State of Madhya Pradesh has taken up 04 projects worth ₹95.98 crore in Katni town which include one water supply project worth ₹55 crore, one sewerage/septage management project worth ₹38.5 crore and 02 water body rejuvenation projects worth ₹2.48 crore.

In Panna town, the State has taken up 03 projects worth ₹52.37 crore under AMRUT 2.0, which include one water supply project worth ₹48.13 crore, one water body rejuvenation project worth ₹3.3 crore and one green spaces & park project worth ₹0.94 crore.

In Khajuraho town, the State has taken up 02 projects worth ₹2.56 crore under AMRUT 2.0, which include one water body rejuvenation project worth ₹2.2 crore and one green spaces & park project worth ₹0.36 crore.

महाराष्ट्र में राष्ट्रीय राजमार्गों का निर्माण

2220. श्री निलेश ज्ञानदेव लंके:

डॉ. शिवाजी बंडाप्पा कालगे:

श्री संदिपनराव आसाराम भुमरे:

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

- (क) वर्तमान वर्ष के दौरान महाराष्ट्र में राष्ट्रीय राजमार्गों (एनएच) के निर्माण के लिए कुल कितनी निधि आवंटित की गई है और वर्तमान में कितनी परियोजनाएं निर्माणाधीन हैं;
- (ख) महाराष्ट्र में वर्तमान में निर्माणाधीन चार लेन चौड़ीकरण परियोजनाओं का ब्यौरा क्या है;
- (ग) महाराष्ट्र के छत्रपति संभाजी नगर, अहिल्यानगर (अहमदनगर) और लातूर जिलों से होकर गुजरने के लिए प्रस्तावित नए राष्ट्रीय राजमार्गों की संख्या कितनी है;
- (घ) क्या सरकार का राज्यों में राष्ट्रीय राजमार्ग परियोजनाओं की समीक्षा करने के लिए समय-समय पर एक राज्य स्तरीय समिति गठित करने का विचार है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और
- (ङ) क्या सरकार द्वारा राज्य में चल रही सड़क परियोजनाओं की समय पर समीक्षा सुनिश्चित करने के लिए राष्ट्रीय राजमार्ग प्राधिकारियों को आवश्यक निर्देश जारी किए जाने की संभावना है?

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

- (क) से (ख): राष्ट्रीय राजमार्गों (एनएच) के विकास के लिए महाराष्ट्र राज्य को 15,385 करोड़ रुपये का आवंटन किया गया है। वर्तमान में 57,360 करोड़ रुपये की अनुमानित लागत से 2,612 किलोमीटर की लंबाई वाली 116 परियोजनाएं निर्माणाधीन हैं। इसमें राष्ट्रीय राजमार्गों का चार लेन और उससे अधिक में चौड़ीकरण करने के लिए 42,468 करोड़ रुपये की अनुमानित लागत वाली 1,141 किलोमीटर की लंबाई वाली 39 परियोजनाएं शामिल हैं।
- (ग): वर्तमान में, महाराष्ट्र के छत्रपति संभाजी नगर, अहिल्यानगर (अहमदनगर) और लातूर जिलों से गुजरने वाले राष्ट्रीय राजमार्गों के विकास के लिए 19,142 करोड़ रुपये की अनुमानित लागत पर 374 किलोमीटर की लंबाई वाली 2 परियोजनाओं को मंजूरी दे दी गई है।
- (घ) से (ङ): सरकार ने परियोजना की प्रगति और ठेकेदार की अक्षमताओं की निगरानी के लिए विविध कार्य तंत्रों का उपयोग करके एक सुदृढ़ ढांचा स्थापित किया है। परियोजना की प्रगति का

आकलन करने और महत्वपूर्ण परियोजनाओं, जैसे कि तीन वर्ष से अधिक समय से विलंबित या सौंपे जाने / नियत तिथि के लिए लंबित परियोजनाओं के लिए राज्य सरकारों सहित हितधारकों के साथ विभिन्न स्तरों पर नियमित समीक्षा बैठकें आयोजित की जाती हैं। इसके अतिरिक्त, कई राज्य सरकारें परियोजना निष्पादन को प्रभावित करने वाले मुद्दों का समाधान करने के लिए मुख्य सचिव की अध्यक्षता में समन्वय बैठकें आयोजित करती हैं।

बनासकांठा में जल से वंचित गांव

2221. श्रीमती गनीबेन नागाजी ठाकोर:

क्या **जल शक्ति** मंत्री यह बताने की कृपा करेंगे कि:

- (क) नर्मदा परियोजना के कई वर्षों से चालू होने के बावजूद बनासकांठा जिले के कितने गांव अभी भी नहर के जल से वंचित हैं;
- (ख) उक्त जिले में शाखा नहरों, पाइपलाइनों और वितरण नेटवर्कों को पूरा करने में विलंब के क्या कारण हैं;
- (ग) क्या नहर सिंचाई में विलंब के कारण भू-जल स्तर में गिरावट आई है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (घ) बनासकांठा के सीमावर्ती और सूखा प्रभावित तालुकों में पेयजल की उपलब्धता की वर्तमान स्थिति क्या है; और
- (ङ) सिंचाई और पेयजल का पूर्ण कवरेज सुनिश्चित करने के लिए क्या समय-सीमा निर्धारित की गई है?

जल शक्ति मंत्रालय में राज्य मंत्री (डॉ. राज भूषण चौधरी):

(क) और (ख): जल राज्य का विषय है, अतः जल संसाधन परियोजनाओं की योजना बनाना, उनका क्रियान्वयन, संचालन एवं प्रबंधन करने का कार्य संबंधित राज्य सरकार का है। उनके प्रयासों को सुदृढ़ हेतु, भारत सरकार राज्य सरकारों को जल संसाधनों के सतत विकास तथा उनके कुशल

प्रबंधन को प्रोत्साहित करने हेतु तकनीकी एवं वित्तीय सहायता प्रदान करती है।

सरदार सरोवर नर्मदा निगम लिमिटेड ने सूचित किया है कि सरदार सरोवर नर्मदा परियोजना की योजना के अनुसार बनासकांठा जिले के कुल 231 गाँव कमांड क्षेत्र में आते हैं, और उन्हें नहर से सिंचाई के लिए कवर किया गया है। इस परियोजना के अंतर्गत मुख्य नहर, शाखा नहरों, पाइपलाइनों तथा वितरण प्रणाली सहित संपूर्ण नहर नेटवर्क को स्वीकृत परियोजना योजना के अनुसार पूर्ण कर लिया गया है।

(ग): जल शक्ति मंत्रालय के अंतर्गत केंद्रीय भूमि जल बोर्ड (सीजीडब्ल्यूबी) गुजरात के बनासकांठा जिले सहित पूरे देश में भूजल स्तर की निगरानी वर्ष में चार बार मार्च/अप्रैल/मई, अगस्त, नवंबर और जनवरी माह के दौरान करता है।

भूजल स्तर में लंबे समय के उतार-चढ़ाव का आकलन करने हेतु बनासकांठा जिले के नवंबर 2025 के भूजल स्तर डेटा की तुलना नवंबर (2015-2024) के डेसिडेल मिन्स डेटा से की गई है। इस डेटा के विश्लेषण से प्रदर्शित होता है कि जिन कुओं की निगरानी की जाती है, उनमें से लगभग 81.3% में भूजल स्तर में वृद्धि दर्ज की गई है।

(घ) और (ड.): गुजरात जल आपूर्ति एवं सीवरेज बोर्ड ने सूचित किया है कि कुल 821 गांवों में से, वर्तमान में 782 गांवों को सतही स्रोत आधारित जल आपूर्ति योजनाओं के माध्यम से कवर किया गया है और शेष 39 गांवों को भी उक्त योजना के अंतर्गत कवर करने की योजना है।

केंद्रीय भूमि जल बोर्ड के अध्ययनों के अनुसार बनासकांठा जिले में वार्षिक भूजल दोहन का आकलन 144442.01 हेक्टेयर मीटर है।

इलेक्ट्रॉनिक विस्तृत दुर्घटना रिपोर्ट

2222. डॉ. संबित पात्रा:

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

(क) क्या इलेक्ट्रॉनिक विस्तृत दुर्घटना रिपोर्ट (ई-डीएआर), केन्द्रीकृत दुर्घटना डेटाबेस ने सड़क

दुर्घटनाओं को कम करने और पीड़ितों के लिए दुर्घटना मुआवजे के दावों को सुव्यवस्थित करने के लिए दुर्घटनाओं के कारणों और दुर्घटना प्रवण क्षेत्रों की पहचान करने के उद्देश्यों को प्राप्त करने में सहायता की है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) क्या ई-डीएआर योजना के अंतर्गत मुआवजे के मामलों के निपटान के लिए कोई समय-सीमा निर्धारित की गई है और यदि हां, तो उक्त समय-सीमा का अनुपालन सुनिश्चित करने के लिए क्या कदम उठाए गए हैं; और

(ग) क्या पुलिस, अस्पतालों, राज्य परिवहन विभागों और न्यायाधिकरणों के बीच ई-डीएआर के कार्यान्वयन में समन्वय संबंधी मुद्दों का सामना किया जा रहा है और यदि हां, तो इसके समाधान के लिए क्या कदम उठाए गए हैं और तत्संबंधी ब्यौरा क्या है?

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

(क) और (ख): सड़क दुर्घटनाओं, चोटों, मौतों आदि की बढ़ती संख्या और सड़क सुरक्षा के बारे में चिंताओं के कारण, डेटा पर आधारित नीतिगत निर्णयों के आधार पर सुरक्षित सड़क प्रदान करने के लिए डेटा विश्लेषणात्मक सुविधाओं के साथ एक सटीक और समान सड़क दुर्घटना डेटा संग्रह प्रणाली स्थापित करने की आवश्यकता थी। इसके लिए, सड़क दुर्घटनाओं की रिपोर्टिंग, प्रबंधन और विश्लेषण के लिए केंद्रीय भंडार के रूप में आईआरएडी (एकीकृत सड़क दुर्घटना डेटाबेस) विकसित किया गया था। आईआरएडी परियोजना जनवरी, 2020 में शुरू की गई थी और इसका राष्ट्रव्यापी रोलआउट नवंबर, 2022 में हासिल किया गया था। इसके बाद, माननीय सर्वोच्च न्यायालय के निर्देशों के आधार पर ई-डीएआर (ई-विस्तृत दुर्घटना रिपोर्ट) के डिजीटल संस्करण को शामिल करने के लिए इसका विस्तार किया गया। एकीकृत योजना और समन्वित कार्यान्वयन के माध्यम से सड़क दुर्घटनाओं में कमी सुनिश्चित करने के लिए आईआरएडी / ईडीएआर डेटा के आधार पर उठाए गए कुछ कदम / नीतिगत निर्णय निम्नानुसार हैं:

1. ईडीएआर को पीएम गति शक्ति राष्ट्रीय मास्टर प्लान के साथ एकीकृत किया गया है। यह एकीकरण योजना और डिजाइन चरण में दुर्घटना संभावित क्षेत्रों को चिन्हित करने में मदद

करता है ताकि नई राजमार्ग परियोजनाओं के डिजाइन और विकास में पर्याप्त सुरक्षा उपायों को अंतिम रूप दिया जा सके।

2. दिनांक 27.02.2024 के परिपत्र के अनुसार, ईडीएआर पोर्टल पर दर्ज दुर्घटना स्थलों पर तत्काल अल्पकालिक सुधार उपायों के लिए राज्यों/ संघ राज्य क्षेत्रों सहित सड़क स्वामित्व वाली एजेंसियों को निर्देश जारी किए गए हैं।
3. दुर्घटना के कारणों, दुर्घटना में शामिल व्यक्तियों की संख्या आदि के आधार पर शीर्ष दुर्घटना स्थानों को चिन्हित करने के लिए ग्रिड विश्लेषण का उपयोग करके दुर्घटना डेटा का विश्लेषण किया जाता है। इसके अलावा, दो समय अवधियों के बीच दुर्घटना के रुझानों का विश्लेषण करने के लिए संक्रमण मैट्रिक्स भी बनाया गया है।
4. विभिन्न सुधार उपायों के प्रभाव का आकलन करने के लिए ईडीएआर डेटा भी सहायक है।
5. निरंतर 5 किमी लंबाई के गलियारों की पहचान के लिए ईडीएआर डेटा का भी उपयोग किया जाता है, जहां कोई सड़क दुर्घटना नहीं हुई है।
6. ईडीएआर पोर्टल से सड़क दुर्घटना के आंकड़ों के व्यापक विश्लेषण के आधार पर, खराब समग्र सड़क दुर्घटना रिकॉर्ड वाले सड़क/क्षेत्र पर सुरक्षा उपचार लागू करने के लिए मार्ग कार्रवाई और क्षेत्र कार्रवाई योजना तैयार की गई है।
7. वाहन और सारथी पोर्टल के साथ ईडीएआर पोर्टल का एकीकरण हासिल किया गया है। एकीकरण यह सुनिश्चित करने में मदद करता है कि वाहन विवरण और ड्राइवर लाइसेंस विवरण सीधे ईडीएआर में कैप्चर किए गए हैं।
8. राष्ट्रीय अपराध रिकॉर्ड ब्यूरो (एनसीआरबी) द्वारा बनाए गए क्राइम एंड क्रिमिनल ट्रैकिंग नेटवर्क एंड सिस्टम्स (सीसीटीएनएस) के साथ ईडीएआर का एकीकरण जारी है। यह ईडीएआर में दर्ज दुर्घटना आईडी को सीसीटीएनएस में दर्ज एफआईआर के साथ मैप करने की सुविधा प्रदान करता है। 29 राज्यों/संघ राज्य क्षेत्रों में एकीकरण पूरा हो चुका है। 5 राज्यों/संघ राज्य क्षेत्रों में अग्रिम एकीकरण पूरा हो चुका है और 2 राज्यों/ संघ राज्य क्षेत्रों में अग्रिम एकीकरण के लिए

कार्य प्रगति पर है।

9. ई-कोर्ट के साथ ई-डीएआर का एकीकरण:

क. दावा निपटान प्रक्रिया में हितधारकों, जैसे दुर्घटना पीड़ितों/परिवार, वाहनों के चालक/ मालिक, पुलिस, एसएलएसए, एमएसीटी, बीमा कंपनियां, स्वास्थ्य प्राधिकरण और जिला/तालुक न्यायालयों द्वारा इलेक्ट्रॉनिक प्रारूप में प्रपत्र 1 से 22 [राजपत्र अधिसूचना सा.का.नि 164(अ) दिनांक 25.02.2022 के तहत अनिवार्य] तैयार करना/जमा करना शामिल है।

ख. प्रपत्र 1 से 10 राज्यों/ संघ राज्य क्षेत्रों द्वारा ई-डीएआर पोर्टल के माध्यम से इलेक्ट्रॉनिक डीएआर के रूप में तैयार किए जा रहे हैं। प्रपत्र 11 से आगे की प्रक्रिया ई-कोर्ट्स प्लेटफॉर्म पर की जा रही है।

ग. वर्तमान में, ई-एमएसीटी पायलट को ई-कमेटी, भारत के सर्वोच्च न्यायालय द्वारा दो न्यायालयों, अर्थात् एमएसीटी, पटियाला हाउस कोर्ट, दिल्ली और लघु कारण न्यायालय परिसर, बेंगलोर, कर्नाटक द्वारा अन्य न्यायालयों में रोलआउट से पहले इसके कामकाज का निरीक्षण करने के लिए अनुमोदित किया गया है।

घ. दुर्घटना दावों के प्रसंस्करण की समय-सीमा राजपत्र अधिसूचना सा.का.नि 164(अ) दिनांक 25.02.2022 में निर्धारित की गई है।

(ग): ईडीएआर के विभिन्न हितधारकों, यानी पुलिस, राजमार्ग, परिवहन, स्वास्थ्य विभागों के बीच समन्वय एक सतत प्रक्रिया है और समय-समय पर इसमें देखे गए विभिन्न मुद्दों को हल किया जाता है। इसके अलावा, एनआईसी के माध्यम से हितधारकों के लिए प्रशिक्षण सत्र भी आयोजित किए जाते हैं ताकि कार्यान्वयन के मुद्दों को ठीक किया जा सके और हितधारकों से मिले प्रतिक्रिया के आधार पर आवश्यक संशोधन किए जा सकें।

PROMOTION OF ETHANOL PRODUCTION

2223. SHRI RAMASAHAYAM RAGHURAM REDDY:

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

- (a) the steps undertaken by the Government to boost ethanol production in order to meet its targets under the Ethanol Blended Petroleum (EBP) Programme;
- (b) whether the Government has a blueprint for promotion of 3G ethanol production, if so, the details thereof; and
- (c) whether the Government is working on developing technologies to increase the conversion efficiency of ethanol produced from lignocellulosic biomass and 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): Government have taken several measures to increase ethanol production in the country to achieve 20% blending of ethanol in petrol, which *inter-alia* includes expansion of feedstock for Ethanol production, administered price mechanism for Ethanol procurement under the Ethanol Blended Petrol (EBP) Programme, lowered GST rate to 5% for Ethanol for EBP Programme, introduction of various Ethanol Interest Subvention Schemes (EISS) during 2018-22, a dedicated subvention scheme for Cooperative Sugar Mills to convert existing sugarcane-based distilleries into multi-feedstock plants for ethanol production from molasses as well as grains, signing of 233 Long Term Offtake

Agreements (LTOAs) between OMCs and Dedicated Ethanol Plants, allocation of 72 Lakh Metric Tonne (LMT) of surplus Food Corporation of India (FCI) rice for ethanol production for the ESY 2025-26, diversion of 40 LMT of sugar for ethanol production for the ESY 2024-25 and unrestricted production of ethanol from sugarcane juice/sugar syrup, B-Heavy Molasses as well as C-Heavy Molasses for ESY 2025-26, notified the “Pradhan Mantri JI-VAN (Jaiv Indhan-Vatavaran Anukool fasal awashesh Nivaran) Yojana” to provide financial assistance for setting up Advanced Biofuels projects in the country using lignocellulosic biomass and other renewable feedstock, multimodal transportation of ethanol and increasing ethanol storage capacity along with other allied infrastructure for handling of higher blends of ethanol.

(b) and (c): With an objective to broaden the scope of the scheme to incorporate Advanced Biofuels including Third Generation (3G) Ethanol, the Government has amended the PM JI-VAN Yojana in 2024 to provide financial support for setting up Advanced Biofuels projects in the country using lignocellulosic biomass and other renewable feedstock. The PM JI-VAN scheme envisages setting up of about 12 commercial Advanced Biofuel Projects and about 10 demonstration scale Advanced Biofuel Projects. The purpose of supporting Demonstration projects is to enthuse Technology providers to display viability & performance of their novel technologies thereby indigenization of advanced biofuel technologies and to address, *inter-alia*, the challenge of higher conversion process cost of lignocellulosic biomass to ethanol as compared to the conventional molasses to ethanol process. Indian Oil Corporation Limited

(IOCL) has established a 3G ethanol plant of 128 Kilo litre per day capacity at Panipat, Haryana, using refinery off-gas as feedstock, which is currently under stabilization.

Department of Biotechnology (DBT) has informed that they have supported research and innovation projects focused on developing technologies to enhance the conversion efficiency of ethanol made from lignocellulosic biomass by providing advanced biocatalytic solutions and indigenous bioprocesses. DBT through Biotechnology Industry Research Assistance Council (BIRAC) has supported setting up of a 10 tonnes lignocellulosic biomass per day processing plant to produce about 3,000 litres of ethanol per day and the development of a novel cocktail of cellulosic enzymes.

IOCL R&D has also developed a 2G ethanol technology with integrated enzyme production and mechanically completed a 10 tonnes per day demonstration plant at Panipat, integrated with onsite enzyme production, utilizing biomass feedstocks such as rice straw, wheat straw, and bagasse. Bharat Petroleum Corporation Limited (BPCL) has developed and successfully demonstrated an in-house 2G ethanol process using lignocellulosic biomass. Hindustan Petroleum Corporation Limited (HPCL) has taken initiative to develop 2G technology and in-house enzyme development to improve overall viability of the process.

PROGRESS MADE UNDER PMAY-U IN WEST BENGAL**2224. SHRI KIRTI AZAD:**

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

- (a) the number of urban housing units completed along with the number of those remaining incomplete under the Pradhan Mantri Awas Yojana – Urban (PMAY-U) so far, especially in West Bengal;
- (b) the details and the status of slum rehabilitation projects in major cities and their integration with infrastructure services;
- (c) the details of the measures taken to ensure affordable housing in Tier-II cities and peri-urban areas; and
- (d) whether the private sector and State Governments are being engaged together in delivering these housing units and if so, the details thereof?

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

(a) to (d): 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 all eligible urban beneficiaries including slum dwellers 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 construct, purchase and rent a house by 1 crore additional eligible beneficiaries at affordable cost 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).

PMAY-U and PMAY-U 2.0 adopts 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 at multiple levels in 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).

Based on the project proposal submitted by States/UTs, a total of 122.28 lakh houses including 10.66 lakh under PMAY-U 2.0, have been sanctioned by the Ministry, so far across the country including Tier-II cities and peri-urban areas. Of the sanctioned houses, 114.84 lakh houses have been grounded; of which 97.02 lakh are completed/delivered to the beneficiaries as on 22.01.2026. Out of the total sanctioned houses under the schemes, about 29 lakh houses have been sanctioned to slum dwellers. The State-wise details of number of

houses sanctioned, grounded and completed including State of West Bengal are 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>).

Moreover, as per PMAY-U 2.0 guidelines, States/UTs are required to formulate 'Affordable Housing Policy' and adopt key reforms to attract private investment and create an enabling eco-system for augmenting the affordable housing stock in the country.

Further, States/UTs are encouraged to ensure convergence of the scheme with various other Centrally Sponsored Scheme and Missions including Smart Cities Mission (SCM), AMRUT 2.0, PM SVANidhi, PM Surya Ghar: Muft Bijli Yojana etc. and other relevant schemes for provision of related infrastructure services. In addition, States/UTs are also encouraged to explore convergence with relevant State schemes.

STATEMENT

State-wise details of number of houses sanctioned, grounded and completed including State of West Bengal under PMAY-U & PMAY-U 2.0:

Sr. No.		Name of the State/ UT	Physical Progress of Houses (Nos)		
			Sanctioned	Grounded	Construction Completed
1	States	Andhra Pradesh	19,48,070	18,34,207	11,23,682
2		Bihar	4,45,103	3,72,294	1,98,481
3		Chhattisgarh	3,05,910	2,91,215	2,62,437
4		Goa	3,174	3,174	3,174
5		Gujarat	10,29,497	10,02,277	9,66,065
6		Haryana	1,32,846	86,725	73,134
7		Himachal Pradesh	14,026	12,940	11,914

8		Jharkhand	2,43,358	2,10,742	1,65,760
9		Karnataka	5,77,669	4,98,457	3,99,076
10		Kerala	1,62,134	1,55,608	1,39,646
11		Madhya Pradesh	10,02,259	9,51,660	8,96,760
12		Maharashtra	12,78,999	11,75,695	10,43,061
13		Odisha	2,23,972	1,92,718	1,69,067
14		Punjab	1,50,610	1,24,216	1,02,370
15		Rajasthan	3,48,053	3,11,612	2,64,828
16		Tamil Nadu	6,79,186	6,68,510	6,20,093
17		Telangana	3,62,294	2,49,402	2,25,397
18		Uttar Pradesh	21,02,327	17,63,737	17,17,547
19		Uttarakhand	66,577	63,525	51,565
20	West Bengal	6,18,380	6,09,513	5,09,483	
Sub- total (States) :-			1,16,94,444	1,05,78,227	89,43,540
21	North East States	Arunachal Pradesh	13,346	11,924	8,471
22		Assam	1,87,028	1,73,323	1,44,107
23		Manipur	56,047	50,201	22,466
24		Meghalaya	7,072	4,125	2,841
25		Mizoram	39,616	39,123	33,946
26		Nagaland	31,067	31,060	30,147
27		Sikkim	299	299	219
28		Tripura	90,315	88,468	81,921
Sub- total (N.E. States) :-			4,24,790	3,98,523	3,24,118
29	Union Territories	A&N Island	377	377	234
30		Chandigarh	1,278	1,278	1,278
31		DNH & DD	10,367	10,367	9,933
32		Delhi	32,075	32,075	32,075
33		J&K	45,112	42,760	35,167
34		Ladakh	1,434	1,030	968
35		Puducherry	18,253	18,047	12,543
Sub- total (UT) :-			1,08,896	1,05,934	92,198
Grand Total* :-			122.28 Lakh	114.84 Lakh*	97.02 Lakh*

* Includes completed (3.42 lakh)/ grounded (4.01 lakh) houses of JnNURM during mission period.

IMPACT OF ELECTRIC VEHICLES ON SALE OF PETROL AND DIESEL

2225. SHRI ADHIKARI DEEPAK (DEV):

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

- (a) whether there has been any impact on the sale of petrol and diesel in the country due to electric vehicles during the last two years; and
- (b) if so, the details thereof for the last two years, State/UT-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 existing population of Internal Combustion (IC) vehicles along with continued growth of IC vehicles, significantly out weighs the current share of Electric Vehicles (EVs) on road. The consumption of MS and HSD has shown increasing trend during 2023-24 and 2024-25 as detailed below:

Fig.: In MMT

FY	MS	HSD
2022-23	35.0	85.9
2023-24	37.2	89.6
2024-25	40.0	91.4

Source: PPAC

GROUNDNUT CULTIVATION IN ANDHRA PRADESH

2226. SHRI G. LAKSHMINARAYANA:

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

- (a) the details of the area under groundnut cultivation, total production and productivity in the country during the last five years, year, State and district-wise, particularly for Andhra Pradesh;
- (b) the number and installed capacity of groundnut processing units in Andhra Pradesh, district-wise with specific reference to Anantapur district, including shelling, oil extraction and value-added units, category-wise (MSME/large unit) and year-wise;
- (c) the quantity of groundnut processed locally vis-à-vis total production and the proportion transported outside the district/State for processing, district and year-wise;
- (d) the value addition and employment generated through groundnut processing including direct and indirect employment, year and district-wise;
- (e) the details of support provided under various schemes of the Ministry, year-wise; and
- (f) whether infrastructure gaps in storage, warehousing, cold chain, quality testing and logistics affecting farmer realisation in Anantapur district have been identified and if so, the details thereof along with the measures proposed to address them?

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 per the data received from the Department of Agriculture & Farmers Welfare, the details of area under groundnut cultivation, total production and

productivity in the country during the last five years, year-wise and State-wise, including Andhra Pradesh, are given in the enclosed **Statement-I** and district wise data for Andhra Pradesh is given in the enclosed **Statement-II**.

(b) to (d): Under the Pradhan Mantri Formalisation of Micro food processing Enterprises (PMFME) Scheme, loans for 246 micro food processing enterprises have been sanctioned for groundnut processing in the State of Andhra Pradesh under credit linked subsidy component till 31st December 2025. Out of which, loans for 50 micro food processing enterprises have been sanctioned in the District of Anantapur in Andhra Pradesh. The year-wise and district-wise details of loans sanctioned in groundnut processing for the State of Andhra Pradesh along with direct & indirect employment generated are given in the enclosed **Statement -III**.

Data on the quantity of groundnut processed locally vis-à-vis total production and the proportion transported outside the district/State for processing are not available. However, processing levels vary depending on local infrastructure, market linkages and demand from oil mills and value-added product manufacturers.

(e): Details of funds released under Pradhan Mantri Kisan Sampada Yojana (PMKSY), Production Linked Incentive Scheme for Food Processing Industry (PLISFPI) and PMFME schemes of Ministry of Food Processing industries (MoFPI), year-wise, are as under:

(Rs in Crores)

	2020-21	2021-2022	2022-23	2023-24	2024-25
Scheme	Actual Expenditure	Actual Expenditure	Actual Expenditure	Actual Expenditure	Actual Expenditure
PMKSY	667.05	713.49	561.92	666.20	540.12
PLISFPI	Scheme started in 2021-22	9.27	489.83	590.50	450.49
PMFME	394.59	326.46	274.76	778.84	1023.10

(f): MoFPI does not setup any food processing industries on its own. However, it incentivizes setting up of such industries through its Central Sector Pradhan Mantri Kisan SAMPADA Yojana (PMKSY) Scheme, 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 including Anantpur district in Andhra Pradesh. These schemes are not region or state specific but demand driven.

These schemes aim towards creation of modern infrastructure with efficient supply chain management from farm gate to retail outlet which includes storage, warehousing, cold chain, quality testing, transportation, value addition etc., thereby help in providing better returns to farmers, enhancing productivity, creating off-farm employment opportunities and enhancing the export of the processed foods.

STATEMENT-I**State-wise Area, Production & Yield of Groundnut, (2020-21 to 2024-25)**

Source: DA&FW															
Area in Lakh Ha, Production in Lakh Tonnes & Yield in Kg/Ha															
	Area					Production					Yield				
State	2020-21	2021-22	2022-23	2023-24	2024-25	2020-21	2021-22	2022-23	2023-24	2024-25	2020-21	2021-22	2022-23	2023-24	2024-25
Andhra Pradesh	8.70	8.25	5.94	3.11	3.28	7.75	5.16	6.01	3.23	3.77	891	626	1011	1038	1151
Bihar	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	1021	1021	1021	1022	1133
Chhattisgarh	0.21	0.22	0.23	0.20	0.15	0.32	0.38	0.34	0.32	0.17	1524	1725	1499	1619	1112
Gujarat	21.63	19.88	17.63	16.95	19.65	41.34	44.90	45.31	46.44	52.21	1911	2259	2570	2739	2657
Haryana	0.09	0.14	0.06	0.05	0.12	0.09	0.15	0.06	0.05	0.12	1020	1044	1066	1066	1066
Jharkhand	0.26	0.26	0.22	0.24	0.25	0.28	0.30	0.26	0.29	0.31	1098	1154	1167	1236	1219
Karnataka	7.21	5.76	4.65	3.73	3.97	7.21	4.88	5.80	2.42	3.81	999	846	1248	648	961
Madhya Pradesh	2.93	3.90	3.89	4.79	7.03	5.23	6.72	7.44	9.82	15.51	1786	1722	1912	2051	2207
Maharashtra	3.09	3.20	2.09	2.26	2.50	4.07	4.01	2.67	2.85	3.62	1318	1255	1278	1257	1448
Odisha	0.38	0.46	0.44	0.44	0.45	0.78	0.88	0.83	0.88	0.95	2023	1901	1881	1989	2096

Punjab	0.02	0.01	0.02	0.02	0.02	0.03	0.03	0.03	0.03	0.03	1980	1985	1717	1740	1710
Rajasthan	8.56	7.96	8.05	8.91	10.55	19.31	16.97	19.32	20.27	21.36	2256	2132	2400	2276	2024
Tamil Nadu	4.09	3.72	3.51	3.26	3.16	10.23	10.47	9.12	8.78	7.69	2502	2812	2598	2694	2439
Telangana	1.27	1.55	1.03	0.92	1.05	2.90	3.50	2.52	2.25	2.20	2286	2257	2448	2450	2106
Uttar Pradesh	0.91	0.90	0.98	1.26	4.51	1.10	1.03	1.14	1.48	4.96	1209	1139	1168	1172	1100
Uttarakhand	0.01	0.01	0.01	0.00	0.00	0.02	0.02	0.01	0.01	0.01	1852	1511	1629	1596	1505
West Bengal	0.71	0.74	0.78	0.85	0.85	1.68	1.89	1.99	2.59	2.59	2363	2544	2561	3060	3045
Others	0.07	0.08	0.07	0.07	0.07	0.09	0.05	0.11	0.08	0.10	1286	625	1571	1143	1429
All India	60.15	57.05	49.61	47.07	57.62	102.44	101.35	102.97	101.80	119.42	1703	1777	2075	2163	2073

STATEMENT-II**Groundnut: District Data of Andhra Pradesh For 2020-21 to 2024-25**

Source: DA&FW															
Area in Thousand Ha, Production in Thousand Tonnes & Yield in Kg/Ha															
	Area					Production					Yield				
District	2020-21	2021-22	2022-23	2023-24	2024-25	2020-21	2021-22	2022-23	2023-24	2024-25	2020-21	2021-22	2022-23	2023-24	2024-25
Alluri Sitharama Raju			2.84	1.75	1.73			5.34	3.56	3.14			1881	2029	1810
Anakapalli			0.51	0.31	0.34			0.89	0.60	0.94			1743	1963	2732
Anantapur	535.36	539.76	195.96	110.82	120.69	297.14	125.78	133.72	49.01	88.29	555	233	682	442	732
Annamayya			38.89	24.95	21.00			68.26	25.18	26.90			1755	1009	1281
Bapatla			5.28	4.80	3.48			23.60	16.84	12.26			4473	3510	3523
Chittoor	133.06	102.88	37.25	17.46	17.07	154.33	136.46	58.99	22.39	19.29	1160	1326	1584	1283	1130
Dr. B.R. Ambedkar Konaseema			0.04	0.04	0.04			0.09	0.09	0.13			2378	2643	3349
East Godavari	0.25	0.23	0.49	0.58	0.54	0.76	0.75	1.51	2.17	1.86	3081	3317	3101	3757	3473
Eluru			1.79	3.25	2.63			6.55	13.74	11.90			3665	4223	4527
Guntur	4.00	5.05	0.02	0.02	0.02	17.11	24.15	0.06	0.08	0.07	4282	4781	3222	3438	3541
Kakinada			0.11	0.10	0.08			0.39	0.32	0.28			3717	3292	3349
Krishna	1.91	1.98	1.07	1.38	0.91	5.03	5.97	2.88	3.20	2.84	2632	3008	2679	2327	3131
Kurnool	124.59	113.99	59.34	39.87	53.83	158.49	101.23	86.53	40.79	71.06	1272	888	1458	1023	1320
Nandyal			12.88	8.66	9.99			13.60	9.45	14.62			1056	1091	1463
Ntr			0.05	0.08	0.09			0.17	0.28	0.31			3373	3385	3528
Palnadu			0.17	0.07	0.08			0.51	0.19	0.28			2925	2719	3453

Parvathipuram Manyam			0.18	0.16	0.30			0.64	0.52	1.00			3648	3301	3358
Prakasam	3.56	3.33	0.74	0.79	0.74	10.64	8.19	1.48	2.08	2.56	2988	2461	1999	2634	3452
Spsr Nellore	13.81	10.48	8.38	5.35	5.23	55.74	42.64	34.54	22.03	21.50	4037	4071	4122	4121	4113
Sri Sathya Sai			204.27	70.20	74.50			96.62	57.39	62.45			473	818	838
Srikakulam	5.33	5.55	4.02	3.65	3.48	9.27	11.63	10.47	9.26	8.79	1737	2093	2607	2540	2526
Tirupati			9.72	7.02	5.44			30.58	21.29	14.68			3145	3032	2700
Visakhapatana m	2.03	2.30	0.07	0.04	0.05	3.82	3.94	0.21	0.13	0.17	1879	1713	3169	3398	3487
Vizianagaram	1.21	1.10	0.62	0.48	0.40	2.44	1.92	1.15	1.31	1.15	2022	1746	1841	2753	2872
West Godavari	1.99	2.50	0.00	0.03	0.02	6.42	8.19	0.02	0.09	0.06	3231	3282	3750	3289	3349
Y.S.R.	42.01	35.56	9.29	9.62	5.33	52.93	44.80	21.48	21.37	10.87	1260	1260	2313	2221	2038

STATEMENT-III

Groundnut Processing in Andhra Pradesh under PMFME

SI No.	District	2021-2022		2022-2023		2023-2024		2024-2025		2025-2026		Total	
		Loans Sanctioned	Employment Generated	Loans Sanctioned	Employment Generated	Loans Sanctioned	Employment Generated	Loans Sanctioned	Employment Generated	Loans Sanctioned	Employment Generated	Loans Sanctioned	Employment Generated
1	Anakapalli	0	0	0	0	5	15	0	0	1	3	6	18
2	Anantapur	20	60	10	30	9	27	3	9	8	24	50	150
3	Annamayya	0	0	2	6	0	0	1	3	3	9	6	18
4	Bapatla	0	0	1	3	5	15	8	24	5	15	19	57
5	Chittoor	0	0	1	3	0	0	1	3	0	0	2	6
6	East Godavari	0	0	2	6	5	15	6	18	4	12	17	51
7	Eluru	0	0	4	12	14	42	9	27	7	21	34	102
8	Guntur	0	0	2	6	6	18	1	3	1	3	10	30
9	Kakinada	0	0	1	3	1	3	3	9	7	21	12	36

12.02.2026

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10	Konaseema	0	0	0	0	3	9	2	6	0	0	5	15
11	Krishna	0	0	0	0	0	0	0	0	1	3	1	3
12	Kurnool	0	0	0	0	0	0	5	15	2	6	7	21
13	Nandyal	0	0	1	3	0	0	0	0	0	0	1	3
14	NTR	0	0	1	3	1	3	0	0	0	0	2	6
15	Palnadu	0	0	0	0	1	3	0	0	0	0	1	3
16	Parvathipuram Manyam	0	0	0	0	0	0	1	3	0	0	1	3
17	Prakasam	1	3	7	21	1	3	6	18	1	3	16	48
18	Spsr Nellore	0	0	2	6	2	6	4	12	2	6	10	30
19	Sri Sathya Sai	0	0	11	33	4	12	6	18	1	3	22	66
20	Srikakulam	0	0	2	6	3	9	0	0	0	0	5	15
21	Tirupati	0	0	1	3	0	0	4	12	1	3	6	18
22	Visakhapatanam	0	0	0	0	1	3	0	0	0	0	1	3
23	Vizianagaram	0	0	0	0	2	6	1	3	1	3	4	12
24	West Godavari	0	0	1	3	2	6	0	0	0	0	3	9
25	Y.S.R.	2	6	0	0	0	0	2	6	1	3	5	15
Grand Total		23	69	49	147	65	195	63	189	46	138	246	738

PERFORMANCE AUDIT OF ITDAS IN RAYAGADA AND KORAPUT**2227. SHRI SAPTAGIRI SANKAR ULAKA:**

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

- (a) whether the Government has carried out any independent performance audit, third-party evaluation or outcome assessment of the Integrated Tribal Development Agencies (ITDAs) in the tribal-dominated districts of Rayagada and Koraput during the last five years, if so, the details thereof and if not, the reasons therefor;
- (b) the details of funds allocated, released and actually utilised along with the physical outcomes achieved against the prescribed targets under Special Central Assistance (SCA) to Tribal Sub Plan (TSP), Article 275(1), EMRS, livelihood schemes and infrastructure schemes, year and scheme-wise;
- (c) the sanctioned strength, existing vacancies and the average vacancy period in key technical and field-level posts in both the district ITDAs;
- (d) whether the Government has reviewed outcome indicators such as school retention, livelihood incomes and access to basic infrastructure despite high levels of expenditure; and
- (e) whether the Government proposes to order a time-bound independent audit by a CAG-empanelled or any national-level institution and place its findings in the public domain?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI DURGA DAS UIKEY):

- (b) and (c): As informed by the State of Odisha, the details of funds under

I.T.D.A, KORAPUT from 2021-22 to 2025-26 are as under:

(in Rs. lakhs)

Sl. No.	Name of the Scheme	Year (Last 5 Years)	Funds Allocated (Rs. In Lakh)	Funds released (Rs. In Lakh)	Funds utilised (Rs. In Lakh)	Physical Targets	Physical Achievement
1	ARTICLE 275 (1)	2021-22	132.00	132.00	132.00	11	11
2	ARTICLE 275 (1)	2022-23	324.00	324.00	324.00	3	3
3			385.00	345.79	345.79	8	6
4			84.00	84.00	77.95	12	12
5			150.00	150.00	142.26	1	1
6	ARTICLE 275 (1)	2023-24	357.56	357.56	233.11	9	5
7	PMAAGY		160.00	59.00	57.00	34	19
8	ARTICLE 275 (1)	2024-25	267.00	267.00	57.48	17	5
9	DA-JGUA		865.00	30.00	30.00	17	0
10	ARTICLE 275 (1)	2025-26	1144.00	689.00	0.00	18	0

LIVELIHOOD							
Sl No	Name of the Scheme	Year (last 5 Year)	Funds Allocated (in Lakh)	Funds Released (in Lakh)	Funds Utilised (in Lakh)	Physical Target	Physical Achievement
1.	Mission Jeevika (MJ)	2021-22	335.22	335.22	335.22	2574	2574
2.	Mission Jeevika (MJ)	2022-23	185.00	185.00	185.00	1753	1753
3.	Mukhya Mntri Janajati Jeevika Mission(MMJJM)	2023-24	455.41	455.41	354.47	3782	3782
4.	Mukhya Mntri Janajati Jeevika Mission(MMJJM)	2024-25	896	896	797.58	9182	99182

5.	Mukhya Mntri Janajati Jeevika Mission(MMJJM)	2025- 26	512.36	512.36	443.41	6948	6948

The data includes Agriculture & Allied Activities under ITDA, Koraput.

Information on position of Technical Staff.

Sl. No.	Sanctioned strength of Technical Staff of ITDA, Koraput	Men in position	Vacancy position
1	Asst. Executive Engineer-1	1	0
2	Junior Engineer-4	4	0

As informed by the State of Odisha, the details of funds under ITDA, Gunupur in last 5 years are as under:

(in Rs. lakhs)

Sl. No.	Name of the Scheme	Year (Last 5 Year)	Funds Allocated (in Lakh)	Funds Released (In Lakh)	Funds Utilised (In Lakh)	Physical Target	Physical Achievement
1	Article 275 (I) (Livelihood)	2021-22	379.8	379.8	229.8	6	5
2	Article 275 (I)	2021-22	111	111	111	30	30
	Total:		490.8	490.8	340.8	36	35
3	Article 275 (I) (EMRS)	2022-23	161.25	161.25	86.33	4	2
4	Article -275 (I)	2022-23	259.00	259.00	187.55	29	13
	Article 275 (I) (Livelihood)	2022-23	65.00	65.00	65.00	16	16
	Total:		485.25	485.25	338.88	49	31
5	Article 275 (I) (EMRS)	2023-24	4	4	4	1	1
6	Article -275 (I)	2023-	246.89	246.89	31.00	4	0

		24					
	Total:		250.89	250.89	35.00	5	1
7	Article 275 (I) (EMRS)	2024- 25	54.64	54.64	40.00	1	0
8	Article -275 (I)	2024- 25	1121.50	1121.50	32.9	58	3
	Total:		1176.14	1176.14	72.9	59	3
9	Article 275 (I) (EMRS)	2025- 26	270.00	270.00	0	3	0
	Article -275 (I)	2025- 26	950.00	485.00	0	30	0
	Total:		1220.00	755.00	0.00	33	0

Sl. No.	Name of the Scheme	Year (Last 5 Year)	Funds Allocated (in Lakh)	Funds Released (In Lakh)	Funds Utilised (In Lakh)	Physical Target	Physical Achievement
1	DAJGUA (Toilet Complex)	2024- 25	280.00	100.00	174.00	28	13
2	DAJGUA (Dormitory)	2024- 25	1630.00	585.00	304.16	39	0
	Total:		1910.00	685.00	478.16	67	13

Sl. No.	Name of the Scheme	Year (Last 5 Year)	Funds Allocated	Funds Released	Funds Utilised	Physical Target	Physical Achievement	Remarks
1	PMAAGY	2022- 23	0.00	0.00	0.00	104	80	On going- 14 Not Started-10
		2023- 24	21000000.00	21000000.00	21000000.00			
		2024- 25	15000000.00	15000000.00	15000000.00			
		2025- 26	11200000.00	11200000.00	10437779.00			
	Total:		47200000.00	47200000.00	46437779.00	104	80	

TECHNICAL STAFF STRENGTH OF ITDA GUNUPUR

Sl. No.	Name of the Post	Sanction Strength	Man in position	Vacancy position	Remarks
1	A.E.E	01	01	--	
2	JE	03 (AE)	03	--	One AE has been promoted to AEE

As informed by the State of Odisha, the details of funds under ITDA, Rayagada in last 5 years are as under:

Sl No	ITDA	Name of the Scheme	Year (last 5 years)	Funds Allocated Rs in Lakhs	Fun Released Rs in Lakhs	Fund utilised Rs in lakhs	Physical Target	Physical Achievements (Completed)
1	Rayagada	Article 275(1)	2021-22	260.22	260.22	252.22	60	58
2	Rayagada	Article 275(1)	2022-23	457.50	457.50	340.47	62	43
3	Rayagada	Article 275(1)	2023-24	296.89	296.89	100.00	4	1
4	Rayagada	Article 275(1)	2024-25	494.50	494.50	26.21	27	1
5	Rayagada	Article 275(1)	2025-26	675.00	410.00	0.00	27	0
6	Rayagada	PMAAGY	2023-24	314.80	302.80	273.70	66	60
7	Rayagada	PMAAGY	2024-25					
8	Rayagada	PMAAGY	2025-26					
9	Rayagada	DA-JGUA	2024-25	1872.34	1365.34	0.00	23	0
10	Rayagada	PM- JANMAN	2024-25	586.00	118.50	24.00	5	2

TECHNICAL STAFF IN POSITION OF ITDA, RAYAGADA AS ON 31-01-2026:

Sl. No.	Category of Post	No. of post sanctioned	Officer / staff in position	No. of posts Lying vacant	Remarks
1	P.A., ITDA	1	1	0	

2	Asst. Executive Engineer	1	1	0	
3	Assistant Engineer (AE)	2	2	0	Recently one AE has been promoted to AEE place of posting order is yet to be received by the Department
4	Junior Engineer (JE)	2	1	1	

(a), (d) and (e): NITI Aayog (DMEO) is a national institution which has conducted an Evaluation Study of Centrally Sponsored Schemes under Package 9, analysing their performance during the period FY 2020–21 to FY 2024–25 which covered the following Centrally Sponsored schemes for India including the State of Odisha:

1. Pre-Matric Scholarship
2. Post Matric Scholarship for STs
3. Support to Tribal Research Institutes
4. Development of Particularly Vulnerable Tribal Groups (PVTGs)
5. Pradhan Mantri Janjati Adivasi Nyaya Maha Abhiyan (PM-JANMAN)
6. Pradhan Mantri Adi Adrash Gram Yojna – PMAAGY (previously known as Special Central Assistance to Tribal Sub-Scheme - SCA to TSS). PMAAGY is now revamped and is subsumed under DAJGUA
7. Administrative Cost to States / UTs

The Ministry has also undertaken evaluation of the following Central Sector

schemes:

1. Eklavya Model Residential Schools (EMRS)
2. National Fellowship and Scholarship for Higher Education of ST Students
3. Scholarship to the ST Students for studies abroad
4. Aid to Voluntary Organizations working for the welfare of Scheduled Tribes
5. Pradhan Mantri Janjatiya Vikas Mission (PMJVM)
6. Tribal Research Information, Education, Communication and Events (TRI-ECE)
7. Monitoring, Evaluation, Survey and Social Audit (MESSA)
8. Venture Capital Fund for Scheduled Tribes

Further the two schemes PMJANMAN and DAJGUA have been built upon on all India gap analysis at village level focussing on gaps in health, education, livelihood etc. These gaps/interventions cover Odisha as well. Regular review of physical progress is undertaken through dashboard.

As on date, a total number of 723 locations have been approved/land provided by the respective State /UT Governments, out of which 499 EMRSs have been made functional across the country.

With regard to Koraput districts of Odisha, as on 31.01.2026, a total of 12 EMRSs have been sanctioned / land has been made available by the State Government, out of which 05 EMRSs have been made functional by the State Government.

In Rayagada district, 09 EMRSs have been sanctioned / land has been made available by the State Government, out of which 03 EMRSs have been

made functional by the State Government.

Eklavya Model Residential Schools (EMRS) is being administered and managed centrally by the National Education Society for Tribal Students (NESTS). NESTS allocated a recurring grant of ₹1,09,000 per student per annum till third quarter of FY 2024-25. For fourth quarter it was increased to Rs. 1,40,059 per student per annum. It has been subsequently revised to Rs. 1,47,062/- per student per annum from FY 2025-26 under GIA–General, towards the operational and maintenance expenses of Eklavya Model Residential Schools (EMRSs).

The details of Funds released for the establishment and operation of EMRS during the last 5 Year for Odisha is as follows:

Year	Rs.in Lakh
2020-21	6,174.27
2021-22	10,648.82
2022-23	28,164.31
2023-24	48,934.80
2024-25*	64,965.47

*Provisional

The National Education Society for Tribal Students (NESTS), regularly reviews outcome indicators under the Eklavya Model Residential Schools (EMRS) Scheme. Monitoring focuses on student enrolment, attendance, academic performance, transition to higher classes, and availability of basic infrastructure such as hostels, classrooms, sanitation, drinking water, electricity and digital facilities. These outcomes are reviewed through periodic inspections, MIS and reports from State EMRS Societies, and corrective measures are

undertaken as required to ensure improved educational and developmental outcomes for EMRS students.

Further, outcome indicators along with their targets are placed before Parliament. Many of these indicators are part of schemes' MIS on which data on progress is updated and is accessible publicly.

AIMS AND OBJECTIVES OF DAJGUA

2228. SHRI PRABHAKAR REDDY VEMIREDDY:

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

- (a) the aims and objectives of the Dharti Aaba Janjatiya Gram Utkarsh Abhiyan (DAJGUA);
- (b) whether the Government, under the above Abhiyan has sanctioned a fifty-bed hostel building in Nellore district of Andhra Pradesh;
- (c) if so, the village and mandal where the said hostel is proposed to be constructed and the number of tribal students likely to be benefitted therefrom;
- (d) the amount out of the total outlay of Rs.7,540 lakh that has been sanctioned, released and spent for the said hostel; and
- (e) the timeline expected for the said hostel to become operational?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI DURGA DAS UIKEY):

(a): Hon'ble Prime Minister launched Dharti Aaba Janjatiya Gram Utkarsh Abhiyan (DAJGUA) on 2nd October 2024. The Abhiyan comprises of 25

interventions implemented by 17-line Ministries and aims to saturate infrastructural gaps in 63,843 villages, improve access to health, education, Anganwadi facilities and providing livelihood opportunities in 549 districts and 2,911 blocks in 30 States/UTs in 5 years.

The Abhiyan has total budgetary outlay of Rs.79,156 Cr (Central share: ₹56,333 Cr and State share: ₹22,823 Cr). Each concerned Ministry has been allocated budget and targets under Abhiyan and responsible for implementing the intervention assigned to it. The Abhiyan aims at Saturation through convergence and outreach.

(b) and (c): Under the Abhiyan, the Ministry of Tribal Affairs (MoTA) has sanctioned one unit of 60-bedded hostel building for ST students at APTW Residential School, Kavali, Nellore District of Andhra Pradesh.

(d): The proposals are considered and approved as received from the State Governments in accordance with the guidelines of the program. Accordingly, 31 number of Hostels have been approved by the MoTA for the State of Andhra Pradesh at a total outlay of Rs. 7539.13 lakhs including the hostel at Nellore District. The status of fund released by Ministry of Tribal Affairs for the purpose of construction of hostels is as follows:

State	Interventions	PAC Approved amount (In Lakhs)	Funds released in SNA 2024-25 (In Lakhs)	Funds released in SNA 2025-26 (In Lakhs)	Mother Sanction through SNA Sparsh - 2025-26 (In Lakhs)	Total Fund Released (In Lakhs)
Andhra Pradesh	Construction of Hostel Building	7539.13	--	404.25	1288.075	1692.33

(e): As per information received from Andhra Pradesh, tender has been floated for construction of said hostels.

संघ राज्य क्षेत्र दादरा और नगर हवेली तथा दमन और दीव में एमएसएमई इकाइयां

2229. श्री उमेशभाई बाबूभाई पटेल:

क्या सूक्ष्म, लघु और मध्यम उद्यम मंत्री यह बताने की कृपा करेंगे कि:

(क) वर्तमान में संघ राज्य क्षेत्र दादरा और नगर हवेली तथा दमन और दीव में पंजीकृत सूक्ष्म, लघु और मध्यम उद्यम (एमएसएमई) इकाइयों की संख्या कितनी है;

(ख) विगत पांच वर्षों के दौरान एमएसएमई क्षेत्र में कितने युवाओं को रोजगार मिला है;

(ग) प्रधान मंत्री रोजगार सृजन कार्यक्रम (पीएमईजीपी) के अंतर्गत कितनी परियोजनाएं स्वीकृत की गई हैं;

(घ) उक्त संघ राज्य क्षेत्र में कितने औद्योगिक सम्पदा और एमएसएमई पार्क विकसित किए गए हैं; और

(ङ) क्या प्रौद्योगिकी उन्नयन और डिजिटल एमएसएमई मिशन के अंतर्गत कोई विशेष योजना कार्यान्वित की जा 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 कारानन्दलाजे):

(क) से (ग): उद्यम पंजीकरण पोर्टल (यूआरपी) के अनुसार, दादर और नगर हवेली और दमन और दीव संघ राज्य क्षेत्रों में पंजीकृत अनौपचारिक सूक्ष्म उद्यमों (आईएमई) सहित सूक्ष्म, लघु और मध्यम उद्यमों (एमएसएमई) की संख्या क्रमशः 21,470 और 13,512 है।

यूआरपी के अनुसार, दिनांक 01.07.2020 को यूआरपी के लॉन्च के बाद से, कुल 7.61 करोड़ एमएसएमई पंजीकृत किए गए हैं। इन उद्यमों ने दिनांक 31.01.2026 तक 33.52 करोड़ रोजगार की सूचना दी है। आयु-वार डेटा यूआरपी पर नहीं रखा गया है।

प्रधानमंत्री रोजगार सृजन कार्यक्रम (पीएमईजीपी) के तहत, पिछले 5 वर्षों यानी 2020-21 से 2024-25 तक देश में कुल 4,11,627 परियोजनाएं स्थापित की गई हैं।

(घ): एमएसएमई मंत्रालय देश भर में सूक्ष्म और लघु उद्यम क्लस्टर विकास कार्यक्रम (एमएसई-सीडीपी) का कार्यान्वयन करता है। इस योजना के तहत, मौजूदा क्लस्टरों में सामान्य सुविधा केंद्र (सीएफसी) स्थापित करने और नए/मौजूदा औद्योगिक क्षेत्रों/(प्लैटेड) कारखाना परिसरों में अवसंरचना सुविधाओं को स्थापित/उन्नत करने के लिए वित्तीय सहायता प्रदान की जा रही है। एमएसई-सीडीपी एक मांग-संचालित योजना है और सहायता प्राप्त करने हेतु प्रस्ताव संबंधित राज्य सरकार/संघ राज्य क्षेत्रों द्वारा प्रस्तुत किए जाने अपेक्षित हैं। अभी तक दमन और दीव तथा दादरा और नगर हवेली से औद्योगिक क्षेत्र स्थापित करने का कोई प्रस्ताव प्राप्त नहीं हुआ है।

(ङ): हाल के वर्षों में देश के औद्योगिक परिदृश्य में डिजिटलीकरण में वृद्धि देखी गई है, जिससे एमएसएमई की परिचालन दक्षता में वृद्धि हुई है। मंत्रालय एमएसएमई के डिजिटल सशक्तिकरण के लिए ऑनलाइन उद्यम पंजीकरण, प्रौद्योगिकी अपनाने के लिए टूल रूम/प्रौद्योगिकी केंद्रों में प्रशिक्षण, एमएसएमई नवप्रवर्तन स्कीम के माध्यम से नए विचारों और प्रौद्योगिकियों के इन्क्यूबेशन और हरित प्रौद्योगिकियों में निवेश को बढ़ावा देने के लिए एमएसई परिवर्तन के लिए हरित निवेश और वित्तपोषण स्कीम (गिफ्ट) स्कीम का समर्थन कर रहा है। ई-कॉमर्स बाज़ार का प्रभावी ढंग से उपयोग करने के लिए एमएसएमई को डिजिटल उपकरणों और मार्गदर्शन के साथ सशक्त बनाने के लिए, विश्व बैंक समर्थित "एमएसएमई कार्य-निष्पादन का उत्थान और गतिवर्धन (रैम्प)" कार्यक्रम के तहत एमएसएमई टीम (व्यापार सक्षमता और विपणन) को लागू किया जा रहा है।

EVALUATION OF AIRLINE OPERATIONS

2230. SHRI VE. VAITHILINGAM:

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

(a) whether the Government has evaluated a situation in which one airline

controls a very large market share that may result in systemic vulnerability including sudden service breakdowns and fare escalation during operational troubles;

- (b) if so, the details thereof along with the details of the Government's assessment on risks to national mobility including availability of flights to remote regions, protection of consumer interests and support for competition among carriers for balanced growth; and
- (c) whether the Government proposes to undertake structural reforms to encourage wider participation in the aviation sector through measures such as fair slot allocation, transparent route policies and safeguards to ensure uninterrupted air services even if a dominant airline faces operational strain 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): 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. With the repeal of the Air Corporations Act, the Indian aviation sector has been fully deregulated, and airlines are free to operate flights and deploy capacity on routes based on their commercial viability and market considerations. At the policy level, capacity diversification is being encouraged through rationalisation of traffic rights, expansion of airport infrastructure, facilitation of fleet induction

by multiple carriers, and broadening of regional air connectivity under the UDAN Scheme, which enables several airlines to operate on underserved and unserved routes. Additionally DGCA monitors airline schedules, crew-planning and operational preparedness to ensure that carriers maintain adequate resilience and contingency buffers. These measures collectively ensure that the growth of domestic connectivity is broad-based. Regional and remote area connectivity is supported through policy interventions such as the UDAN Scheme. Further, the Route Dispersal Guidelines (RDG) are in place to ensure balanced deployment of capacity across trunk, regional and remote routes, thereby supporting availability of air services to less-served areas alongside major routes.

JAL JEEVAN MISSION IN DHULE DISTRICT, MAHARASHTRA

2231. DR. BACHHAV SHOBHA DINESH:

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

- (a) whether identification and possession of land for key infrastructure components such as Water Treatment Plants, Master Balancing Reservoirs (MBRs) and Elevated Storage Reservoirs under the prescribed guidelines of the Jal Jeevan Mission are required to be completed prior to tendering and award of works and if so, the details thereof;
- (b) the details of the schemes approved under Jal Jeevan Mission in 2022 in Dhule district, Maharashtra including contractor name, approved cost, accepted tender amount and stipulated completion period, project-wise;

- (c) the current physical and financial status of each such project indicating component-wise progress and funds utilised;
- (d) whether changes in location or land approvals for major components were granted after award of contracts or commencement of work in any of these projects and if so, the details thereof indicating the date and authority approving such changes; and
- (e) whether any review, third-party inspection, technical audit or action has been initiated to inquire into procedural lapses 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 (e): Drinking water is a State subject. The power to plan, design, approve and implement drinking water supply schemes/projects lies with State Government. Government of India, in partnership with States/UTs is implementing Jal Jeevan Mission, since August, 2019, to make provision of tap water supply to every rural household. Under Jal Jeevan Mission (JJM), the Department of Drinking Water and Sanitation provides financial, policy guidance and technical assistance to the States and Union Territories for implementing their drinking water supply schemes.

As reported by the state government of Maharashtra and as per existing guideline of Jal Jeevan Mission (JJM), identification and possession of land for key infrastructure components such as Water Treatment Plants, Master Balancing Reservoirs (MBRs) and Elevated Storage Reservoirs are required to

be completed prior to tendering and award of works.

Further as reported by the state, under National Jal Jeevan Mission, Land required for construction of key infrastructure components was identified prior to tendering by obtaining resolution of all related Gram Panchayat, confirming availability of land. Land identification and procedure of possession of land required for Water Treatment Plants and Master Balancing Reservoirs is completed by the Implementation agency (M.J.P/Z.P). In case of Elevated storage Reservoirs (ESRs) land identification is carried out at the time of commencement of work. However, in some villages, ESR locations are subsequently changed based on resolutions of the concerned Village Panchayats due to local requirements and site suitability.

The state has also reported that there are total 339 RPWS (11 schemes by MJP & 328 schemes by ZP) in Dhule District under the Jal Jeevan Mission during the year 2022. All the technical details of projects/schemes implemented under JJM is maintained at state level.

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 criteria for selection and Terms of References (ToR) of TPIAs to be empaneled by the States, is laid down in JJM Operational Guidelines. The details of quality checks done by TPIAs is also maintained at State Level.

Government of India has undertaken ground-truthing of JJM schemes across States/UTs through Central Nodal Officers (CNOs) appointed by DoPT, the National JJM Team, and National WASH Experts (NWEs). These visits assessed multiple parameters, including quality of works, functionality of schemes, appropriateness of technical design, implementation progress, effectiveness of Third-Party Inspection Agencies (TPIAs), and grievance redressal mechanisms. Pursuant to the findings, this Department has advised all States/UTs to take appropriate administrative and legal action, wherever necessary, and to furnish detailed scheme-wise responses through the JJM-IMIS portal.

As reported by the State of Maharashtra, action has been taken against 1 Departmental Officials and 5 contractors, out of 154 complaints.

CONSTRUCTION OF ROADS UNDER BHARATMALA PARIYOJANA

2232. SHRI THARANIVENTHAN M. S.:

SHRI BAPI HALDAR:

SHRI HANUMAN BENIWAL:

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

- (a) the total number of Bharatmala Pariyojana projects sanctioned and completed so far, along with their length (in kilometres) and the budget expenditure incurred so far, State-wise, particularly for Tamil Nadu and the length of projects yet to be awarded;
- (b) the total length of roads constructed or upgraded under Bharatmala Pariyojana during the last three years, along with the estimated cost and

timelines;

- (c) whether the Government has assessed the impact of Bharatmala Pariyojana on freight efficiency, regional connectivity and local economic development;
- (d) the steps taken to ensure timely completion of pending projects and resolution of land acquisition or environmental clearance issues;
- (e) the targets fixed for road construction under the said scheme and the physical progress made against the targets;
- (f) whether the Government has not been able to construct the determined length of roads against the targets fixed under Bharatmala Pariyojana so far, if so, the details thereof along with reasons therefor; and
- (g) the measures adopted to ensure that local employment, small contractors, and MSMEs benefit from Bharatmala Pariyojana projects?

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

(a) and (b): Bharatmala Pariyojana Phase-I was approved by the Government in 2017 covering a length of 34,800 km across the country at an estimated outlay of Rs. 5,35,000 Crore. Under the program, projects covering a total length of 26,425 km had been awarded and out of this, 21,783 km has already been constructed upto December 2025. The state-wise details are given in the enclosed **Statement**.

New sanctions of projects under Phase-I of Bharatmala Pariyojana have been discontinued. The expenditure incurred on Bharatmala Pariyojana Phase-I till 31st January 2026 by NHAI is Rs.5,30,758.24 crore.

(c): The study conducted by Indian Institute of Management (IIM), Bangalore to evaluate the impact of Bharatmala Pariyojana indicates positive effects across multiple sectors. Economically, household income and expenditure has increased. Logistics efficiency has improved with reduced costs. Businesses have benefited from better access to markets and factories. Socially, travel time to schools and healthcare facilities has decreased, enhancing accessibility. Overall, the study suggests that Bharatmala Pariyojana has significantly contributed to socio-economic growth. As per the study conducted by IIM Bangalore, Bharatmala Pariyojana has demonstrated significant socio-economic benefits.

(d) to (f): Out of 26,425 km awarded length under Bharatmala Pariyojana Phase I, 21,783 km has been constructed upto December 2025. The primary reasons for delay in National Highway (NH) projects are issues / bottlenecks relating to land acquisition, delay in getting statutory clearances / permissions, utility shifting, encroachment removal, law & order, non-availability of construction material / minerals, poor performance of Contractor / Concessionaire, and Force Majeure events like Covid-19 pandemic, heavy rainfall, floods, cyclone, landslides / avalanches, etc. To expedite project execution, various initiatives have been undertaken. These include streamlining and expediting the land acquisition process through Bhoomi Rashi portal, revamping the Parivesh Portal through Ministry of Environment, Forests and Climate Change to expedite forest and environmental clearances, enabling online approval of General Arrangement Drawings (GAD) for Road over Bridges (ROBs) and Road under

Bridges (RUBs) from the Railways, and conducting review meetings at various levels with all stakeholders, including State Governments. The Government is taking all necessary steps for timely completion of these projects.

(g): Various initiatives of the Government supports local contractors, indigenous manufacturing and infrastructure development to promote self-reliance in the transport and logistics sector. The initiative facilitates the use of local construction materials, machinery & services, thereby strengthening the local manufacturing system, reinforcing the idea of Make in India and Atmanirbhar Bharat.

STATEMENT

‘CONSTRUCTION OF ROADS UNDER BHARATMALA PARIYOJANA’

State	Total Length (km)	Length Awarded (km)	Length Constructed till 31st Dec’ 25 (km)
Andhra Pradesh	2,525	1,936	1,428
Assam	433	431	411
Bihar	1,572	1,159	743
Chhattisgarh	571	471	374
Delhi	203	203	191
Goa	26	26	26
Gujarat	1,577	1,194	1,049
Haryana	1,058	1,058	992
Himachal Pradesh	167	167	116
Jammu & Kashmir	433	251	164
Jharkhand	1,000	801	521
Karnataka	2,059	1,603	1,199
Kerala	1,126	708	523
Madhya Pradesh	3,063	2,017	1,731

Maharashtra	3,029	2,174	1,975
Manipur	635	635	521
Meghalaya	170	170	137
Mizoram	593	593	524
Nagaland	208	208	164
Odisha	1,586	967	941
Punjab	1,764	1,553	822
Rajasthan	2,503	2,360	2,260
Tamil Nadu	2,414	1,476	1,320
Telangana	1,719	1,026	915
Tripura	94	94	69
Uttar Pradesh	3,126	2,495	2,120
Uttarakhand	273	264	193
West Bengal	874	385	356
Total	34,800	26,425	21,783

रामगंगा नदी पर उचित तटबंधों का अभाव

2233. श्रीमती रुचि वीरा:

क्या **जल शक्ति** मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या मुरादाबाद जिले में मुस्तफापुर गाँव से गुरु जंभेश्वर राय विश्वविद्यालय तक रामगंगा नदी के किनारे समुचित तटबंधों के अभाव के कारण मानसून के दौरान प्रत्येक वर्ष गंभीर बाढ़ की स्थिति उत्पन्न होती है;
- (ख) यदि हाँ, तो तत्संबंधी ब्यौरा क्या है, जिसमें आस-पास के गाँवों में फसलों की हुई क्षति, प्रभावित कृषि भूमि एवं गाँवों की संख्या, आवासीय क्षेत्रों में जलभराव तथा उक्त बाढ़ के कारण स्थानीय जनसंख्या को होने वाली कठिनाइयों का विवरण शामिल हो;
- (ग) क्या सरकार ने प्रभावित क्षेत्रों में बाढ़ की आवृत्ति एवं तीव्रता तथा उससे लोगों के जीवन एवं आजीविका पर पड़ने वाले प्रभाव के संबंध में कोई आकलन किया है और यदि हाँ, तो तत्संबंधी

ब्यौरा क्या है;

(घ) इस संबंध में उत्तर प्रदेश राज्य सरकार के साथ सरकार द्वारा किए गए परामर्श अथवा पत्राचार का विवरण क्या है;

(ङ) कृषि क्षति को कम करने हेतु उक्त क्षेत्र में तटबंध निर्माण कार्य के त्वरित सर्वेक्षण, तकनीकी स्वीकृति एवं क्रियान्वयन को सुनिश्चित करने के लिए सरकार द्वारा कौन-से हस्तक्षेप प्रस्तावित किए गए हैं; और

(च) बार-बार आने वाली बाढ़ से स्थानीय जनसंख्या को दीर्घकालिक सुरक्षा प्रदान करने के लिए नदी प्रबंधन के अंतर्गत सरकार द्वारा कौन-से कदम उठाए गए हैं?

जल शक्ति मंत्रालय में राज्य मंत्री (डॉ. राज भूषण चौधरी):

(क) से (ग): बाढ़ मुख्य रूप से एक प्राकृतिक आपदा है जिसका सामना देश के विभिन्न भागों में लगभग हर वर्ष अलग-अलग परिमाण में होता है। उत्तर प्रदेश सरकार ने सूचित किया है कि मुस्तफापुर गांव से मुरादाबाद जिले में गुरु जम्भेश्वर राय विश्वविद्यालय तक रामगंगा नदी के किनारे पिछले दस वर्षों में केवल सामान्य जलप्लावन हुआ है।

देश में बाढ़ के कारण प्रभावित गांवों, कृषि भूमि और फसलों के हुए नुकसान से संबंधित डेटा केन्द्रीय स्तर पर नहीं रखा जाता है। उत्तर प्रदेश सरकार द्वारा दी गई जानकारी के अनुसार, वर्ष 2025-26 में लगभग 5772 किसानों के फसल को नुकसान हुआ और 1376.0354 हेक्टेयर क्षेत्र प्रभावित हुआ था।

(घ) से (च): बाढ़ प्रबंधन और काटव-रोधी योजनाएं संबंधित राज्य सरकारों द्वारा उनकी प्राथमिकता के अनुसार तैयार और कार्यान्वित की जाती हैं। केन्द्र सरकार महत्वपूर्ण क्षेत्रों में बाढ़ प्रबंधन के लिए तकनीकी मार्गदर्शन और प्रोत्साहनात्मक वित्तीय सहायता प्रदान करके राज्यों के प्रयासों में सहायता करती है।

उत्तर प्रदेश सरकार ने सूचित किया है कि मुरादाबाद जिले के क्षेत्राधिकार के अंतर्गत, एलार गांव में ढेला नदी पर बाढ़ प्रबंधन के लिए 140.30 लाख रुपए की लागत वाली एक परियोजना पूरी

हो गई है।

केन्द्र सरकार बाढ़ नियंत्रण, काटव-रोधी, जल निकासी विकास, समुद्री कटाव रोधी आदि से संबंधित कार्यों के लिए राज्यों को केन्द्रीय सहायता प्रदान करने के लिए बाढ़ प्रबंधन और सीमा क्षेत्र कार्यक्रम (एफएमबीएपी) नामक एक केन्द्रीय प्रायोजित योजना कार्यान्वित कर रही है। उत्तर प्रदेश के मुरादाबाद जिले को लाभान्वित करने वाली रामगंगा नदी पर एक बाढ़ प्रबंधन परियोजना एफएमबीएपी के तहत 5.88 करोड़ रुपये के केंद्रीय वित्तपोषण के साथ पूरी हो गई है।

जल शक्ति मंत्रालय ने देश में बाढ़ प्रबंधन के प्रभावी उपाय के रूप में बाढ़-मैदान क्षेत्रीकरण के दृष्टिकोण को अपनाने की आवश्यकता पर राज्यों को लगातार जोर दिया है। राज्यों को बाढ़-मैदान और उसके क्षेत्रीकरण का वैज्ञानिक मूल्यांकन करने में सक्षम बनाने के लिए, बाढ़-मैदान क्षेत्रों पर एक तकनीकी दिशानिर्देश तैयार किया गया है और अगस्त, 2025 में राज्यों/संघ राज्य क्षेत्रों को परिचालित किया गया है।

ATAL BHUJAL YOJANA IN TAMIL NADU

2234. SHRI MALAIYARASAN D.:

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

- (a) the coverage of Atal Bhujal Yojana (ABY) in Tamil Nadu including the number of priority areas identified for groundwater management under it;
- (b) the progress made in community participation and groundwater conservation activities under above yojana in Tamil Nadu;
- (c) the details of the funds sanctioned, released and utilised for Tamil Nadu under above yojana so far; and
- (d) the steps taken to ensure sustainable groundwater use and address water scarcity issues under above yojana in Tamil Nadu?

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

(a) to (d): Atal Bhujal Yojana was a pilot scheme with fixed duration and outlay for promoting community led participatory ground water management, implemented across 8,203 water stressed Gram Panchayats of 7 States viz. Gujarat, Haryana, Karnataka, Madhya Pradesh, Maharashtra, Rajasthan and Uttar Pradesh.

The scheme was not implemented in the State of Tamil Nadu.

AIR CONNECTIVITY FOR KOLHAPUR

2235. SHRI SHAHU SHAHAJI CHHATRAPATI:

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

(a) whether there is a proposal to improve air connectivity for Kolhapur district in Maharashtra; and

(b) if so, the present status 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): With the repeal of the 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 schedules on a specific route/city based

on market demand, commercial feasibility, and their company policy.

अतिरिक्त हवाईअड्डों का निर्माण

2236. श्रीमती मंजू शर्मा:

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

- (क) देशभर में राज्य-वार कुल कितने हवाईअड्डे हैं;
- (ख) गत दस वर्षों के दौरान राज्य-वार कितने हवाईअड्डों को स्वीकृति दी गई;
- (ग) क्या ये सभी हवाईअड्डे चालू हो गए हैं और यदि हां, तो तत्संबंधी ब्यौरा क्या है और यदि नहीं, तो उनके निर्माण की वर्तमान स्थिति क्या है;
- (घ) क्या सरकार के पास अतिरिक्त हवाईअड्डों के निर्माण हेतु कोई प्रस्ताव लंबित है और यदि हां, तो तत्संबंधी ब्यौरा क्या है और इस संबंध में किन स्थानों की पहचान की गई है;
- (ङ) क्या नए प्रस्तावित हवाईअड्डे सरकारी स्वामित्व के अधीन होंगे अथवा निजी क्षेत्र के अधीन होंगे और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और
- (च) राजस्थान सहित विभिन्न राज्यों से हवाईअड्डा निर्माण के लिए प्राप्त प्रस्तावों का ब्यौरा और वर्तमान स्थिति क्या है?

सहकारिता मंत्रालय में राज्य मंत्री; तथा नागर विमानन मंत्रालय में राज्य मंत्री (श्री मुरलीधर मोहोले):

(क): देश में ग्रीनफील्ड हवाईअड्डों/हेलीपैडों/वाटर एयरोड्रोमों सहित कुल 164 प्रचालनरत हवाईअड्डे मौजूद हैं।

(ख) से (च): भारत सरकार (जीओआई) ने देश में नए ग्रीनफील्ड हवाईअड्डों के विकास के लिए ग्रीनफील्ड हवाईअड्डा (जीएफए) नीति, 2008 तैयार की है। इस नीति के अनुसार, यदि राज्य सरकार सहित कोई भी हवाईअड्डा विकासकर्ता हवाईअड्डे का विकास करना चाहता है, तो उन्हें एक उपयुक्त स्थल की पहचान करना और पूर्व-व्यवहार्यता अध्ययन आयोजित करना अपेक्षित है।

और 'साइट क्लीयरेंस' के लिए केंद्रीय सरकार के समक्ष प्रस्ताव प्रस्तुत करना होगा, जिसके पश्चात 'सैद्धांतिक' अनुमोदन प्रदान किया जाता है।

पिछले 10 वर्षों में 10 ग्रीनफील्ड हवाईअड्डों के विकास के लिए सैद्धांतिक अनुमोदन प्रदान किया गया है, जिनमें गुजरात में धोलेरा, उत्तर प्रदेश में नोएडा, आंध्र प्रदेश में भोगापुरम, दगदार्थी और कुर्नूल, गुजरात में राजकोट (हीरासर), अरुणाचल प्रदेश में ईटानगर (होल्लोंगी), तमिलनाडु में परंदुर, राजस्थान में कोटा और ओडिशा में पुरी शामिल हैं। इनमें से राजकोट (हीरासर), इटानगर (होल्लोंगी) और कुर्नूल हवाईअड्डों को प्रचालनरत कर दिया गया है।

इसके अतिरिक्त, भारत सरकार ने 6 ग्रीनफील्ड हवाईअड्डों के निर्माण के लिए 'साइट क्लीयरेंस' भी प्रदान की है, जिनमें राजस्थान में अलवर, मध्य प्रदेश में सिंगरौली, हिमाचल प्रदेश में मंडी, केरल में कोट्टयम, असम में डोलो और कर्नाटक में रायचूर शामिल हैं।

वर्तमान में, कोट्टयम (केरल), रायचूर (कर्नाटक), डोलो (असम) में ग्रीनफील्ड हवाईअड्डा परियोजनाओं के लिए सैद्धांतिक अनुमोदन हेतु आवेदन और सोनपुर (बिहार), श्रीकाकुलम और नागार्जुन सागर (आंध्र प्रदेश) में ग्रीनफील्ड हवाईअड्डा परियोजनाओं के लिए साइट क्लीयरेंस अनुमोदन हेतु आवेदन जीएफए नीति के अनुसार नागर विमानन मंत्रालय में प्राप्त हुए हैं।

हवाईअड्डा परियोजनाओं के कार्यान्वयन की जिम्मेदारी, जिसमें कार्यान्वयन का तरीका, परियोजनाओं का वित्तपोषण आदि शामिल है, संबंधित राज्य सरकार (यदि राज्य सरकार परियोजना प्रस्तावक है) सहित संबंधित हवाईअड्डा विकासकर्ता की होती है।

EMERGENCY CARE FACILITIES ON NATIONAL HIGHWAYS

2237. SHRI MAGUNTA SREENIVASULU REDDY:

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

- (a) the details regarding the list of emergency medical and trauma care infrastructure proposed under consideration and presently operational along

national highways across country, State-wise, especially in Andhra Pradesh;

- (b) the details regarding the total number of beneficiaries (male, female and others) assisted through such emergency and trauma care facilities along national highways during the last five years, year-wise and State-wise, especially in Andhra Pradesh; and
- (c) the details regarding the funds allocated, sanctioned, released and utilised for establishment, operation and upgradation of emergency care facilities on national highways, scheme-wise and year-wise?

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

(a) to (c): Government in the Ministry of Health & Family Welfare has implemented the National Programme for Prevention & Management For Trauma and Burn Injuries. Under the Programme, the Government has taken initiatives towards assisting States/UTs including Andhra Pradesh in setting up of Trauma Care Facilities along the highways with an overall objective to bring down preventable deaths due to road accidents by developing a pan-India trauma care network at every 100 km.

National Highways Authority of India (NHAI) deploys Basic Life Support (BLS) ambulances along certain National Highways wherein trained Emergency Medical Technicians (EMTs)/paramedic staff/Nurses are provisioned, on completed corridors of National Highways (NHs). Further to augment its incident management, a Memorandum of Understanding (MoU) has been signed with

HLL Lifecare Limited for deployment of BLS Ambulances, mapping of health facilities and training of incident management staff as well as capacity building of Toll Plaza staff.

The coordination mechanism with States/UTs within the Scheme has been designed by integrating the existing technological platforms i.e. Electronic Detailed Accident Report (eDAR) and Transaction Management System (TMS) of Ayushman Bharat Pradhan Mantri Jan Aarogya Yojana (AB PM-JAY) being implemented by National Health Authority (NHA). To ensure timely treatment of road accident victims caused by use of motor vehicles, convergence of TMS with Emergency Response Support System (ERSS) / 112 is undertaken and the guidelines notified vide S.O. 2489(E) dated the 4th June, 2025, advised States/UTs to ensure identification, mapping and strengthening of the ambulance ecosystem and its convergence with 112.

No separate fund allocation for establishment, operation and upgradation of emergency care facilities on NHs has been made other than the sanctioned in the total project cost of the respective National Highway Project. However, works on NHs are carried out as per standards, guidelines, manual, code of practice of Indian Roads Congress as well as specifications for Road and Bridge Works which addresses all identified road safety issues.

CHANGE OF LAND USE FOR CENTRAL VISTA PROJECT

2238. SHRI BAPI HALDAR:

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

- (a) whether it is a fact that the land use of the area was changed for the Central Vista project and if so, the details thereof;
- (b) the total number of trees that were cut to clear the land; and
- (c) the total cost incurred on demolishing the existing buildings?

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

(a): Yes. The details are as below:

Land use of Plot No. 1 located on Church Road near DTC Central Secretariat Bus terminal measuring 15 acres has been changed from “Transportation (Bus Terminal/Parking) and Government (President Estate & Parliament house) & Recreational (Neighborhood Play area)” to “Residential”.

Land use of Plot No. 2 located on opposite to Parliament House measuring 9.5 acres has been changed from “Recreational (District Park)” to “Government (Parliament House)”

Land use of Plot No.3 located on South of Dr. Rajendra Prasad Road & House National Archives measuring 7.7 acres has been changed from “Public and semi-public facilities” to “Govt. office (5.88 acres) & recreational (District Park) (1.88 acres)”

Land use of Plot No.4 located on South of Dr. Rajendra Prasad Road & East of Janpath measuring 24.7 acres has been changed from “Public and semi-public facilities (SC)” to “Govt. office (22.82 acres) & recreational (District Park) (1.88 acres)”.

Land use of Plot No.5 located on East of Maan Singh Road & South of Ashoka

Road measuring 4.5 acres has been changed from “Public and semi-public facilities (SC)” to “Govt. office”

Land use of Plot No. 6 located on North of Maulana Azad Road and East of Janpath measuring 24.7 acres has been changed from “public and semi public facilities (SC)” to “Govt. office (22.82 acres) & recreational (District Park) (1.88 acres)”.

Land use of Plot No. 7 located on North of Dalhousie Road Near South Block measuring 15 acres has been changed from “Govt. Office & Recreational (neighborhood play area) to “Residential”.

Land use of Plot No. 8 located on Lucknow Road near Timarpur measuring 3.9 acres has been changed from “Public & Semi Public facilities” to “Recreational (District Park)”.

(b): 2 Trees were cut and 2994 trees were transplanted.

(c): Demolition of the existing buildings was carried out on credit item basis i.e. the scrap generated was the property of the contractor. The total amount credited on such account is Rs. 7.13 cr.

VACANT POST OF ATCs

2239. SHRIMATI JUNE MALIAH:

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

- (a) the details of the sanctioned strength of Air Traffic Controllers (ATCs) and the number of vacancies, ATC-wise;
- (b) the number of operational ATC personnel training centres in the country and

the number of ATC personnel trained during the last five years, year and training centre-wise; and

(c) whether it is true that the shortage of personnel has led to merging or shutdown of key operational units 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): Air Traffic is managed by Airports Authority of India (AAI) through a total sanctioned strength of 5537 Air Traffic Controllers (ATCOs). The total vacancies of ATCOs is 1279.

(b): AAI has seven (7) operational ATC personnel training centres, which include three Air Traffic Services Training Organisations (ATSTOs) namely, Civil Aviation Training College (CATC), Prayagraj, Hyderabad Training Center (HTC), Hyderabad and National Institute of Aviation Training And Management (NIATAM), Gondia and four Regional Training Centers (RTCs) located at Delhi, Mumbai, Chennai, and Kolkata. The number of ATC personnel trained during the last five years, year and training-centre wise is given in the enclosed **Statement**.

(c): The deployment of Air Traffic Control Officers (ATCOs) is undertaken by AAI based on the Directorate General of Civil Aviation - Civil Aviation Requirements (CAR) on Watch Duty Time Limitations (WDTL) which is as per international norms and also as per air traffic volume at airports so as to ensure safe and efficient air traffic management. Aviation safety is maintained through optimal

utilization of available manpower in accordance with the extant norms and standards. No key operational units have been shutdown due to manpower shortage.

STATEMENT

FINANCIAL YEAR	CATC, PRAYAGRAJ	HTC, HYDERABAD	NIATAM, GONDIA	RTC DELHI	RTC MUMBAI	RTC KOLKATA	RTC CHENNAI	TOTAL YEAR- WISE
2021-22	370	57	65	78	659	555	481	2265
2022-23	811	117	225	85	702	1032	563	3535
2023-24	1087	164	322	60	809	874	667	3983
2024-25	708	268	209	136	864	919	930	4034
2025-26 (Till Date)	891	322	193	662	655	992	605	4320

बारिश के कारण सड़कों, पुलों और एक्सप्रेसवे को नुकसान

2240. श्री संदिपनराव आसाराम भुमरे:

श्री निलेश ज्ञानदेव लंके:

डॉ. शिवाजी बंडाप्पा कालगे:

श्रीमती कलाबेन मोहनभाई देलकर:

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

(क) क्या सरकार के निकट देश के विभिन्न भागों में वर्षा के कारण नवनिर्मित सड़कों, पुलों और एक्सप्रेसवे को हुए नुकसान की हाल की घटनाओं का कोई आंकड़ा है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) चालू वित्त वर्ष 2025-26 के दौरान देश में, विशेषकर महाराष्ट्र, संघ राज्यक्षेत्र दादरा और नगर हवेली तथा दमन और दीव तथा अन्य राज्यों/संघ राज्यक्षेत्रों में बुनियादी ढांचे के निर्माण में

रिपोर्ट की गई ऐसी विफलताओं की परियोजना और राज्य/संघ राज्यक्षेत्र-वार कितनी संख्या है तथा इन विफलताओं के चिह्नित कारण क्या हैं;

- (ग) क्या उक्त विफलताओं के लिए जिम्मेदार ठेकेदारों या एजेंसियों के विरुद्ध काली सूची में डालने या जुर्माना लगाने सहित कोई कार्रवाई की गई है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और
- (घ) देश में, विशेषकर दादरा और नगर हवेली और दमण और दीव संघ राज्यक्षेत्र में भविष्य के हाईवे प्रोजेक्ट्स में बेहतर निर्माण गुणवत्ता, ड्रेनेज डिज़ाइन और जलवायु अनुकूलन सुनिश्चित करने के लिए सरकार द्वारा क्या कदम उठाए जा रहे हैं?

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

- (क) से (ग): सरकार का सड़क परिवहन और राजमार्ग मंत्रालय मुख्य रूप से राष्ट्रीय राजमार्गों (एनएच) के विकास और रखरखाव के लिए उत्तरदायी है।

वर्तमान वित्तीय वर्ष 2025-26 के दौरान वर्षा के कारण नए निर्मित राष्ट्रीय राजमार्गों/राष्ट्रीय एक्सप्रेसवे, जिनमें संरचनाएं (जैसे पुल आदि) शामिल हैं, में बड़े नुकसान की सूचना मिली है, जिसकी राज्य/संघ राज्य क्षेत्र (यूटी)-वार जानकारी और उस पर की गई कार्रवाई संलग्न **विवरण** में दी गई है।

- (घ): यह सुनिश्चित करने के लिए सभी प्रयास किए जाते हैं कि दादरा और नगर हवेली और दमण और दीव संघ राज्य क्षेत्रों सहित राष्ट्रीय राजमार्गों (एनएच) का निर्माण भारतीय सड़क कांग्रेस (आईआरसी) विनिर्देशों और कोड में निर्दिष्ट निर्धारित गुणवत्ता मानकों के अनुसार किया जाए। यह सुनिश्चित करने के लिए कि राजमार्ग निर्माण में निर्धारित गुणवत्ता मानकों का पालन किया जा रहा है, साइट पर कार्यों की दिन-प्रतिदिन की निगरानी के लिए निष्पादक एजेंसियों द्वारा परामर्शदाता [प्राधिकरण के अभियंता (ईई)/स्वतंत्र अभियंता (आईई)] की नियुक्ति की जाती है। निष्पादन एजेंसियों के अधिकारी समय-समय पर निरीक्षण करते हैं और यह सुनिश्चित करते हैं कि संविदाकार द्वारा किए गए कार्य की गुणवत्ता निर्धारित आवश्यकताओं के अनुरूप है।

यदि कोई कमियां पाई जाती हैं, तो उन्हें रियायतग्राहियों/संविदाकारों के ध्यान में लाया जाता

है ताकि संविदा/ रियायत समझौते की तकनीकी अनुसूचियों में निर्धारित के अनुसार या निष्पादन एजेंसी/ एई/ आईई द्वारा तय की गई उचित अवधि के भीतर आवश्यक सुधारात्मक/ उपचारात्मक कार्रवाई की जा सके।

सरकार के सड़क परिवहन और राजमार्ग मंत्रालय ने मोबाइल आधारित एप्लिकेशन के माध्यम से एनएच परियोजनाओं में दोष सुधार सहित गुणवत्ता की निगरानी शुरू की है। यह आंतरिक हितधारकों (फील्ड अधिकारियों/ अभियंताओं/ संविदाकारों/ रियायतग्राहियों) द्वारा सीधे साइट से दैनिक और मासिक दोषों की डिजिटल रिपोर्टिंग, निरीक्षण के लिए जियो-टैग की गई और समय-अंकित तस्वीरों की प्रस्तुति और परीक्षण परिणामों के डिजिटल अपलोडिंग के माध्यम से कुशल राजमार्ग परियोजना प्रबंधन की सुविधा प्रदान करता है।

सरकार ने एनएच के कार्य के कार्यान्वयन में गुणवत्ता नियंत्रण प्रणालियों में सुधार के लिए निम्नलिखित अतिरिक्त पहल की है, जिनमें से कुछ नीचे दिए गए हैं: -

- i. कार्य शुरू होने से पहले नेटवर्क सर्वेक्षण वाहन (एनएसवी) के माध्यम से सड़क की स्थिति का अनिवार्य मूल्यांकन, पूर्णता प्रमाण पत्र जारी करने से पहले और उसके पश्चात कार्य पूरा होने के छह महीने के नियमित अंतराल पर किया जाता है, जिससे (क) रियायत अवधि/ डीएलपी के दौरान रखरखाव सुनिश्चित करने और (ख) एनएच को यातायात योग्य स्थिति में बनाए रखने के लिए रखरखाव की अपेक्षाओं को प्राथमिकता देने के लिए नियमित अंतराल पर एनएच के गुणवत्ता मूल्यांकन को सक्षम किया जा सके। सड़क की स्थिति के आकलन के लिए एनएसवी प्रणाली को संचालन और रखरखाव (ओ एंड एम) के दौरान संविदात्मक प्रावधानों को लागू करने के लिए विश्लेषण (एनालिटिक्स) का उपयोग करके और भी बेहतर बनाया गया है;
- ii. समय-समय पर चल रहे एनएच के निर्माण कार्यों की प्रगति और गुणवत्ता के आवधिक मूल्यांकन के लिए आर्टिफिशियल इंटेलिजेंस/ मशीन लर्निंग एल्गोरिदम के साथ एकीकृत ड्रोन एनालिटिक्स मॉनिटरिंग सिस्टम (डीएएमएस) में ड्रोन सर्वेक्षण से एकत्र की गई उच्च-रिज़ॉल्यूशन इमेजरी का विश्लेषण;

- iii. परियोजना कार्यान्वयन चरणों के दौरान समय-समय पर कार्यों के समग्र अवस्था और गुणवत्ता के नैदानिक आकलन के लिए चार राज्यों, अर्थात् गुजरात, राजस्थान, ओडिशा और कर्नाटक में पायलट आधार पर गैर-विनाशकारी परीक्षण उपकरण से लैस मोबाइल गुणवत्ता नियंत्रण वैन (एमक्यूसीवी) की तैनाती की गई है। इस पहल को कुछ और राज्यों में लागू करने का निर्णय लिया गया है
- iv. मामले दर मामले आधार पर एनएच कार्यों के स्वतंत्र गुणवत्ता लेखा परीक्षा (ऑडिट) के लिए तृतीय पक्ष गुणवत्ता लेखा परीक्षकों की तैनाती
- v. एनएच परियोजनाओं में स्वचालित और सुबोध/ मशीन-सहायता प्राप्त निर्माण (एआई-एमसी) को अपनाना।

सभी एनएच विकास/ उन्नयन परियोजनाओं के लिए विस्तृत परियोजना रिपोर्ट (डीपीआर) तैयार करने के दौरान वर्षा के पहलू, उच्च बाढ़ स्तर, जलवायु, भूभाग का प्रकार, मिट्टी की श्रेणी आदि को अनिवार्य रूप से ध्यान में रखा जाता है। तदनुसार, सड़क के किनारे लाइन वाले/ बिना लाइन वाले नालों, क्रॉस ड्रेनेज संरचनाएं जैसे कि कल्वर्ट, प्राकृतिक धाराओं/ जल निकासी आदि पर छोटे और बड़े पुल का निर्माण संविदाकार/ रियायतग्राही द्वारा मानक विनिर्देशों और भारतीय सड़क कांग्रेस (आईआरसी) कोड के अनुसार परियोजना के लिए अनुबंध के दायरे के अनुसार किए जाते हैं।

विवरण

वर्तमान वित्त वर्ष 2025-26 के दौरान कृत कार्रवाई सहित वर्षा के कारण नए निर्मित एनएच/ राष्ट्रीय एक्सप्रेसवे पर प्रमुख कमियों/ नुकसानों, जिसमें उन पर संरचनाएं (जैसे पुल आदि) शामिल हैं का राज्य/ संघ राज्य क्षेत्र-वार ब्यौरा:

राज्य	क्र.सं.	परियोजना/खंड का नाम	प्रमुख क्षति/त्रुटियों का विवरण	कृत कार्रवाई
गुजरात	1	सांचोर-संतालपुर पैकेज-4 (एनएच-754ए)	जून 2025 में हुई बारिश के बाद सड़कों पर गड्ढे, दरारें और सतह पर विकृति/क्षति देखी गई; कुछ स्थानों पर गंभीर गड्ढे बन गए थे।	संविदाकार को कारण बताओ नोटिस जारी किया गया। विशेषज्ञ दल की रिपोर्ट के आधार पर, संविदाकार को क्षतिग्रस्त स्थान की मरम्मत का निर्देश दिया गया है। मरम्मत कार्य जारी है।
हिमाचल प्रदेश	2	किरतपुर-मनाली खंड (एनएच सं. 205, 154, 03)	15.165 किमी क्षतिग्रस्त	कुल्लू-मनाली को अस्थायी रूप से जोड़ दिया गया है; यातायात दो लेन में चल रहा है; मनाली बाईपास का संपर्क बहाल हो गया है। 9 स्थानों के स्थायी जीर्णोद्धार के लिए बोलियां प्राप्त हो चुकी हैं और अन्य स्थानों के लिए बोलियां आमंत्रित की गई हैं।
	3	परवानो-सोलन-शिमला खंड (एनएच-5)	0.68 किमी क्षतिग्रस्त	भूस्खलन से प्रभावित सभी स्थानों से मलबा हटा दिया गया है और यातायात सुचारु रूप से चल रहा है।
	4	शिमला-मटौर खंड (एनएच सं. 205, 103, 03, 503)	2.595 किमी क्षतिग्रस्त	अस्थायी मरम्मत का कार्य पूर्ण हो गया है। 2 स्थानों को छोड़कर स्थायी मरम्मत का कार्य पूर्ण हो गया है।
	5	पठानकोट-मंडी खंड (एनएच-154)	2.165 किमी क्षतिग्रस्त	अस्थायी जीर्णोद्धार कार्य पूर्ण हो गए हैं। स्थायी जीर्णोद्धार कार्य शुरू कर दिए गए हैं।
	6	बानीखेत - चंबा - भरमौर (एनएच-154ए)	13.5 किमी क्षतिग्रस्त	यातायात सुचारु रूप से चल रहा है। स्थायी जीर्णोद्धार कार्य जारी है।
	7	सैंज - लूहरी - औट (एनएच-305)	21.38 किमी क्षतिग्रस्त	यातायात सुचारु रूप से चल रहा है। स्थायी जीर्णोद्धार कार्य जारी है।
	8	थियोग - हटकोटी (एनएच-705)	9.35 किमी क्षतिग्रस्त	यातायात सुचारु रूप से चलता है।
	9	शिमला-रामपुर-वांगटू-कौरिक (एनएच-5)	38.75 किमी क्षतिग्रस्त	यातायात सुचारु रूप से चल रहा है। स्थायी जीर्णोद्धार कार्य जारी है।
	10	घोंघा - हटकोटी (एनएच-707)	3.16 किमी क्षतिग्रस्त	यातायात सुचारु रूप से चल रहा है। स्थायी जीर्णोद्धार कार्य जारी है।
	11	मैक्लोडगंज - धर्मशाला	1.56 किमी क्षतिग्रस्त	यातायात सुचारु रूप से चल रहा है।

राज्य	क्र.सं.	परियोजना/खंड का नाम	प्रमुख क्षति/त्रुटियों का विवरण	कृत कार्यवाई
		(एनएच-503)		स्थायी जीर्णोद्धार कार्य जारी है।
	12	बंखंडी – भोटा (एनएच-503ए)	0.23 किमी क्षतिग्रस्त	यातायात सुचारु रूप से चल रहा है। स्थायी जीर्णोद्धार कार्य जारी है।
	13	हमीरपुर-करनोहल-कलवाहन-मंडी (एनएच-3)	11.08 किमी क्षतिग्रस्त	यातायात सुचारु रूप से चल रहा है। स्थायी जीर्णोद्धार कार्य जारी है।
जम्मू और कश्मीर	14	डोमेल-कटरा-रियासी-भामला रोड (एनएच-144)	भूस्खलन, सड़कों का धंसना और टूटना, पुलियों को नुकसान, सुरक्षा दीवारों को नुकसान	अस्थायी मरम्मत कार्य पूर्ण; यातायात संचालन बहाल।
	15	अखनूर-पूछ रोड (एनएच-144ए)	सड़क का धंसना, सुरक्षा दीवारों, पुलियों और नालियों को नुकसान	अस्थायी मरम्मत कार्य पूर्ण; यातायात संचालन बहाल।
	16	चेनानी-सुधमहादेव रोड (एनएच-244)	100 मीटर सड़क बह गई, जिससे पहाड़ी की ढलान काटकर बनाई गई 220 मीटर की डायवर्जन रोड भी प्रभावित हुई। 2.066 किलोमीटर में ब्रेस्ट वाल, नालियां और तटबंध क्षतिग्रस्त हो गए।	अस्थायी मरम्मत कार्य पूर्ण हो गए हैं; यातायात सुचारु रूप से चलने लगा है। स्थायी मरम्मत कार्य जारी है।
	17	बटोटे से थाथरी खंड (एनएच-244)	व्यापक भूस्खलन के कारण, रिटेनिंग वॉल और कैरिज वे क्षतिग्रस्त हो गए।	अस्थायी मरम्मत कार्य पूर्ण हो गए हैं; यातायात सुचारु रूप से चलने लगा है। स्थायी मरम्मत कार्य जारी है।
	18	थाथरी-द्रबशाला-चत्रू खंड (एनएच-244)	व्यापक भूस्खलन के कारण, रिटेनिंग वॉल, कैरिज वे और बॉक्स कल्वरट क्षतिग्रस्त हो गए हैं।	अस्थायी मरम्मत कार्य पूर्ण हो गए हैं; यातायात सुचारु रूप से चलने लगा है। स्थायी मरम्मत कार्य जारी है।
	19	चटरू-सिंथनटॉप- वेलू खंड (एनएच-244)	व्यापक भूस्खलन के कारण, सुरक्षा कार्य/सड़क की सतह क्षतिग्रस्त हो गई है।	स्थायी जीर्णोद्धार कार्य पूर्ण हो गया है।
	20	गोहा-खेल्लानी सड़क (एनएच-244)	व्यापक भूस्खलन के कारण, रिटेनिंग वॉल और कैरिज वे क्षतिग्रस्त हो गए।	अस्थायी मरम्मत कार्य पूर्ण हो गए हैं; यातायात सुचारु रूप से चलने लगा है। स्थायी मरम्मत कार्य जारी है।
	21	पठानकोट – जम्मू खंड (एनएच-44)	(i) दो खंभों के धंसने के कारण आरएचएस के दो लेन वाले देवक पुल के तीन हिस्सों को नुकसान पहुंचा है। (ii) रावी नदी पर बने पुल के आधार और दाहिनी ओर के पुल को नुकसान पहुंचा है। (iii) खदेरू में बाईं ओर स्थित 2	अस्थायी जीर्णोद्धार कार्य पूर्ण हो गए हैं; स्थायी जीर्णोद्धार कार्य जारी हैं।

राज्य	क्र.सं.	परियोजना/खंड का नाम	प्रमुख क्षति/त्रुटियों का विवरण	कृत कार्रवाई
			लेन पुल के तीन स्पैन को नुकसान। (iv) सफाई और पुलों के एप्रन/फर्श की सुरक्षा में क्षति।	
	22	जम्मू - उधमपुर खंड (एनएच-44)	बत्रा हॉस्पिटल, सिधरा, नगरोटा, बन्न, झज्जर कोटली और संगूर में बड़े पैमाने पर भूस्खलन हुआ।	अस्थायी जीर्णोद्धार कार्य पूर्ण हो गए हैं; स्थायी जीर्णोद्धार कार्य जारी हैं।
	23	उधमपुर – चेनानी खंड (एनएच-44)	थारद में पुल के आधार और स्पैन को नुकसान पहुंचा। बलिया नाले में बनी आरसीसी दीवार और सड़क पूरी तरह से क्षतिग्रस्त हो गई है।	अस्थायी जीर्णोद्धार कार्य पूर्ण हो गए हैं; स्थायी जीर्णोद्धार कार्य जारी हैं।
	24	नसरी- रामबन खंड (एनएच-44)	सुरंग का प्रवेश द्वार क्षतिग्रस्त है और कीचड़ से अवरुद्ध है।	अस्थायी जीर्णोद्धार कार्य पूर्ण हो गए हैं; स्थायी जीर्णोद्धार कार्य जारी हैं।
	25	रामबन-बनिहाल खंड (एनएच-44)	घाटी की ओर स्थित निरोधक दीवार क्षतिग्रस्त हो गई है।	स्थायी जीर्णोद्धार कार्य पूर्ण हो गया है।
	26	एनएच-66 का नीलेश्वरम-थालिपरंभा खंड	कटाव वाले हिस्से में असुरक्षित मिट्टी खिसकने से सड़कों पर मलबा जमा हो गया।	सुधार कार्य पूरा कर लिया गया है और मध्य भाग में एहतियाती बैरिकेडिंग लगाकर यातायात बहाल कर दिया गया है।
केरल	27	एनएच-66 (पुराना एनएच-17) के वलानचेरी बाईपास के आरंभ से कप्पिरिक्कड़ खंड तक, डिजाइन चैनेज 298+500 (पहुंच-मार्ग किमी 304.250) से डिजाइन चैनेज 335+850 (पहुंच-मार्ग किमी 349.260) तक छह लेन का निर्माण।	आरई की दीवार ढह गई	संविदाकार और स्वतंत्र इंजीनियर फर्म को वर्तमान/भविष्य की बोली प्रक्रिया में 1 महीने की अवधि के लिए या विशेषज्ञ समिति द्वारा जांच पूरी होने तक, जो भी बाद में हो, भाग लेने से प्रतिबंधित किया जाएगा।
मध्य प्रदेश	28	एनएच 543 का बालाघाट-गोंदिया खंड	निर्माण अवधि के दौरान, अभूतपूर्व वर्षा के कारण पानी के प्रवेश से, शोल्डर और ऊंचे तटबंध ढह गए, जिससे फुटपाथ की परतों में स्पष्ट खामियां दिखाई देने लगीं।	संविदाकार को कारण बताओ नोटिस जारी किया गया; साथ ही, स्वतंत्र लेखा परीक्षक के माध्यम से अनुभाग का गुणवत्ता लेखापरीक्षण किया गया।
	29	एनएच-39 का झाँसी-	भारी बारिश के दौरान, पानी के	रियायतग्राही को कारण बताओ नोटिस

राज्य	क्र.सं.	परियोजना/खंड का नाम	प्रमुख क्षति/त्रुटियों का विवरण	कृत कार्रवाई
		खजुराहो (पैकेज-1) खंड	प्रवेश के कारण आरओबी के चैनेज 61+100 (बाईं तरफ) पर आरई की दीवार टूट गई/ढह गई।	जारी किया गया।
	30	एनएच-347बीजी का तेजाजीनगर-बलवाड़ा खंड	निर्माण चरण के दौरान, किलोमीटर 32+630 पर निर्माणाधीन सुरंग के प्रवेश द्वार के शीर्ष पर अचानक मिट्टी के ढहने से 2 श्रमिकों की जान चली गई; प्रारंभिक अध्ययन/जांच से पता चला है कि डिजाइन में खामियों/अधूरे कार्यों के साथ-साथ भारी बारिश के कारण यह विफलता हुई है।	रियायतग्राही को कारण बताओ नोटिस जारी किया गया।
	31	एनएच-3 का ग्वालियर शिवपुरी खंड	आरई की दीवार में उभार के कारण आरओबी के आरई की दीवार के ए-1 (बायीं तरफ) पैनल के 02-03 पैनल (किमी 109+900 पर) गिर गया।	संविदाकार को जोखिम एवं लागत संबंधी सूचना जारी कर दी गई है। सुधार कार्य प्रगति पर है।
महाराष्ट्र	32	एनएच-63 का उदगीर-रवि-देगलूर खंड	कुछ छोटे पुलों के अग्रभाग बह गए; पुल की रिटर्न वाल और घिसावट वाली सतह क्षतिग्रस्त हो गई।	अस्थायी मरम्मत कार्य पूरा हो गया है। यातायात सुचारु रूप से चल रहा है।
	33	उस्माननगर से कुंद्राल (एनएच-161ए)	बाढ़ के कारण सड़क के बाएँ और दाएँ किनारे की मिट्टी और सबग्रेड का किनारा बह गया। भारी बाढ़ के कारण जलभराव से मौजूदा क्रॉस ड्रेनेज सिस्टम और सड़क की लंबाई बुरी तरह क्षतिग्रस्त हो गई है।	अस्थायी मरम्मत कार्य पूरा हो गया है। यातायात सुचारु रूप से चल रहा है।
	34	एनएच 752झ पर फुलसावंगी से माहुर खंड का घाट भाग	घाट क्षेत्र में भूस्खलन। सड़क मार्ग में गंभीर कटाव देखा गया। मौजूदा एचपीसी (हाई-पावर सर्किट) को नुकसान पहुंचा है।	अस्थायी मरम्मत कार्य पूरा हो गया है।
	35	एनएच-50 पर तिरुका पुल	भारी बाढ़ के कारण मौजूदा छोटा पुल पानी में डूब गया। उदगीर की ओर जाने वाले छोटे पुल की अप्रोच रोड की मिट्टी और सबग्रेड	मौजूदा पुनर्व्यवस्थापन खंड। आवश्यक मरम्मत कार्य पूरा हो चुका है।

राज्य	क्र.सं.	परियोजना/खंड का नाम	प्रमुख क्षति/त्रुटियों का विवरण	कृत कार्रवाई
			तथा साइड शोल्डर बाढ़ के कारण बह गए हैं। छोटे पुल की रेलिंग और पुल की वियरिंग कोर्स भी बाढ़ के कारण बह गई हैं।	
	36	अहमदनगर बाईपास के अंत से खरावंडी कासर तक एनएच-61 का पुनःस्थापन और उन्नयन (खंड 232+000 से 284+000 तक)	करंजी घाट खंड में भूस्खलन; विभिन्न पुलों और पुलियों पर सड़क के तटबंधों को पूर्णतः क्षति, सड़क के किनारे के हिस्सों को गंभीर क्षति और अनेक गड्ढे बन गए हैं।	अस्थायी मरम्मत कार्य पूरा हो गया है। यातायात सुचारु रूप से चल रहा है।
	37	एनएच-160ए के किलोमीटर 137,000 से 147,000, 150,000 से 152,800, 156,000 से 160,000 और 211,600 से 217,700 तक	जलभराव के कारण बीटी मार्ग बह गया है।	बाढ़ से हुए नुकसान की मरम्मत का कार्य स्वीकृत हो गया है।
	38	बुलढाणा खामगांव (एनएच-753ई)	नदी के ऊपरी हिस्से में स्थित छोटे पुल का एक खंभा क्षतिग्रस्त हो गया है; साथ ही मौजूदा खंभों में उभार भी आ गया है।	मरम्मत कार्य रखरखाव करने वाले संविदाकार के माध्यम से किया जाएगा।
	39	महाड से रायगढ़ किले तक जाने वाली एनएच-166एफ की सड़क	भारी बारिश के कारण भूस्खलन हुआ और सड़कों पर गड्ढे दिखाई दिए।	बाढ़ से हुए नुकसान की मरम्मत का कार्य स्वीकृत हो गया है।
नागालैंड	40	कोहिमा और माओ के बीच एनएच-02 के खंड 191.980 किमी से 192.060 किमी (फेसामा गांव के निकट) तक।	भूस्खलन क्षेत्र सक्रिय हो गया; 110-150 मीटर की लंबाई में लगभग 22 मीटर तक धंस गया।	क्षतिग्रस्त सड़क के हिस्से की मरम्मत रखरखाव अनुबंध के माध्यम से की गई।
पंजाब	41	जालंधर - पठानकोट/जम्मू-कश्मीर सीमा का एनएच-44 खंड	रणजीत सागर बांध और माधोपुर बैराज से बाढ़ के पानी के अत्यधिक बहाव के कारण रावी नदी पर बना प्रमुख पुल क्षतिग्रस्त हो गया है।	यातायात सुचारु रूप से चल रहा है। स्थायी जीर्णोद्धार कार्य जारी है।
राजस्थान	42	अमृतसर-जामनगर आर्थिक गलियारे के एक भाग के रूप में एनएच-754 के	कुछ स्थानों पर सड़क की गुणवत्ता और बंदोबस्त में कमियां देखी गईं।	(i) संविदाकार पर 50.00 लाख रुपये का हर्जाना लगाया गया। (ii) प्राधिकरण इंजीनियर टीम के दो प्रमुख कर्मियों को

राज्य	क्र.सं.	परियोजना/खंड का नाम	प्रमुख क्षति/त्रुटियों का विवरण	कृत कार्रवाई
		संगारिया (चौटाला के निकट)-रसीसर (बीकानेर के निकट) खंड के किमी 28+70 से किमी 53+0 तक 6-लेन पहुंच-नियंत्रित ग्रीनफील्ड राजमार्ग का निर्माण।		खराब पर्यवेक्षण के कारण बर्खास्त कर दिया गया।
उत्तराखंड	43	लिमचिगाड पुल (एनएच-34)	पुल ढह गया	100 फीट लंबा बेली ब्रिज शुरू किया गया।
	44	कलगाडी ब्रिज, किमी 238, एनएच-309 का रामनगर-पौड़ी खंड	पुल ढह गया	45 मीटर लंबा बेली ब्रिज स्थापित किया गया
	45	सुराईथोटा-मलारी रोड (एनएच-107बी) के किमी 41.050 पर तमक पुल	पुल ढह गया	अस्थायी मार्ग का निर्माण किया गया।
	46	जोशीमठ-मलारी रोड (एनएच-107बी) पर 52.75 किलोमीटर पर स्थित पांगती बेली पुल	पुल ढह गया	नए पुल का निर्माण कार्य पहले से ही चल रहा है।
	47	रुद्रप्रयाग-गौरीकुंड (एनएच-107)	घाटी की ओर भारी वर्षा और नदी के कटाव के कारण किलोमीटर 1.5 पर 500 मीटर और किलोमीटर 35.99 पर 500 मीटर सड़क धंस गई है।	अस्थायी जीर्णोद्धार कार्य पूरा हो गया है। किलोमीटर 35.99 पर भूस्खलन सुधार कार्य निष्पादित किया गया है। किलोमीटर 1.5 पर भूस्खलन सुधार कार्य के लिए डीपीआर तैयार किया जा रहा है।
	48	धराली (किमी 19.00 से किमी 19.400), हर्षिल (किमी 23.4 से किमी 24.00), सोनगढ़ (किमी 46.850), बाल्कंदर (46.200 किमी), दबरानी (किमी 48.050), लिमचीगाड (किमी 53.5), एनएच-34 के पापड़गाड़ (किमी 67.00), भटवारी (किमी 69.100), मनेरी (किमी 87.00)	सड़क धंस रही है, बह गई है	अस्थायी मरम्मत का कार्य पूर्ण हो गया है। स्थायी मरम्मत का कार्य जारी है।

राज्य	क्र.सं.	परियोजना/खंड का नाम	प्रमुख क्षति/त्रुटियों का विवरण	कृत कार्रवाई
	49	एनएच-707ए का जीवन आश्रम (किमी 139)	150 मीटर सड़क बह गई	वैकल्पिक सड़क के निर्माण के माध्यम से अस्थायी बहाली का कार्य पूर्ण हो गया है। भूस्खलन सुधार कार्य के लिए डीपीआर तैयार किया जा रहा है।
पश्चिम बंगाल	50	एनएच-12 का बरहामपुर-फरक्का खंड	गड्ढे, दरारें, दरारें, किनारों का टूटना आदि।	बरहामपुर बाईपास के रखरखाव दायित्व के उल्लंघन के लिए रियायतग्राही पर 14.693 लाख रुपये का जुर्माना लगाया गया।
	51	सेवोके – एनएच-10 का रंगपो खंड	सड़क का धंसना और भूस्खलन	भूस्खलन की घटना के बाद, संविदाकार को निर्देश दिया गया कि वह तुरंत क्षतिग्रस्त स्थल पर आवश्यक मशीनरी जुटाए और आवश्यक मरम्मत कार्य करें।

AIRPORTS, HELIPORTS AND WATER AERODROMES UNDER UDAN

2241. SHRI BASAVARAJ BOMMAI:

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

- the number of airports, heliports and water aerodromes operationalized under the UDAN scheme during the last year;
- the reasons for any shortfall in targets;
- the specific initiatives undertaken by the Government to enhance cargo handling capacity at various airports across the country; and
- whether the Government has taken any steps to address challenges faced by airlines in aircraft leasing and financing 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):**

- and (b): Under the Regional Connectivity Scheme - Ude Desh ka Aam Nagrik

(RCS-UDAN), 06(six) aerodromes, including 02 heliports have been operationalised during 2024-25.

Development of aerodromes, particularly heliports and water aerodromes, involves long gestation periods due to feasibility studies, design, approvals and construction processes. Challenges related to land availability, acquisition, environmental and statutory clearances, and regulatory approvals further delay execution. Inadequate technical expertise and fund constraints with State Governments also impact progress.

Non-availability of suitable aircraft with airlines and an evolving regulatory framework have also contributed to delays.

(c): Airports Authority of India (AAI) created a 100% wholly owned subsidiary namely AAI Cargo Logistics and Allied Services Company Limited (AAICLAS) to meet the growing need of Air Cargo development in the country. AAICLAS has implemented Simplified Tariff in April, 2023 for Domestic Air Cargo facilities established at Non-AERA airports managed by AAI. The Ministry of Civil Aviation (MoCA) has approved a grant for the fiscal years 2024-25, 2025-26, and 2026-27 to cover Customs Cost Recovery Charges (CCRC) for AAICLAS self-managed air cargo terminals at airports in Tier-II&III cities.

(d): The Government has setup International Financial Services Centre (IFSC) at GIFT City and has harmonised the ecosystem of the country with global practices. Further, Government has undertaken various regulatory and fiscal reforms such as tax exemptions, holidays etc. to promote aircraft leasing and financing within the country.

The Protection of Interest in Aircraft Objects Act, 2025 was passed by the Parliament in 2025 and the Ministry of Civil Aviation has notified the requisite rules thereunder. The Act has come into force with effect from 01.05.2025.

More recently, it has been proposed in Union Budget 2026-27 to increase the period of deduction under section 147 to 20 consecutive years out of 25 years for units in IFSC and 20 consecutive years for Offshore Banking Units (OBUs). It has also been proposed that the business income of these units from IFSC after the expiry of period of deduction will be taxed at rate of 15%.

SMID COMPONENT OF DAY-NULM

2242. SHRI KARAN BHUSHAN SINGH:

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

- (a) whether the Government maintains the data on the number of Self-Help Groups (SHGs), Area Level Federations (ALFs) and City Level Federations (CLFs) formed under the Social Mobilization and Institution Development (SMID) component of the Deendayal Antyodaya Yojana-National Urban Livelihoods Mission (DAY-NULM), if so, the details thereof, State/UT and Urban Local Body/District/city-wise;
- (b) whether such disaggregated data includes information on the functional status of these institutions such as frequency of meetings, savings regularity, bookkeeping and access to bank credit, if so, the details thereof and if not, the reasons for not capturing these key performance indicators at the national

level; and

(c) whether the Government proposes to standardise and mandate uniform reporting formats across States and Urban Local Bodies for capturing granular, verifiable and outcome-oriented data on SHGs and federations under SMID and if so, the details thereof along with the timeline and institutional mechanism envisaged for the same?

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

(a): The Ministry of Housing and Urban Affairs (MoHUA) maintains data on the number of Self-Help Groups (SHGs), Area Level Federations (ALFs) and City Level Federations (CLFs) formed under the SMID component only at State/UT level. The information under the SMID Component, as received from States/UTs from the year 2014 to 2024 (as on September 30, 2024) is given in the enclosed **Statement**.

(b): The centrally maintained data primarily relates the physical and financial progress, such as the number of SHGs/federations formed, fund released and credit linkages facilitated. Disaggregated data on functional performance indicators such as frequency of meeting, regularity of savings, quality of bookkeeping and extent of access to bank credit is not uniformly captured or aggregated at the national level.

While DAY-NULM operational guidelines prescribe such indicators for monitoring at the ULB and State Level, their collection and use are largely decentralized and intended for local capacity building and supervision rather

than for standardized national-level reporting.

(c): DAY-NULM mission concluded on 30.09.2024. There is no proposal for uniform reporting format across all states/UTs.

STATEMENT

STATE/UT-WISE SELF-HELP GROUPS (SHGS), AREA LEVEL FEDERATIONS (ALFS) & CITY LEVEL FEDERATIONS (CLFS) FORMED:

S. No	State/UT Name	No. of SHGs formed	No. of ALFs Formed	No. of CLFs Formed
1	A&N Islands	124	3	0
2	Andhra Pradesh	108178	3456	76
3	Arunachal Pradesh	714	20	0
4	Assam	24660	1054	18
5	Bihar	37365	1447	36
6	Chandigarh	689	6	1
7	Chhattisgarh	36580	1223	64
8	Goa	1406	43	4
9	Gujarat	41182	495	59
10	Haryana	9502	65	0
11	Himachal Pradesh	4948	274	42
12	J&K	4405	65	0
13	Jharkhand	24288	916	8
14	Karnataka	45410	1843	50
15	Kerala	27250	1890	62
16	Ladakh	58	0	0
17	Madhya Pradesh	65459	2292	101
18	Maharashtra	117896	3954	289
19	Manipur	3535	84	0
20	Meghalaya	510	9	0
21	Mizoram	1388	67	10
22	Nagaland	809	88	6
23	NCT of Delhi	1332	11	0
24	Odisha	43528	1632	9
25	Puducherry	1103	107	3

26	Punjab	11431	191	2
27	Rajasthan	34644	972	32
28	Sikkim	129	6	0
29	Tamil Nadu	145718	4205	87
30	Telangana	53611	1286	79
31	Tripura	5497	291	5
32	Uttar Pradesh	74418	1413	179
33	Uttarakhand	4511	183	1
34	West Bengal	70267	2941	139
	ALL INDIA	10,02,545	32,532	1,362

CHALLENGES IN CREDIT ACCESS FOR WOMEN-LED MSMEs IN ASSAM

2243. SHRI GAURAV GOGOI:

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

- (a) whether the Government is aware that women-led Micro, Small and Medium Enterprises (MSMEs) in Assam continue to face difficulties in assessing institutional credit despite schemes such as Stand-Up India and Credit Guarantee Fund Trust for Micro and Small Enterprises (CGTMSE), if so, the details thereof;
- (b) the number and percentage of loans disbursed to women entrepreneurs in Assam under major MSME credit schemes, including Stand-Up India, CGTMSE and Emergency Credit Line Guarantee Scheme (ECLGS), during the last three years, year-wise;
- (c) whether the Government has examined the reasons for the low share of women-led enterprises in overall MSME credit disbursement in Assam, if so, the

details thereof;

- (d) the steps taken to improve access to formal credit for women entrepreneurs in Assam, particularly in rural areas and Tier-II & tier III towns; and
- (e) whether any gender-responsive lending or monitoring mechanisms are proposed for Assam to enhance credit flow to women-led MSMEs and if so, the details thereof.

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

(a) to (e): To strengthen access to credit including for women-led Micro, Small and Medium Enterprises (MSMEs) across the country, including those in Assam, Government of India has taken a number of steps, which inter alia include:

- i. Ministry of MSME implements Credit Guarantee Scheme (CGS) for Micro and Small Enterprises (MSEs) through Credit Guarantee Fund Trust for Micro and Small Enterprises (CGTMSE) to provide credit guarantee for loans extended to MSEs. The ceiling for guarantee coverage under the scheme is Rs 10 crore. To support women entrepreneurs under the scheme, 10% concession is given in annual Guarantee fees; 90% Guarantee coverage is given to women-owned MSEs, as against the 75% for other entrepreneurs.
- ii. Prime Minister's Employment Generation Programme provides Margin Money subsidy up to 35% for women-led micro enterprises, for setting up of new micro enterprises, in the non-farm sector with project cost of Rs. 50

lakh for Manufacturing and Rs. 20 lakh for Service enterprises.

- iii. 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 includes provision of loans up to Rs. 3 lakh with interest subvention of max up to 8%.
- iv. Emergency Credit Line Guarantee Scheme (ECLGS) was launched in May, 2020 for business enterprises in meeting their operational liabilities in view of disruption caused by COVID-19 pandemic. The Scheme was operational till 31.03.2023. As reported by Department of Financial Services (DFS), under ECLGS, since inception till 31.03.2023, total 1.13 crore guarantees amounting to Rs. 2.42 lakh crore have been extended to MSMEs, including women-led MSMEs.
- v. As informed by Department of Financial Services (DSF), Standup India was launched in April, 2016 with an objective to provide loan value of Rs.10 lakh to Rs.1 Crore to at least one Scheduled Caste (SC) or Scheduled Tribe (ST) and one women borrower per Bank branch for setting up a greenfield enterprise in the field of manufacturing, services and trading sector and also for activities allied to agriculture. The scheme facilitated 2.75 lakh loans of which 83% were availed by women entrepreneurs. The scheme was operational till 31.03.2025.

The details of the benefits under the major schemes are given in the enclosed **Statement**.

STATEMENT

CGTMSE - Guarantee Approved in the state of Assam

	% of Women Entrepreneurs in Assam		Women Entrepreneurs in Assam		Women Entrepreneurs (All India)	
F.Y.	% of No. of Guarantees approved	% of Amt. of Guarantees approved	No. of Guarantees approved	Amt. of Guarantees approved in Rs. in Crore	No. of Guarantees approved	Amt. of Guarantees approved in Rs. in Crore
2022-23	1.1%	1.9%	3,936	315	365,582	16,373
2023-24	1.5%	1.7%	6,313	544	425,865	32,223
2024-25	3.0%	1.9%	18,667	919	626,546	47,969

Women led Micro Enterprises assisted under PMEGP in the state of Assam			
Financial Year	No. of micro enterprises assisted	MM Subsidy disbursed (Rs. Cr)	Estimated Employment Generated
2022-23	907	19.51	7,256
2023-24	761	19.26	6,088
2024-25	1,081	32.18	8,648

PM Vishwakarma- Loan Sanctioned (Assam State)				
Financial Year	Total no. of loans sanctioned	Amount Sanctioned (in Rs)	Total no. of loans sanctioned- Women	Amount Sanctioned (in Rs)- Women
2024-25	12,024	1,124,894,999	3,509	327,940,200
Percentage			29.18%	29.15%

Standup India (Assam)			
Financial Year	Total (No. of A/c Disbursed)	Women (No. of A/c Disbursed)	Percentage (Women)
2022-23	201	160	80%
2323-24	214	118	55%
2024-25	487	344	71%

IMPLEMENTATION OF PMEGP

2244. SHRI ASADUDDIN OWAISI:

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

- (a) whether the Government is aware that the banks are rejecting a high number of Prime Minister Employment Generation Programme (PMEGP) applications on the grounds of service area and if so, the actions taken by the Government to reduce this number;
- (b) whether interest was levied on Government subsidies provided to some enterprises under the scheme, if so, the measures taken to resolve this issue;
- (c) the efforts being made by the Government to increase awareness and participation in the program, since the number of women entrepreneurs and young individuals covered under the program has dropped significantly; and
- (d) the number of units established with support under this program, region-wise and their contribution to the manufacturing sector's GDP?

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 demand driven scheme and the final rejection or sanction of projects or release of loan is done at the level of the concerned financing banks which appraise the projects and take their own credit decision based upon technical and economical viability of each project. The option for rejecting the applications on account of "Out of Service Area" and "Target Achieved" by Banks has been removed on the portal. The rate of rejection of PMEGP applications by Banks has come down from 63 percent in FY 2019-20 to 46 percent in FY 2024-25.

(b): As per PMEGP guidelines, no interest is payable on the Term Deposit Receipt/Subsidy Reserve Fund (TDR/SRF), and no interest shall be charged on the portion of the loan corresponding to the amount kept as TDR/SRF out of the Margin Money subsidy received from the Government. The Ministry has advised all major banks to ensure compliance with this provision. Additionally, banks are mandated to update the revised interest rate and TDR/SRF details on the PMEGP portal.

(c): Steps taken by Government to increase awareness and participation of potential beneficiaries including women and youth in PMEGP include the following:

- i. 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.

- ii. Inclusion of applicants from Aspirational districts and transgenders under Special Category eligible for higher subsidy.
- iii. Awareness programmes, webinars and workshops in all the States/UTs including backward and under-performing areas, Aspirational districts, North Eastern Region, etc.
- iv. Acceptance of PMEGP applications from beneficiaries in physical form in 19 regional languages excluding Hindi and English.
- v. Disseminating Information, Education and Communication (IEC) material and video clips in regional languages to promote PMEGP across all category of beneficiaries
- vi. Conduct of two-days free online Entrepreneurship Development Programme (EDP) for prospective entrepreneurs.
- vii. A wide range of more than 1,000 Model of Detailed Project Reports have been prepared on various industries and made available on the PMEGP online portal.

(d): During the last four years i.e. FY 2021-22 to FY 2024-25, around 3.37 lakh micro enterprises have been assisted under PMEGP. During the period, around 49% of the total units i.e. around 1.65 lakh micro enterprises have been assisted under manufacturing sector. State/UT wise number of micro enterprises assisted during the period is given in the enclosed **Statement**.

STATEMENT

State/UT wise number of micro enterprises assisted during FY 2021-22 to FY 2024-25:

Sr. No.	State/UT Name	No. of micro enterprises assisted during the last four years i.e. FY 2021-22 to FY 2024-25
1	Andaman Nicobar	479
2	Andhra Pradesh	14376
3	Arunachal Pradesh	679
4	Assam	12038
5	Bihar	18808
6	Chandigarh	51
7	Chhattisgarh	9795
8	Delhi	248
9	Goa	260
10	Gujarat*	11997
11	Haryana	5471
12	Himachal Pradesh	3974
13	Jammu Kashmir	58599
14	Jharkhand	7118
15	Karnataka	19006
16	Kerala	11567
17	Ladakh	643
18	Lakshadweep	9
19	Madhya Pradesh	21957
20	Maharashtra**	12376
21	Manipur	2640
22	Meghalaya	2399
23	Mizoram	1947
24	Nagaland	3489
25	Odisha	13023
26	Puducherry	159
27	Punjab	5793
28	Rajasthan	7230
29	Sikkim	590
30	Tamil Nadu	22875

31	Telangana	9799
32	Tripura	2979
33	Uttar Pradesh	41402
34	Uttarakhand	5727
35	West Bengal	7709
Total		337212

**including Daman and Diu*

***including Dadra and Nagar Haveli*

MSMEs DEVELOPMENT IN AKOLA AND WASHIM

DISTRICTS OF MAHARASHTRA

2245. SHRI ANUP SANJAY DHOTRE:

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

- (a) the number of Micro, Small and Medium Enterprises (MSMEs) registered in the Akola and Washim districts of Maharashtra, sector-wise;
- (b) the various schemes and initiatives implemented by the Ministry to promote MSMEs in Akola and Washim, including details of funding, subsidies and other support provided;
- (c) the steps taken to address the specific challenges faced by MSMEs in Akola and Washim, such as access to credit, technology upgradation and marketing support;
- (d) the progress made in setting up an MSME cluster or park in Akola and Washim and the benefits expected to accrue to the local MSMEs from such a project; and
- (e) the plans to promote entrepreneurship and skill development among youth and women in Akola and the initiatives taken to encourage startups and

innovation in the 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): As per data available on Udyam Registration Portal, the sector wise details of Micro, Small and Medium Enterprises (MSMEs) including Informal Micro Enterprises (IMEs), registered in Akola and Washim districts of Maharashtra as on 31.01.2026 are as given below:

Sector-wise Number of MSMEs				
Sl. No.	District	Manufacturing	Service	Trading
1	Akola	28,293	44,010	56,633
2	Washim	14,910	21,917	30,228

(b) and (c): The Central Government supplements the efforts of the States/UTs Governments through various schemes, programmes and policy initiatives for overall development and promotion of MSMEs in the country, including Akola and Washim Districts of Maharashtra.

- To support MSMEs in access to credit, technology upgradation and marketing support, Ministry of MSME implements MSME Champions scheme to unify, synergize, and converge various schemes. There are 3 components under MSME Champions scheme, which includes MSME-Sustainable (ZED) Certification Scheme, MSME-Competitive (Lean) Scheme, MSME-Innovative (Incubation, Design & IPR) Scheme and Procurement and Marketing Support (PMS) scheme.

- Under Prime Minister Employment Generation Programme (PMEGP) General Category beneficiaries are assisted with Margin Money (MM) subsidy of 25% of the project cost in rural areas and 15% in urban areas. For beneficiaries belonging to Special Categories, the Margin Money subsidy is 35% in rural areas and 25% in urban areas. During the last five years (FY-2020-21 to FY-2024-25), 219 and 268 Micro enterprises have been assisted in Washim and Akola Districts of Maharashtra respectively.
- Ministry of MSME implements Credit Guarantee Scheme (CGS) for Micro and Small Enterprises (MSEs) through Credit Guarantee Fund Trust for Micro and Small Enterprises (CGTMSE) to provide credit guarantee for loans extended to MSEs. The ceiling for guarantee coverage under the scheme is Rs 10 crore. The details of credit guarantees extended to MSEs under CGS in Washim and Akola Districts, since inception till 31.01.2026, are as under:

	No. of guarantees approved	Amount approved (in Rs. crore)
Akola	10,397	1,079
Washim	4,710	333

- Under Procurement and Marketing Support (PMS) scheme three exhibitions were approved in Akola district.

(d): Under the Micro and Small Enterprises- Cluster Development Programme (MSE-CDP) Scheme, 18 Common Facility Centres and 5 Infrastructure facilities in new/existing industrial estates (IID) in the State of Maharashtra have been completed. As of now no project in Akola and Washim districts has been

undertaken.

(e): To encourage self-employment and strengthen entrepreneurial capabilities, the Ministry implements Entrepreneurship Awareness Programmes (EAPs) and Entrepreneurship Skill Development Programmes (ESDPs). During the last three years, eight Entrepreneurship Awareness Programmes (EAPs) and six Entrepreneurship Skill Development Programmes (ESDPs) were conducted in both districts.

STATUS OF AFFORDABLE RENTAL HOUSING COMPLEXES

2246. SHRIMATI SATABDI ROY BANERJEE:

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

- (a) the total number of existing Government-funded vacant houses that have been converted into Affordable Rental Housing Complexes (ARHCs) since inception of the vertical under the Pradhan Mantri Awas Yojana – Urban (PMAY-U); and
- (b) the total number of new ARHC units approved for construction, completed and occupied since inception of the vertical under PMAY-U?

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

(a) and (b): Ministry of Housing and Urban Affairs (MoHUA) launched Affordable Rental Housing Complexes (ARHCs) as a sub-scheme of Pradhan Mantri Awas Yojana - Urban (PMAY-U) in July 2020 to address the housing need faced by migrant workers, urban poor, and informal sector labourers. This scheme has

been implemented through two models:

Model-1: Converting existing Government funded vacant houses into ARHC through PPP mode or by Public Agencies,

Model-2: Construct, Operate and Maintain rental housing by Private/Public Entities for urban poor, working women, employees of Industries, Industrial Estates, Institutions and other eligible Economically Weaker Section (EWS)/Low Income Group (LIG) families.

Based on the initiatives taken by various States/Union Territories (UTs) and Public/Private agencies, a total of 5,783 Government funded vacant houses have been converted into ARHCs, so far under Model-1. Additionally, proposals for converting 7,413 existing Government funded vacant houses into ARHC units have been processed in the States of Gujarat, Himachal Pradesh, Haryana, Madhya Pradesh and Rajasthan. Further, based on the proposals submitted by States/UTs, MoHUA has approved proposals for construction of 83,298 new ARHC units in several States with Technology Innovation Grant (TIG) of ₹175.95 crore under Model-2. Out of this, 36,450 ARHC units have been completed on ground, showcasing rapid on-ground implementation, proactive participation from Public/Private Entities. The State/UT-wise number of ARHCs sanctioned and completed under both models is given in the enclosed **Statement**.

Based on the learnings of ARHCs, a dedicated vertical of Affordable Rental Housing (ARH) has been provisioned under PMAY-U 2.0. The basic purpose of the ARH vertical is to promote construction of affordable rental

housing close to the workplaces of the intended beneficiaries. The ARH vertical aims to create a conducive environment for construction of adequate rental housing for eligible beneficiaries including urban migrants/industrial workers/working women/students/urban poor etc. By promoting housing near employment hubs and workplaces, the scheme aims to reduce travel time and expenses, improve productivity and quality of life and create more inclusive and sustainable urban communities. The scheme guidelines of PMAY-U 2.0 are available at <https://pmay-urban.gov.in/uploads/guidelines/Operational-Guidelines-of-PMAY-U-2.pdf>.

Through this vertical, enabling eco-system is created by incentivizing Public/Private Entities to leverage investment for creating affordable rental housing stock. These include fast-tracked, single-window approvals through a green-channel process; 50% additional FAR with free TDR; exemptions from land conversion and statutory charges; and parity of municipal service charges with residential projects to further encourage participation and reduce construction costs. Further, increased TIG of ₹5,000 per sqm of carpet area has been provisioned to incentivize public and private entities to build new ARH units.

STATEMENT

A. State/UT-wise details of the existing Government funded vacant houses converted into ARHCs for the beneficiaries under Model-1 of the scheme:

S. No.	Name of State/UT	Name of City	No. of vacant houses converted into ARHCs
1	Chandigarh	Chandigarh	2,195
2	Gujarat	Surat	528
3		Ahmedabad	1,376
4		Rajkot	698
5	Rajasthan	Chittorgarh	480
6	Jammu & Kashmir	Jammu	336
7	Uttarakhand	Lalkuan	100
8		Dehradun	70
Total			5,783

B. State/UT-wise details of ARHC units sanctioned and construction completed by Public/Private Entities under Model-2 of the scheme:

S. No.	Name of		Name of Entity	Total Units	Construction completed
	State	City			
1	Tamil Nadu	Sriperumbudur	SPR City Estates Pvt. Ltd.	18,112	6,160
2		Sriperumbudur,	SPR Construction Pvt. Ltd.	4,994	4,994
3		Hosur	Tata Electronic Pvt. Ltd.	13,500	6,576
4		Chennai	State Industries Promotion Corporation	18,720	18,720
5		Chennai	Chennai Petroleum Corporation Ltd.	1,040	-
6		Chennai	SPR Construction Pvt.	5,045	-
7	Chhattisgarh	Raipur	Indian Oil Corporation Ltd.	2,222	-

8	Assam	Kampur Town	Guwahati Refinery Indian Oil Corporation Ltd.	2,222	-
9	Uttar Pradesh	Prayagraj	Indian Oil Corporation Ltd.	1,112	-
10	Gujarat	Surat	Mitsumi Housing Pvt. Ltd.	453	-
11	Telanga	Nizampet	Sivani Infra Pvt. Ltd.	14,490	-
12	Andhra Pradesh	Kakinada	Coastal Developers Pvt. Ltd.	736	-
13		Vizianagram	Coastal Developers Pvt.	652	-
Total				83,298	36,450

FLEET INTEGRATION AT KAZI NAZRUL ISLAM AIRPORT

2247. SHRI SAUMITRA KHAN:

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

- (a) the number of wide-body and narrow-body aircraft inducted during the last three years and their current route deployment, especially with reference to Kazi Nazrul Islam Airport, Durgapur in West Bengal;
- (b) the manner in which the Government is overseeing challenges related to aircraft availability, on-time performance and route rationalisation during fleet integration at the said airport;
- (c) the coordination mechanisms in place between the Directorate General of Civil Aviation (DGCA) and airline operators to ensure safety compliance during expansion at the said airport; and
- (d) the expected timelines for completion of fleet harmonisation and service standardisation?

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

(a): The number of wide-body and narrow-body aircraft inducted into the fleet of scheduled airline operators during the last three years is given in the enclosed **Statement**. With the repeal of the Air Corporations Act, the Indian aviation sector has been fully deregulated, and airlines are free to operate flights and deploy capacity on routes based on their commercial viability and market considerations.

(b): The DGCA has a robust mechanism in place to monitor the induction of aircraft by airlines, On-Time Performance (OTP) and route rationalisation.

(c): The Directorate General of Civil Aviation (DGCA) has put in place a multi-layered oversight mechanism to ensure that safety standards are strictly complied with by airlines, particularly during phases of rapid expansion in fleet size and operations. All expansion activities, including induction of aircraft, increase in flight operations, route expansion and wet/dry leasing, are subject to prior approval by DGCA after detailed scrutiny of safety preparedness. DGCA conducts periodic and special audits, inspections and surveillance activities covering flight operations, airworthiness, training, safety management systems (SMS) and maintenance practices. DGCA conduct meetings with airline management and key post-holders to review operational performance, safety indicators, and manpower adequacy and compliance status. In case of deficiencies, DGCA takes corrective and enforcement action, including

issuance of show cause notices, operational restrictions or suspension of approvals and financial penalty, as necessary.

(d): The process of fleet harmonisation and standardisation of services is a commercial decision of the individual airline operator based on their business plan and the Ministry and DGCA does not directly interfere in this regard.

STATEMENT

Number of wide-body and narrow-body aircraft inducted

Year	Wide Body	Narrow Body	Total
2023	8	104	112
2024	11	129	140
2025	0	95	95
2026 (As on 31.01.2026)	01	7	8

Note: Aircraft induction by the airline operators would be accompanied with re-delivery/export of their existing aircraft in line with expiry of the lease periods. The aircraft induction would therefore cater for increase in airline fleet as well as replacement of existing fleet over the time.

FOOD PROCESSING UNITS AND PROJECTS IN KERALA

2248. SHRI BENNY BEHANAN:

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

- (a) whether the Government has taken note that several food processing units and projects in Kerala, particularly in fruit, vegetable, fish, meat, spice, coconut and value-added agriculture sectors, are operating below capacity

or have failed to take off due to inadequate infrastructure, high input costs and limited market access and if so, the details thereof;

- (b) whether the Government has reviewed the State-wise utilisation of central schemes such as the Prime Minister Formalisation of Micro Food Processing Enterprises (PMFME) scheme, Mega Food Parks and cold chain infrastructure schemes and if so, the details thereof along with specific reference to Kerala and the reasons for delays and underutilisation;
- (c) whether the Government acknowledges that weak linkages between farmers, fisherfolk and food processing units in Kerala have resulted in post-harvest losses, price volatility and reduced income realisation especially during seasonal gluts and if so, the details thereof; and
- (d) whether the Government proposes any Kerala-specific, time-bound interventions to address the above issues, 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): Ministry of Food Processing Industries (MoFPI), through its schemes, is helping strengthening of food processing/ preservation infrastructure with efficient supply chain and modernization/ capacity enhancement of food processing units across the country including Kerala.

MoFPI is incentivizing setting up of food processing industries including fruit, vegetable, fish, meat, spice, coconut and value-added agriculture sectors through its Central Sector Pradhan Mantri Kisan SAMPADA Yojana (PMKSY)

Scheme, Production Linked Incentive Scheme for Food Processing Industry (PLISFPI) and a Centrally sponsored PM Formalization of Micro Food Processing Enterprises (PMFME) scheme.

As on 31.12.2025, MoFPI has approved 38 food processing projects under component schemes of PMKSY, 8478 micro food processing enterprises under PMFME scheme and 10 projects under PLISFPI in Kerala.

(b): Robust institutional mechanism has been put in place at National, State and District levels for effective utilization and implementation of the PMFME scheme. At the national level, Inter-Ministerial Empowered Committee (IMEC) has been constituted as a policy making body to give overall direction, guidance for implementation of the scheme and monitor & review its progress and performance. Further, all the States/ UTs have appointed State Nodal Agencies (SNAs), constituted State Level Approval Committees (SLACs) & District Level Committees (DLCs) for implementation of the scheme. Online portal has also been developed for submission of applications, approval and release of subsidy under the scheme. Ministry conducts regular meetings with States/ UTs, lending banks, State Level Bankers Committee (SLBC) and other stakeholders for timely fund utilisation and monitoring the progress of implementation of the Scheme.

Securing various statutory clearances and utility provisions for Food Processing Industry takes significant time adversely affecting its implementation schedule.

MoFPI has taken various measures for timely implementation of these

projects, including projects approved under Mega Food Parks and cold chain infrastructure schemes, 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 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 promoters in case of delayed completion of projects; (vi) MoFPI, on the request of project implementing agencies, also took up the matter with the concerned department of State Government and their agencies for smooth and timely implementation.

The Mega Food Park Scheme has been discontinued by the Ministry since 01.04.2021.

(c) and (d): In order to help it face various challenges and ensure overall development of Food Processing Sector, MoFPI, through its schemes, extends financial support to prospective entrepreneurs for setting up of different kinds of food processing units, as per respective scheme guidelines across the country including Kerala.

All these help in creation of linkage between farmers & food processors and thereby increasing the income of the farmers and reducing post-harvest losses.

AFFORDABLE HOUSING SCHEMES

2249. SUSHRI SAYANI GHOSH:

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

- (a) whether it is true that housing has become increasingly unaffordable for large sections of the population, despite the implementation of various housing schemes since 2014, if so, the details thereof;
- (b) the trend in house prices, land prices and household incomes during the last ten years and whether housing affordability has improved or worsened, if so, the details thereof along with the reasons therefor;
- (c) whether it is a fact that land policy failures, speculative real estate practices and rising input costs have contributed to high housing prices, particularly in urban and peri-urban areas, if so, the details thereof;
- (d) whether the Government has assessed the limited impact of affordable housing schemes in controlling market prices or meeting actual demand from low and middle-income households, if so, the details thereof; and
- (e) whether real estate developers availing Government incentives, subsidies or regulatory relaxations are being effectively monitored to ensure delivery of genuinely affordable housing, if so, the details therefor?

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

- (a) to (e): 'Land' and 'Colonisation' are State subjects. Therefore, Government policies and schemes related to affordable housing for their citizens are implemented by States/Union Territories (UTs) in their respective urban areas.

Housing is also constructed by various private agencies in accordance with applicable real estate practices and State policies and is sold in the open market to the general public, including households from the Economically Weaker Section (EWS)/Low Income Group (LIG)/Middle Income Group (MIG)/High Income Group (HIG) categories, based on their affordability. Market prices include both construction costs and the cost of land for the project. Consequently, data relating to State housing policies, housing schemes and trends in housing and land prices are not maintained by this Ministry.

However, Ministry of Housing and Urban Affairs (MoHUA) supplements efforts of States/UTs by providing Central Assistance under Pradhan Mantri Awas Yojana – Urban (PMAY-U) and PMAY-U 2.0 with an aim to provide all weather pucca houses with basic civic amenities to eligible urban beneficiaries of EWS/LIG and MIG categories across the country at affordable rates. The funding under PMAY-U 2.0 is to provide a nudge to the beneficiaries and enable them to construct their houses by arranging funds from other sources as well.

In addition, 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/uploads/guidelines/Operational-Guidelines-of-PMAY-U-2.pdf>.

Further, Government of India has restructured Credit Risk Guarantee Fund Trust for Low Income Housing (CRGFTLIH) for EWS/LIG to enhance the

credit accessibility and worthiness of eligible households by extending the guarantee on the housing loan taken from Scheduled Commercial Banks, Housing Finance Companies (HFCs) etc. thereby making the houses affordable.

In addition, special Home Loan Products are developed by Department of Financial Services (DFS) with Banks to help beneficiaries of informal sectors. States/UTs are also expected to facilitate home loan to PMAY-U 2.0 beneficiaries through tripartite agreement.

To support affordable housing, Central Government has taken various steps such as reduction in Goods and Services Tax (GST) on under-construction Affordable Housing project from 8% to 1% without Input Tax Credit (ITC) and Infrastructure status to Affordable Housing by including it in Harmonised List of Infrastructure. Further, GST on cement has also been reduced recently from 28% to 18%, which is one of the major construction materials and its lower prices will help in reducing the construction costs and make housing more affordable.

Based on the project proposals submitted by States/UTs, a total of 122.28 lakh houses, including 10.66 lakh under PMAY-U 2.0, have been sanctioned under the schemes by the Ministry, so far across the country. Of the sanctioned houses, 114.84 lakh houses have been grounded for construction, of which 97.02 lakh are completed/delivered to the beneficiaries as on 22.01.2026.

Further, NITI Aayog has prepared a detailed approach paper to promote and enable affordable housing and released its report in December 2025 namely 'A Comprehensive Framework to Promote Affordable Housing'. The report may

be seen on the website of NITI Aayog at https://niti.gov.in/sites/default/files/2026-01/A_Comprehensive_Framework_to_Promote_Affordable_Housing.pdf. The report has been shared with all concerned stakeholders for further necessary action.

The Central Government has been continuously engaging in deliberations with the respective State and UT Governments, as well as other stakeholders, to address issues related to the housing sector and to promote affordable housing.

HIGH-SPEED INTERNET AND AI-ENABLED LEARNING IN EMRSs

2250. SHRIMATI JYOTSNA CHARANDAS MAHANT:

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

the details and number of Eklavya Model Residential Schools (EMRSs) in Chhattisgarh that have been provided with functional high-speed internet and AI-enabled learning tools as of January, 2026?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI DURGA DAS UIKEY):

In the State of Chhattisgarh, 75 EMRSs have been sanctioned and all are functional. 34 EMRSs have been provided with Internet connectivity with Smart Classes. AI Skill Labs have been established in 5 EMRSs to provide hands-on AI learning.

Along with the above, Amazon Future Engineer (AFE) Program as a

comprehensive initiative aimed at enhancing access to computer science education has been implemented in EMRSs. Learning Links Foundation (LLF) has implemented the Amazon Future Engineer (AFE) Programme in 25 EMRSs in the State of Chhattisgarh. The programme aims to impart education in artificial intelligence, blockchain and coding to students of Grades VI to IX, with a focus on fundamentals of computer science, AI and block-based programming.

ESTABLISHMENT OF TRIBAL MULTIPURPOSE MARKETING CENTRES

2251. DR. GUMMA THANUJA RANI:

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

- (a) the manner in which the establishment of one hundred Tribal Multipurpose Marketing Centres will benefit tribal communities economically;
- (b) the details of support and resources to be provided to tribal entrepreneurs through these centres;
- (c) whether steps are being taken to ensure that these centres remain operational and effective in the long term in the Andhra Pradesh; and
- (d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI DURGA DAS UIKEY):

(a) and (b): Tribal Multipurpose Marketing Centers (TMMCs) has been envisaged to act as a facility centre for aggregation, value addition and marketing of tribal produce/products for overall socio-economic development of tribal communities and enhancing their income in following ways:

- (i). Minimize post-harvest and post-production losses.
 - (ii). Foster the use of locally sourced produce / products through aggregation/ value addition of tribal produce / products.
 - (iii). Provide tribal producers with opportunities and support for collective marketing and other services such as market information and establishing contacts between farmers and potential buyers.
 - (iv). Ensuring better price realization of tribal produce / products by establishing market linkages at various levels and opportunities of aggregation with tie ups.
- (c) and (d): Ministry of Tribal Affairs has approved 06 TMMCs based on the proposals from the State Government of Andhra Pradesh. Regular review meetings with Andhra Pradesh are organised to assess the progress made for the funds provided under the scheme. These meetings also serve to monitor the physical as well as financial progress of implementation.

राष्ट्रीय जैव ईंधन नीति, 2018

2252. श्री चन्द्र प्रकाश जोशी:

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

(क) क्या बायोडीज़ल को हरित/जैव ईंधन के रूप में माना जा रहा है;

(ख) राष्ट्रीय जैव ईंधन नीति, 2018 के अंतर्गत तेल विपणन कंपनियों द्वारा वर्ष 2030 तक पाँच प्रतिशत बायोडीज़ल मिश्रण के लक्ष्य को प्राप्त करने हेतु, देश में वायु प्रदूषण की स्थिति को ध्यान में रखते हुए, कौन-कौन से कदम उठाए जा रहे हैं तथा इसके क्रय में आ रही चुनौतियाँ क्या हैं;

(ग) बायोडीज़ल के स्वीकृत मूल्य का निर्धारण किन आधारों पर किया जाता है;

(घ) वर्ष 2025 और 2026 में अब तक कितनी मात्रा में बायोडीज़ल की खरीद की गई है तथा वर्तमान

स्थापित उत्पादन क्षमता और उपलब्ध फीडस्टॉक का ब्यौरा क्या है; और

(ङ) जून 2021 से 2024 की अवधि के दौरान बायोडीज़ल के स्वीकृत मूल्य के निर्धारण का आधार

क्या रहा है तथा वर्तमान में नए स्वीकृत मूल्य का निर्धारण किन आधारों पर किया जा रहा है?

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

(क): राष्ट्रीय जैव ईंधन नीति, 2018, 2022 में यथा संशोधित, जैव ईंधन को स्पष्ट तौर पर नवीकरणीय संसाधन से बने ईंधन के रूप में परिभाषित करती है और इसका इस्तेमाल परिवहन, स्टेशनरी, पोर्टेबल और दूसरे कामों के लिए डीज़ल, पेट्रोल या दूसरे जीवाश्म ईंधन की जगह या उनके साथ मिलाकर किया जाता है। नवीकरणीय संसाधन में जंगल, पेड़ आधारित तेल, दूसरे अखाद्य तेल और इनसे जुड़े उद्योग से निकलने वाले उत्पाद, अपशिष्ट और कृषि अवशेषों के साथ-साथ औद्योगिक एवं नगरपालिका कचरे का जैवअपघटनीय हिस्सा शामिल है।

बायोडीज़ल फैटी एसिड का मिथाइल या एथिल एस्टर है जो वनस्पति तेल, एसिड तेल, प्रयुक्त खाना पकाने का तेल या पशु वसा और जैव-तेल से बनता है। इस प्रकार, बायोडीज़ल एक जैव ईंधन है।

(ख): सरकार ने वर्ष 2030 तक डीज़ल में 5% बायोडीज़ल मिलाने / बायोडीज़ल की सीधी बिक्री का अनुमानित लक्ष्य प्राप्त करने हेतु बायोडीज़ल उत्पादन को बढ़ावा देने के लिए कई कदम उठाए हैं, जिनमें, अन्य बातों के साथ-साथ, जैव ईंधन पर राष्ट्रीय नीति के अंतर्गत डीज़ल में बायोडीज़ल मिलाने / बायोडीज़ल की सीधी बिक्री का अनुमानित लक्ष्य तय करना, "परिवहन के उद्देश्य से हाई स्पीड डीज़ल के साथ बायोडीज़ल मिलाने के लिए बिक्री संबंधी दिशानिर्देश - 2019" अधिसूचित करना, मिश्रण कार्यक्रम के लिए बायोडीज़ल खरीदने हेतु जीएसटी दर 12% से घटाकर 5% करना आदि शामिल हैं।

(ग) से (ड): जून 2021 से 2024 तक, बायोडीज़ल की कीमत तेल विपणन कंपनियों (ओएमसीज) ने देश में उपलब्ध फीडस्टॉक्स के साथ-साथ आयातित फीडस्टॉक की कीमतों, उत्पादन लागत, लाभ आदि को ध्यान में रखकर तय की थी। अभी, बायोडीज़ल की कीमत तेल विपणन कंपनियों (ओएमसीज) द्वारा देश में उपलब्ध फीडस्टॉक की कीमतों को ध्यान में रखकर तय की जाती है।

तेल विपणन कंपनियों (ओएमसीज) ने वित्त वर्ष (एफवाई) 2024-25 के दौरान 36.7 करोड़ लीटर बायोडीज़ल खरीदा। मौजूदा एफवाई 2025-26 में, 31.01.2026 की स्थिति के अनुसार, बायोडीज़ल की खरीद 14.72 करोड़ लीटर तक पहुँच गई है। ओएमसीज के साथ पंजीकृत बायोडीज़ल विक्रेताओं के अनुसार, संबंधित राज्य प्रदूषण नियंत्रण बोर्ड द्वारा जारी संचालन के लिए सहमति (सीटीओ) के अनुसार, कुल स्थापित उत्पादन क्षमता लगभग 450 करोड़ लीटर प्रति वर्ष है, जिसमें अप्रयुक्त खाना पकाने का तेल (एनयूसीओ)/ प्रयुक्त खाना पकाने का तेल (यूसीओ) पर आधारित उपलब्ध फीडस्टॉक का इस्तेमाल किया जाता है।

NATIONAL COMMITTEE ON DAM SAFETY

2253. SHRI RAVINDRA VASANTRAO CHAVAN:

SHRI SUDHEER GUPTA:

SHRI DHAIRYASHEEL SAMBHAJIRAO MANE:

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

- (a) whether the eleventh meeting of the National Committee on Dam Safety (NCDS) was held recently in New Delhi and if so, the details thereof;
- (b) the key agenda discussed, major decisions taken and recommendations made in the said meeting;
- (c) the details of experts from various States and institutions who participated in the said meeting;

- (d) whether the Government has any proposal to review the structural health monitoring system, emergency action plans and ageing dams and if so, the details thereof;
- (e) the steps taken/likely to be taken by the Government to implement the recommendations of the Committee particularly for dams located in seismically vulnerable and flood-prone regions of the country; and
- (f) whether the Government has made any financial provision to strengthen dam safety mechanisms across the country and if so, the details thereof?

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

(a): Yes. The 11th Meeting of the National Committee on Dam Safety (NCDS) was convened on 20th January, 2026 in New Delhi. The meeting was attended by the official members of the Committee, with the Heads of State Dam Safety Organisations participating as special invitees. The proceedings were conducted under the chairmanship of the Chairman, Central Water Commission, who also serves as the Chairman of the NCDS.

(b): Several policy-related issues critical for the implementation of various provisions of the Dam Safety Act, 2021 were deliberated upon during the NCDS meeting. The agenda items included, inter alia:

- Standard Operating Procedure (SOP) for Comprehensive Dam Safety Evaluation (CDSE) [Sections 38–40] ;
- SOP for Pre-Initial Filling Plan [Section 27] ;

- Financial remuneration of national and international dam safety experts;
- Framework finalisation for Level-2 (SQRA) Risk Assessment studies under Section 35(2) ;
- Regulation for defining “Under Construction” dams/barrages and their compliance requirements;
- Approval mechanism for new dam projects and rehabilitation of existing projects [Section 26], including references from MoEF&CC;
- Mechanism for appraisal and approval of various non-structural documents.

The committee conducted a thorough review of the agenda items, engaging in detailed discussions to address key challenges and opportunities in implementation. They issued clear, actionable directions to all stakeholders, emphasizing timelines, resource allocation and accountability measures to ensure the timely rollout of critical activities and frameworks.

(c): List of participants/experts from various States and institutions who participated in the 11th NCDS meeting is given in the enclosed **Statement**.

(d): The responsibility for the safety of dams, including their operation, maintenance, monitoring, safety audit and surveillance, rests primarily with the dam owners. In accordance with the provisions of the Dam Safety Act, 2021, every owner of a specified dam is mandated to conduct annual pre-monsoon and post-monsoon inspections in respect of each specified dam for monitoring the performance of such dam. As per this compliance, dam owning agencies

have reported the pre-monsoon & post-monsoon inspections of about 6524 and 6553 dams respectively for the year 2025.

Further, in compliance of Section 32 of the Dam Safety Act, 2021, National Dam Safety Authority published in April, 2024, a regulation titled “Inspection, Instrumentation, Seismic Data, Risk Assessment and Evaluation of Specified Dam Regulation, 2024, detailing the Minimum number of sets of instrumentation required at the dam for monitoring the performance of specified dams, and other details such as technical documentation, analysis, calibration, installation procedures etc.

The Act also mandated the requirement for preparing the Emergency Action Plan (EAP)/Disaster Management in respect of each specified dam. As of now, EAP for 362 specified dams have been completed by the dam owners.

(e): Recommendations of the National Committee are being implemented through well-defined institutional mechanisms, prioritized safety assessments, and dedicated funding programmes, such as the Dam Rehabilitation and Improvement Project (DRIP) Phase-II and Phase-III. Special emphasis is being placed on high-risk dams located in seismic zones and flood-prone regions, where risk classification frameworks and enhanced monitoring protocols are being systematically applied.

(f): The Dam Safety Act, 2021 stipulates that “Every owner of the specified dam shall earmark sufficient and specific funds for maintenance and repairs of the dam and for implementing the recommendations of the State Dam Safety Organisation.” Since dams in India are owned, operated, and maintained by

State Government Departments/Boards, Central/State Public Sector Undertakings, or private agencies, the funds required for routine operation, maintenance (O&M), and rehabilitation are allocated by the respective agencies through their annual budgets.

Further, in order to improve the safety and operational performance of selected existing dams across the country along with institutional strengthening for dam safety, Govt. of India is implementing the Dam Rehabilitation and Improvement Project (DRIP) with external funding. Under the World Bank funded DRIP Phase-I program, 223 dams located in seven States were audited and rehabilitated. After completion of DRIP Phase-I programme in March 2021, Government of India has taken up DRIP Phase-II & III scheme. The Scheme envisages rehabilitation and safety improvement of 736 dams located in 19 States, with a budget outlay of Rs. 10,211 crore. The scheme is of 10 years duration. DRIP Phase-II has become operational from 12th October 2021, and is being co-financed by the World Bank and the Asian Infrastructure and Investment Bank.

STATEMENT

List of participants who attended the 11th NCDS meeting

S. No	Name (Sh./Smt./Dr./Ms.)	Designation	Organisation	Position in NCDS
1	Anupam Prasad	Chairman	CWC	Chairman
2	Anil Jain	Chairman	NDSA	Member
3	Reading Shimray	Member (D&R)	CWC	Member
4	M G Gokhale	Member (Hydro)	CEA	Member

5	Pradeep Kumar Agrawal	Joint Secretary (RD &PP)	DoWR RD & GR	Member
7	Yogendra Pal Singh	Scientist-'F'	MoEF&CC	Member
8	Rahul Saxena	Scientist G	IMD	Member
9	Dr. P. K. Gajbhiye	Director, EPE, DGCO	GSI	Member
10	B. Simhadri Rao	Scientist-G	NRSC	Member
11	M. S. Hanumanthappa	Scientist 'D'	CWPRS	Member
12	K. G. Mahesh	Director	Karnataka	Member
13	Sukhjeet Singh Bhullar	Chief Engineer Vigilance & QA	Punjab	Member
15	Zodinthari	Engineer-in-chief	Mizoram	Member
16	Niranjan Rout	Chief Engineer	Odisha	Member
17	S. A. TATU	Director General	Maharashtra	Member
18	Soran Singh	Engineer-in-Chief (Project)	Uttar Pradesh	Member
19	S. K. Sibal	Ex-Member (D&R)	Expert member	Member
20	Yogendra Singh	Professor	IIT Roorkee	Member
21	Chandan Singh	Under Secretary	NDMA	Member
22	Pramod Narayan	Member (P&R, NDSA)	NDSA	Member Secretary
23	Manoj Kumar	SJC(PR)	DoWR RD & GR	Special Invitee
24	Jayanta Kumar Das	General Manager (Civil)	APGCL	Special Invitee
25	Mahmood Alam	Chief Engineer	SDSO Patna	Special Invitee
26	Mr. P.K.Pal	Project Director	Chhattisgarh	Special Invitee
27	S.S. Pagar	Head & Chief Engineer	SDSO Maharashtra	Special Invitee
28	B.Wann	Head & Additional Chief Engineer	SDSO Meghalaya	Special Invitee
29	S. Karthikeyan	Superintending Engineer	SDSO Chennai	Special Invitee
30	Shankar Kumar Saha	Chairman	SDSO, Uttarakhand	Special Invitee

हिमाचल प्रदेश में हैंडपंपों की स्थापना

2254. श्री सुरेश कुमार कश्यप:

क्या **जल शक्ति** मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या हिमाचल प्रदेश के विभिन्न क्षेत्रों में पेयजल प्रयोजन हेतु बड़ी संख्या में हैंडपंप स्थापित किए गए हैं और यदि हाँ, तो अब तक स्थापित कुल हैंडपंपों की जिला-वार संख्या का ब्यौरा क्या है;
- (ख) क्या गैर-सरकारी अथवा निजी व्यक्तियों/संस्थानों द्वारा हैंडपंप स्थापित करने हेतु पूर्व अनुमति अनिवार्य थी और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है;
- (ग) क्या सरकार ने उक्त अनुमति को समाप्त करने का निर्णय लिया है और यदि हाँ, तो तत्संबंधी ब्यौरा तथा इसके पीछे के नीति-आधारित कारण क्या हैं, और
- (घ) क्या उक्त अनुमति समाप्त किए जाने के पश्चात् भूजल के अनियंत्रित दोहन को रोकने, जल स्तर के संरक्षण तथा दीर्घकालिक पेयजल सुरक्षा सुनिश्चित करने हेतु कोई ठोस विनियामक एवं निगरानी तंत्र वर्तमान में लागू 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) से (घ): भारत सरकार, अगस्त 2019 से, राज्यों की भागीदारी से, देश के प्रत्येक ग्रामीण परिवार में नल जल कनेक्शन का प्रावधान करने के लिए जल जीवन मिशन (जेजेएम) - हर घर जल को कार्यान्वित कर रही है।

पेयजल राज्य का विषय है, और इसलिए, जेजेएम के तहत 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 के प्रयासों में सहायता करती है।

जेजेएम के तहत, जल स्रोतों में *अन्य बातों के साथ-साथ* भूजल (खुला कुआं, बोरवेल, ट्यूबवेल, हैंडपंप आदि), प्राचीन और पारंपरिक सतही जल (नदी, जलाशय, झील, तालाब, झरने,

आदि) और छोटे टैंकों में संगृहीत वर्षा जल का उपयोग पेयजल आपूर्ति योजनाओं के लिए स्रोतों के रूप में किया जा रहा है। चूंकि परिकल्पित उद्देश्यों को प्राप्त करने के लिए राज्यों में विभिन्न स्तरों पर कई परियोजनाएं समवर्ती रूप से कार्यान्वित की जाती हैं, इसलिए ग्रामीण जल आपूर्ति परियोजनाओं के लिए अलग-अलग परियोजनाओं/स्कीमों का परियोजना-वार ब्यौरा राज्य सरकार के स्तर पर रखा जाता है।

जल संसाधन, नदी विकास और गंगा संरक्षण विभाग (डीओडब्ल्यूआर, आरडी एंड जीआर) ने सूचित किया है कि जल संसाधनों के संरक्षण और गुणवत्ता सहित इससे संबंधित पहलुओं का अध्ययन, आयोजना, वित्तपोषण और निष्पादन राज्य सरकारों द्वारा स्वयं अपने संसाधनों और प्राथमिकताओं के अनुसार किया जाता है। भारत सरकार की भूमिका उत्प्रेरक होने, तकनीकी सहायता प्रदान करने और कुछ मामलों में जल संसाधन, नदी विकास और गंगा संरक्षण विभाग द्वारा कार्यान्वित की जा रही मौजूदा योजनाओं के संदर्भ में आंशिक वित्तीय सहायता प्रदान करने तक सीमित है।

तथापि, भारत सरकार द्वारा, *अन्य बातों के साथ-साथ*, राष्ट्रीय जलभृत मानचित्रण (एनएक्यूयूआईएम) और कृत्रिम पुनर्भरण मास्टर प्लान (2020) जैसी पहलों सहित पूरे क्षेत्र में भूजल के सतत प्रबंधन के लिए किए जा रहे अनेक उपाय वर्षा जल संचयन संरचनाओं के कार्यान्वयन को प्रोत्साहित करते हैं। इसके अतिरिक्त, जल संसाधन, नदी विकास और गंगा संरक्षण विभाग द्वारा राष्ट्रीय जल नीति तैयार की गई है, जो *अन्य बातों के साथ-साथ* वर्षा जल संचयन और जल संरक्षण की वकालत करती है और वर्षा के प्रत्यक्ष उपयोग के माध्यम से जल की उपलब्धता बढ़ाने की आवश्यकता पर प्रकाश डालती है। जल संसाधन, नदी विकास और गंगा संरक्षण विभाग केंद्रीय भूजल बोर्ड (सीजीडब्ल्यूबी) और राज्य सरकारों के साथ मिलकर भारत के गतिशील भूजल संसाधनों का वार्षिक आकलन करता है। सीजीडब्ल्यूबी ने राज्यों/संघ राज्य क्षेत्रों के परामर्श से भूजल के कृत्रिम पुनर्भरण के लिए एक मास्टर प्लान-2020 तैयार की है, जो हिमाचल प्रदेश राज्य सहित देश की विभिन्न भू-भागीय स्थितियों के लिए विभिन्न संरचनाओं को दर्शाने वाली एक वृहद स्तरीय योजना

है। मास्टर प्लान में हिमाचल प्रदेश में लगभग 1,14,242 वर्षा जल संचयन और कृत्रिम पुनर्भरण संरचनाओं के निर्माण की परिकल्पना की गई है। इसके अलावा हिमाचल प्रदेश सहित देश में वर्षा जल संचयन और कृत्रिम पुनर्भरण को बढ़ावा देने के लिए केंद्र सरकार द्वारा उठाए गए महत्वपूर्ण कदम निम्न लिंक पर देखे जा सकते हैं:

https://cdnbbsr.s3waas.gov.in/s3a70dc40477bc2adceef4d2c90f47eb82/upload/s/2024/07/202407_16706354487.pdf

मंत्रालय ने एसओ 3289 (ई), दिनांक 24.09.2020 के माध्यम से उद्योगों, बुनियादी ढांचा परियोजनाओं और खनन परियोजनाओं द्वारा भूजल निष्कर्षण के विनियमन के लिए दिशानिर्देश भी अधिसूचित किए हैं और एसओ 1509 (ई), दिनांक 29.03.2023 के माध्यम से इनमें संशोधन किए हैं, जिसमें इन परियोजनाओं हेतु भूजल निष्कर्षण के लिए अनापत्ति प्रमाणपत्र (एनओसी) जारी करने के लिए नियमों का सेट निर्धारित किया गया है। नए प्रमुख उद्योगों को अतिदोहित क्षेत्रों/ब्लॉकों में भूजल निकालने की अनुमति नहीं है। मंत्रालय और सीजीडब्ल्यूए नियमित रूप से राज्यों/संघ राज्य क्षेत्रों के साथ अपने अधिनियमों/नियमों/दिशानिर्देशों में आवश्यक आशोधन/संशोधन करने के लिए प्रयास कर रहे हैं ताकि उन्हें केंद्रीय दिशानिर्देशों के अनुरूप बनाया जा सके।

इसके अलावा, मंत्रालय ने सभी राज्यों/संघ राज्य क्षेत्रों को एक मॉडल विधेयक परिचालित किया है ताकि वे इसके विकास के विनियमन के लिए उपयुक्त भूमि जल विधान अधिनियमित कर सकें, जिसमें वर्षा जल संचयन का प्रावधान भी शामिल है। अब तक हिमाचल प्रदेश सहित 21 राज्यों/संघ राज्य क्षेत्रों ने भूजल विधान को अपनाया है और कार्यान्वित किया है।

विनिर्माण उद्योगों की स्थापना

2255. श्री उत्कर्ष वर्मा मधुर:

क्या सूक्ष्म, लघु और मध्यम उद्यम मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार द्वारा उत्तर प्रदेश के लखीमपुर खीरी जिले सहित ग्रामीण क्षेत्रों में विनिर्माण उद्योगों

की स्थापना को बढ़ावा देने हेतु कोई विशेष जागरूकता अभियान प्रारंभ किया गया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) अब तक जिन क्षेत्रों में विनिर्माण उद्योग स्थापित किए गए हैं, उसका ब्यौरा क्या है;

(ग) उक्त उद्योगों के माध्यम से कितने व्यक्तियों को रोजगार प्रदान किया गया है तथा तत्संबंधी ब्यौरा क्या है; और

(घ) उत्तर प्रदेश में सूक्ष्म, लघु एवं मध्यम उद्यमों (एमएसएमई) की स्थापना हेतु उद्यमियों को प्रदान की गई सहायता का जिला-वार ब्यौरा क्या है?

सूक्ष्म, लघु और मध्यम उद्यम मंत्रालय में राज्य मंत्री; तथा श्रम और रोजगार मंत्रालय में राज्य मंत्री (कुमारी शोभा कारान्दलाजे):

(क): प्रधानमंत्री रोजगार सृजन कार्यक्रम (पीएमईजीपी) के अंतर्गत, सूक्ष्म उद्यमों की स्थापना के लिए ग्रामीण और शहरी क्षेत्रों में भावी उद्यमियों को जागरूकता प्रदान करने के लिए खादी और ग्रामोद्योग आयोग (केवीआईसी) के राज्य कार्यालयों, जिला उद्योग केंद्रों (डीआईसी), और राज्य खादी और ग्रामोद्योग बोर्ड (केवीआईबी) द्वारा देश भर में जागरूकता शिविर आयोजित किए जाते हैं। पीएमईजीपी के अंतर्गत, विगत 3 वर्षों अर्थात् वित्त वर्ष 2022-23 से वित्त वर्ष 2024-25 के दौरान, उत्तर प्रदेश राज्य में 66 जागरूकता शिविर आयोजित किए गए।

(ख) और (ग): विगत तीन वर्षों अर्थात् वित्त वर्ष 2022-23 से वित्त वर्ष 2024-25 तक के दौरान पीएमईजीपी के अंतर्गत देश भर में ग्रामीण और शहरी क्षेत्रों में सहायता-प्राप्त विनिर्माण सूक्ष्म उद्यमों की संख्या और अनुमानित सृजित रोजगार निम्नानुसार है:

वित्त वर्ष	ग्रामीण क्षेत्र		शहरी क्षेत्र		कुल	
	विनिर्माण क्षेत्र में सहायता-प्राप्त सूक्ष्म उद्यमों की संख्या	अनुमानित सृजित रोजगार	विनिर्माण क्षेत्र में सहायता-प्राप्त सूक्ष्म उद्यमों की संख्या	अनुमानित सृजित रोजगार	विनिर्माण क्षेत्र में सहायता-प्राप्त सूक्ष्म उद्यमों की संख्या	अनुमानित सृजित रोजगार
2022-23	36,056	28,8448	8,488	67,904	44,544	3,56,352
2023-24	30,586	24,4688	8,675	69,400	39,261	3,14,088
2024-25	18,896	15,1168	4,409	35,272	23,305	1,86,440

(घ): विगत तीन वर्षों अर्थात वित्त वर्ष 2022-23 से वित्त वर्ष 2024-25 तक के दौरान उत्तर प्रदेश राज्य में पीएमईजीपी के अंतर्गत सहायता-प्राप्त सूक्ष्म उद्यमों की संख्या और अनुमानित सृजित रोजगार का जिला-वार ब्यौरा संलग्न **विवरण** में दिया गया है।

विवरण

विगत तीन वर्षों अर्थात वित्त वर्ष 2022-23 से वित्त वर्ष 2024-25 तक के दौरान उत्तर प्रदेश राज्य में पीएमईजीपी के अंतर्गत सहायता-प्राप्त सूक्ष्म उद्यमों की संख्या और अनुमानित सृजित रोजगार का जिला-वार ब्यौरा:

क्र.सं.	जिले का नाम	2022-23		2023-24		2024-25	
		सहायता-प्राप्त सूक्ष्म उद्यमों की सं.	अनुमानित सृजित रोजगार	सहायता-प्राप्त सूक्ष्म उद्यमों की सं.	अनुमानित सृजित रोजगार	सहायता-प्राप्त सूक्ष्म उद्यमों की सं.	अनुमानित सृजित रोजगार
1	आगरा	309	2,472	435	3,480	208	1,664
2	अलीगढ़	153	1,224	138	1,104	55	440
3	इलाहाबाद (प्रयागराज)	222	1,776	182	1,456	112	896
4	अंबेडकर नगर	128	1,024	159	1,272	126	1,008
5	अमेठी	118	944	145	1,160	76	608
6	अमरोहा (ज्योतिबाफुले नगर)	127	1,016	117	936	75	600
7	औरैया (इटवा)	105	840	83	664	48	384
8	आजमगढ़	406	3,248	494	3,952	259	2,072

क्र.सं.	जिले का नाम	2022-23		2023-24		2024-25	
		सहायता-प्राप्त सूक्ष्म उद्यमों की सं.	अनुमानित सृजित रोजगार	सहायता-प्राप्त सूक्ष्म उद्यमों की सं.	अनुमानित सृजित रोजगार	सहायता-प्राप्त सूक्ष्म उद्यमों की सं.	अनुमानित सृजित रोजगार
9	बदायूं	83	664	92	736	25	200
10	बागपत (मेरठ)	74	592	50	400	28	224
11	बहराईच	192	1,536	127	1,016	68	544
12	बलिया	160	1,280	122	976	65	520
13	बलरामपुर (गोंडा)	74	592	50	400	35	280
14	बाँदा	107	856	107	856	39	312
15	बाराबंकी	222	1,776	195	1,560	74	592
16	बरेली	124	992	80	640	32	256
17	बस्ती	128	1,024	108	864	60	480
18	बिजनौर	206	1,648	262	2,096	141	1,128
19	बुलन्दशहर	265	2,120	222	1,776	120	960
20	चंदौली	162	1,296	90	720	50	400
21	चित्रकूट	186	1,488	206	1,648	18	144
22	देवरिया	171	1,368	153	1,224	75	600
23	एटा	123	984	145	1,160	51	408
24	इटवा	84	672	57	456	30	240
25	फैजाबाद (अयोध्या)	208	1,664	201	1,608	103	824
26	फर्रुखाबाद	124	992	112	896	31	248
27	फतेहपुर	94	752	118	944	64	512
28	फिरोजाबाद	167	1,336	120	960	34	272
29	गौतमबुद्ध नगर	30	240	38	304	20	160
30	गाजियाबाद	96	768	123	984	25	200
31	गाजीपुर	311	2,488	271	2,168	183	1,464
32	गोंडा	134	1,072	133	1,064	59	472
33	गोरखपुर	208	1,664	167	1,336	130	1,040
34	हमीरपुर	135	1,080	136	1,088	23	184
35	हापुड़	115	920	103	824	36	288
36	हरदोई	153	1,224	170	1,360	69	552
37	हाथरस	89	712	97	776	46	368
38	जालौन	59	472	112	896	46	368
39	जौनपुर	159	1,272	183	1,464	148	1,184
40	झांसी	191	1,528	132	1,056	56	448
41	कन्नौज	117	936	127	1,016	43	344
42	कानपुर देहात	92	736	137	1,096	61	488
43	कानपुर नगर	100	800	153	1,224	63	504

क्र.सं.	जिले का नाम	2022-23		2023-24		2024-25	
		सहायता-प्राप्त सूक्ष्म उद्यमों की सं.	अनुमानित सृजित रोजगार	सहायता-प्राप्त सूक्ष्म उद्यमों की सं.	अनुमानित सृजित रोजगार	सहायता-प्राप्त सूक्ष्म उद्यमों की सं.	अनुमानित सृजित रोजगार
44	काशगंज	70	560	90	720	51	408
45	कौशांबी	81	648	88	704	46	368
46	कुशीनगर	152	1,216	144	1,152	83	664
47	लखीमपुरखीरी	258	2,064	210	1,680	63	504
48	ललितपुर	150	1,200	161	1,288	51	408
49	लखनऊ	248	1,984	279	2,232	97	776
50	महाराजगंज	121	968	125	1,000	68	544
51	महोबा	116	928	105	840	41	328
52	मैनपुरी	134	1,072	220	1,760	93	744
53	मथुरा	151	1,208	137	1,096	38	304
54	मऊ	116	928	111	888	85	680
55	मेरठ	179	1,432	232	1,856	71	568
56	मिर्जापुर	522	4,176	394	3,152	84	672
57	मुरादाबाद	104	832	107	856	55	440
58	मुजफ्फरनगर	166	1,328	201	1,608	71	568
59	पीलीभीत	136	1,088	150	1,200	89	712
60	प्रतापगढ़	221	1,768	188	1,504	117	936
61	रायबरेली	131	1,048	224	1,792	146	1,168
62	रामपुर	165	1,320	166	1,328	89	712
63	संभल	88	704	82	656	50	400
64	संत कबीर नगर (बस्ती)	135	1,080	181	1,448	99	792
65	संत रविदास नगर (भदोई)	104	832	91	728	46	368
66	सहारनपुर	182	1,456	266	2,128	119	952
67	शाहजहांपुर	145	1,160	132	1,056	58	464
68	शामली	120	960	165	1,320	52	416
69	श्रावस्ती (बहराइच)	48	384	41	328	17	136
70	सिद्धार्थनगर	155	1,240	116	928	60	480
71	सीतापुर	169	1,352	165	1,320	68	544
72	सोनभद्र	83	664	103	824	49	392
73	सुल्तानपुर	101	808	107	856	50	400
74	उन्नाव	142	1,136	144	1,152	55	440
75	वाराणसी	397	3,176	312	2,496	247	1,976
कुल		11,601	92,808	11,689	93,512	5,518	44,144

भागलपुर में ताप ऊर्जा संयंत्र

2256. श्री अजय कुमार मंडल:

क्या विद्युत मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या अडानी पावर लिमिटेड को भागलपुर-पीरपैंती में प्रस्तावित 2,400 मेगावाट के अल्ट्रा-सुपरक्रिटिकल ताप ऊर्जा संयंत्र के लिए बिहार राज्य सरकार से स्वीकृति प्राप्त हो गई है;
- (ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है; और
- (ग) प्रस्तावित संयंत्र के लिए ऐश डाईक, कोयला यार्ड, जल उपयोग और वायु प्रदूषण नियंत्रण (चारकोल/फिल्टर/एफजीडी आदि) का ब्यौरा क्या है और स्थानीय आबादी के लिए सृजित किए जाने वाले रोजगार के अवसरों का ब्यौरा क्या है;

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

- (क) और (ख): बिहार सरकार ने बिहार के भागलपुर जिले में पीरपैंती ताप विद्युत संयंत्र को टैरिफ आधारित प्रतिस्पर्धी बोली (टीबीसीबी) के माध्यम से विकसित करने का निर्णय लिया है। तदनुसार, बिहार सरकार द्वारा आयोजित टैरिफ आधारित बोली के आधार पर, 2,400 मेगावाट (3X800 मेगावाट) ताप विद्युत परियोजना की स्थापना के लिए मेसर्स अडानी पावर लिमिटेड का चयन किया गया है। दिनांक 06.08.2025 को मेसर्स अडानी पावर लिमिटेड को आशय पत्र (एलओआई) जारी किया गया था, हालांकि परियोजना का निर्माण अभी तक शुरू नहीं हुआ है।
- (ग): बिहार सरकार द्वारा दी गई सूचना के अनुसार, सफल बोलीदाता मेसर्स अडानी पावर लिमिटेड को सभी वैधानिक मंजूरी और अनुमोदन प्राप्त करने और परियोजना कार्यान्वयन के हिस्से के रूप में राख डाईक, कोयला यार्ड और संबंधित अवसंरचना के लिए विस्तृत योजनाएं प्रस्तुत करने के लिए कहा गया है।

इस परियोजना से लगभग 10,000-12,000 निर्माण से संबन्धित रोजगार और लगभग 3,000 प्रचालन से संबन्धित रोजगार सृजन होने की उम्मीद है। इसमें औद्योगिक विकास को समर्थन

मिलेगा, ऊर्जा आत्मनिर्भरता बढ़ेगी और किसानों और ग्रामीण परिवारों को विश्वसनीय विद्युत मिलेगी।

सीकर में शहरी क्षेत्रों का विकास

2257. श्री अमरा राम:

क्या आवासन और शहरी कार्य मंत्री यह बताने की कृपा करेंगे कि:

(क) सीकर लोक सभा निर्वाचन क्षेत्र के शहरी क्षेत्रों के विकास के लिए स्वीकृत/विचाराधीन योजनाओं का ब्यौरा क्या है; और

(ख) सीकर जिला मुख्यालय के कई गांवों को प्रभावित करने वाले वर्षा जल और नाले के पानी के कारण फसलों को हुए नुकसान की समस्या का समाधान हेतु योजना को कब तक अनुमोदित किए जाने की संभावना है?

आवासन और शहरी कार्य मंत्रालय में राज्य मंत्री (श्री तोखन साहू):

(क) : संविधान की सातवीं और बारहवीं अनुसूचियों के साथ-साथ अनुच्छेद 243ब के उपबंधों के अनुसार शहरी विकास से संबंधित मामले राज्यों/शहरी स्थानीय निकायों (यूएलबी) के दायरे में आते हैं। हालाँकि, आवासन और शहरी कार्य मंत्रालय (एमओएचयूए) अपने विभिन्न प्रमुख मिशनों/कार्यक्रमों अर्थात् अटल नवीकरण और शहरी परिवर्तन मिशन 2.0 (अमृत 2.0), प्रधान मंत्री आवास योजना - शहरी 2.0 (पीएमएवाई-यू 2.0), स्वच्छ भारत मिशन - शहरी 2.0 (एसबीएम-यू 2.0), पीएम-ईबस सेवा योजना 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, केंद्र सरकार राज्य की योजनाओं को अनुमोदित करती है और राज्यों को केंद्रीय सहायता (सीए) प्रदान करती है। इन परियोजनाओं का चयन, डिजाइन, अनुमोदन और कार्यान्वयन राज्यों/ संघ राज्य क्षेत्रों और शहरों द्वारा किया जाता है। राज्य सरकारें शहरों/जिलों को निधियाँ जारी करती हैं।

अमृत: यह मिशन वर्ष 2015 में देश भर के चयनित 500 शहरों (विलय किए गए 15 शहरों

सहित 485 शहरों) और कस्बों में शुरू किया गया था। इस मिशन का मुख्य उद्देश्य शहरी क्षेत्रों में जल आपूर्ति, सीवरेज और सेप्टेज प्रबंधन आदि जैसे क्षेत्रों में इन्फ्रास्ट्रक्चर का विकास करना है। अमृत 2.0 को वर्ष 2021 में सभी शहरी स्थानीय निकायों/शहरों में शुरू किया गया है, ताकि शहरों को 'आत्मनिर्भर' और 'जल सुरक्षित' बनाया जा सके। 500 अमृत शहरों में सीवरेज और सेप्टेज प्रबंधन की सार्वभौमिक कवरेज प्रदान करना अमृत 2.0 के प्रमुख उद्देश्यों में से एक है। इस मिशन के तहत, राज्यों/संघ राज्य क्षेत्रों को परियोजनाओं के चयन, मूल्यांकन, प्राथमिकता-निर्धारण और कार्यान्वयन करने का अधिकार दिया गया है।

अमृत योजना के तहत, राजस्थान ने सीकर लोक सभा निर्वाचन क्षेत्र में 368.5 करोड़ रुपये की 13 परियोजनाएं शुरू की हैं, जिनमें 82.55 करोड़ रुपये की 2 जल आपूर्ति परियोजनाएं, 282.05 करोड़ रुपये की 5 सीवरेज/सेप्टेज प्रबंधन परियोजनाएं और 3.9 करोड़ रुपये की 6 हरित क्षेत्र और पार्क परियोजनाएं शामिल हैं।

अमृत 2.0 के तहत अब तक सीकर लोक सभा निर्वाचन क्षेत्र में 3,174.85 करोड़ रुपये की 33 परियोजनाओं को अनुमोदित किया जा चुका है, जिनमें 1,191.49 करोड़ रुपये की 17 जल आपूर्ति परियोजनाएं, 1,956.07 करोड़ रुपये की 8 सीवरेज/सेप्टेज प्रबंधन परियोजनाएं और 27.29 करोड़ रुपये की 8 हरित क्षेत्र और पार्क परियोजनाएं शामिल हैं।

एसबीएम-यू: भारत सरकार ने 2 अक्टूबर, 2014 को एसबीएम-यू का शुभारंभ किया था, जिसका उद्देश्य सभी शहरों को खुले में शौच मुक्त बनाना (ओडीएफ) और सीकर सहित देश के सभी शहरी क्षेत्रों में उत्पन्न नगरपालिका ठोस अपशिष्ट (एमएसडब्ल्यू) का 100% वैज्ञानिक तरीके से निपटान करना था। इस प्रगति को आगे बढ़ाने के लिए, एसबीएम-यू 2.0 का शुभारंभ 1 अक्टूबर, 2021 को किया गया है, जिसका उद्देश्य 100% स्रोत पृथक्करण, घर-घर जाकर अपशिष्ट संग्रहण और कचरे के सभी भागों के वैज्ञानिक प्रबंधन के माध्यम से सभी शहरों को कचरा मुक्त बनाना है, जिसमें वैज्ञानिक लैंडफिल में सुरक्षित निपटान भी शामिल है।

एसबीएम-यू के तहत, राज्य स्तरीय तकनीकी समिति (एसएलटीसी) द्वारा विधिवत

अनुमोदित पूर्ण प्रस्तावों के रूप में राज्यों/संघ राज्य क्षेत्रों द्वारा की गई मांग के आधार पर राज्यों/संघ राज्य क्षेत्रों को केंद्रीय हिस्से की निधियां जारी की जाती हैं, जिन्हें संबंधित राज्यों/ संघ राज्य क्षेत्रों द्वारा राज्य कार्य योजना के अनुसार आगे शहरी स्थानीय निकायों को भेजा जाता है। इसलिए, मंत्रालय स्तर पर निर्वाचन क्षेत्र-वार/जिला-वार परियोजना का विवरण नहीं रखा जाता है। राजस्थान राज्य को मिशन आवंटन का विवरण इस प्रकार है:-

(करोड़ रुपये में)

क्र. सं.	राज्य	मिशन आवंटन	
		एसबीएम – यू (2014-2021)	एसबीएम-यू 2.0 (2021-2026)
1	राजस्थान	705.46	1765.80

पीएमएवाई-यू: 'भूमि' और 'कॉलोनीकरण' राज्य के विषय हैं। इसलिए, अपने नागरिकों के लिए आवास संबंधी योजनाएं राज्यों/संघ राज्य क्षेत्रों द्वारा कार्यान्वित की जाती हैं। हालांकि, आवासन और शहरी कार्य मंत्रालय (एमओएचयूए) 25.06.2015 से पीएमएवाई-यू के तहत देशभर में पात्र शहरी लाभार्थियों को पक्के मकानों के लिए केंद्रीय सहायता (सीए) 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 और शहरी कार्य मंत्रालय (एमओएचयूए) ने इस योजना को संशोधित करते हुए 01.09.2024 से पीएमएवाई-यू 2.0 'सभी के लिए आवास' मिशन शुरू किया है। इसका उद्देश्य देश भर के शहरी क्षेत्रों में पात्र लाभार्थियों को किफायती लागत पर घर बनाने, खरीदने और किराये पर लेने की सुविधा प्रदान करना है। इसके तहत चार घटकों अर्थात् लाभार्थी आधारित निर्माण (बीएलसी), साझेदारी में किफायती आवास (एएचपी), किफायती किराया आवास (एआरएच) और ब्याज सब्सिडी योजना (आईएसएस) के माध्यम से एक करोड़ अतिरिक्त पात्र लाभार्थियों को लाभ पहुंचाया जाएगा। पीएमएवाई-यू 2.0 के

दिशानिर्देश और ऑनलाइन आवेदन जमा करने के लिए एकीकृत वेब पोर्टल <https://pmay-urban.gov.in> पर उपलब्ध हैं।

पीएमएवाई-यू और पीएमएवाई-यू 2.0 के तहत सीकर संसदीय क्षेत्र (राजस्थान) में भौतिक और वित्तीय प्रगति निम्नलिखित है:

क्र.सं.	विवरण	उपलब्धि
1	स्वीकृत मकानों की संख्या	2,152
2	निर्माणाधीन मकानों की संख्या	1,807
3	पूर्ण हो चुके/निर्मित मकानों की संख्या	1,263
4	स्वीकृत केंद्रीय सहायता (करोड़ रुपये में)	32.28
5	जारी की गई केंद्रीय सहायता (करोड़ रुपये में)	21.22

पीएम-ईबस सेवा: इस योजना के तहत राजस्थान के लिए कुल 1,150 बसें स्वीकृत की जा चुकी हैं, जिनमें सीकर के लिए 50 ई-बसें शामिल हैं।

(ख): राष्ट्रीय आपदा प्रबंधन नीति (एनपीडीएम) के अनुसार, अधिसूचित आपदाओं के मद्देनजर जमीनी स्तर पर आवश्यक राहत उपाय करने की प्राथमिक जिम्मेदारी राज्य सरकार की है। राज्य सरकारें भारत सरकार द्वारा अनुमोदित मदों और मानदंडों के अनुसार प्राकृतिक आपदाओं के मद्देनजर राज्य आपदा प्रतिक्रिया कोष (एसडीआरएफ) के रूप में उपलब्ध निधियों से राहत उपाय करती हैं। एसडीआरएफ के अतिरिक्त, राष्ट्रीय आपदा प्रतिक्रिया कोष (एनडीआरएफ) से अतिरिक्त वित्तीय सहायता पर विचार, निर्धारित प्रक्रिया के अनुसार, 'गंभीर प्रकृति' की आपदा के मामले में किया जाता है, जिसमें अंतर-मंत्रालयी केंद्रीय समूह (आईएमसीटी) के दौरे पर आधारित आकलन शामिल है। एसडीआरएफ और एनडीआरएफ के तहत प्रदान की जाने वाली वित्तीय सहायता राहत के रूप में है, न कि मुआवजे के रूप में।

**WATER TREATMENT PLANTS AND INTEGRATED
SYSTEM FOR SUPPLY OF WATER**

2258. SHRI N. K. PREMACHANDRAN:

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

- (a) whether the Government has initiated any action to provide adequate water treatment plants and an integrated system for supply of water through the domestic pipeline connections under the Jal Jeevan Mission (JJM) and if so, the details thereof;
- (b) whether the Union Government has provided financial assistance to Kerala for setting up of water treatment plants and an integrated system to ensure water supply through tap connections under JJM, if so, the details thereof;
- (c) the action taken/being taken by the Government to implement traditional water resource conservation practices to ensure the availability of drinking water; and
- (d) whether the Union Government extends assistance to the States such as technical assistance, monitoring support and quality assurance mechanism to improve water delivery, water testing and sustainable water supply planning and if so, the details thereof during the last ten years, State-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 (d): Since August 2019, Government of India is implementing Jal Jeevan Mission (JJM) – Har Ghar Jal, in partnership with States/ UTs including Kerala,

to make provision of potable water to every rural household of the country, through functional tap water connection i.e. at a service level of 55 litre per capita day (lpcd), of prescribed quality (BIS:10500), on regular and long-term basis.

Drinking Water being a state subject, the responsibility of planning, approval, implementation, operation, and maintenance of drinking water supply schemes, including those under the JJM, lies with State/UT Governments. The Government of India supports the States by providing technical and financial assistance. Numerous projects are implemented concurrently at various levels across the States for achieving the envisaged objectives. As such, project-wise details of individual projects/ schemes for rural water supply projects are maintained at the level of state Government. The details of funds drawn and reported utilization of central and state share under JJM by Kerala, are available in public domain and is accessible through JJM dashboard at: <https://ejalshakti.gov.in/jjmreport/JJMIndia.aspx>

Under JJM, States/UTs are encouraged to undertake source sustainability and water resource conservation measures, including traditional water conservation practices such as rainwater harvesting, groundwater recharge, renovation of traditional water bodies and watershed management, in convergence with other schemes such as *VB-G RAM G*, Jal Shakti Abhiyan, PMKSY and State schemes, to ensure long-term availability of drinking water.

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 up to 2% of their annual allocation of funds under JJM 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 addition, up to 5% of the annual allocation to States/UTs is available for support activities, inter-alia, including IEC, third party inspections, training and skill development and mobilization of local communities.

CASHLESS TREATMENT FOR ROAD ACCIDENT VICTIMS

2259. SHRI DAGGUMALLA PRASADA RAO:

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

- (a) the number of road accidents reported during the last five years, vehicle-type-wise;
- (b) the details of the Cashless Treatment Scheme for road accident victims which has been implemented, along with the number of victims who have benefited thereunder, State/UT-wise; and
- (c) whether the Government proposes to expand the said Cashless Treatment Scheme to additional States and Union Territories, and if so, the details thereof including the timelines for such expansion?

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, number of road accidents during the years 2020 to 2024, classified by type of impacting vehicles is given in the table below :-

States / UTs	2020	2021	2022	2023	2024
1. Pedestrian	58,512	68,053	77,004	94,446	94,780
2. Bicycles	9,737	10,558	10,726	10,854	11,034
3.Two Wheelers	1,59,772	1,83,955	2,03,395	2,23,446	2,31,160
4.Auto Rickshaws	17,823	18,764	21,329	20,266	18,379
5. Cars, Taxis, Vans and LMVs	62,580	65,990	75,331	65,340	67,988
6.Trucks/Lorries	27,208	26,287	28,625	24,329	23,778
7.Buses	10,211	10,126	13,814	12,502	12,334
8. Other non-motorized vehicle (E-rickshaw etc.)	5,004	5,273	5,269	4,409	4,003
Others	21,334	23,426	25,819	24,991	24,251
Total	3,72,181	4,12,432	4,61,312	4,80,583	4,87,707

(b) and (c): In accordance with the legal mandate under Section 162 of the Motor Vehicles Act, 1988, Cashless Treatment for Road Accident Victims Scheme, 2025 has been notified vide S.O. 2015(E) dated 05.05.2025. Further, comprehensive guidelines detailing the process flow, roles and responsibilities of various stakeholders, and the Standard Operating Procedures (SOPs) for its implementation have been issued vide S.O. 2489 (E) dated 04.06.2025.

The cashless treatment scheme was carried out in 6 States / UTs, namely, Chandigarh, Assam, Punjab, Uttarakhand, Haryana and Puducherry on Pilot Mode. Since implementation, 6,833 treatment requests have been raised under the Scheme, of which 5,480 victims have been found eligible and have received cashless treatment as per the Scheme provisions.

Key features of the scheme include: -

- i. Treatment cover upto Rs. 1.5 lakh per victim will be provided, subject to a maximum cap of 7 days from date of accident. The treatment cover will be available to those victims who are involved in road accidents caused by use of motor vehicles.
- ii. Every road accident victim shall be provided stabilization treatment for upto 24 hours in non-life-threatening cases and upto 48 hours in life-threatening cases at designated hospitals, subject to police response.
- iii. This statutory scheme will take precedence over any other Central / State level schemes.
- iv. The scheme has been successfully implemented through the amalgamation of two existing technological platforms : eDAR (electronic Detailed Accident Report) used by Police officials for reporting of accidents and TMS 2.0 (Transaction Management System) of National Health Authority (NHA) used by hospitals for treatment, claim submission and processing of payments. The reimbursement to hospitals is being done through Motor Vehicle Accident Fund (MVAFF) which is funded through contributions from General Insurance companies for cases where the offending Motor Vehicle is insured and

through budgetary support for other-than-insured cases.

मानावाला टोल प्लाजा को हटाना

2260. श्री सुखजिंदर सिंह रंधावा:

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

(क) क्या यह सच है कि अमृतसर से ब्यास तक राष्ट्रीय राजमार्ग (एनएच 3) की अत्यंत खराब स्थिति के बावजूद मानावाला टोल प्लाजा पर टोल टैक्स वसूला जा रहा है जो नगरपालिका की सीमा से 3-4 किलोमीटर और श्री हरमंदिर साहिब (स्वर्ण मंदिर) से लगभग 17-20 किलोमीटर दूर स्थित है जिससे तीर्थयात्रियों पर अनावश्यक वित्तीय बोझ पड़ रहा है जबकि देश के कई अन्य धार्मिक स्थलों पर 25 किलोमीटर तक टोल वसूल नहीं किया जाता है, यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) क्या सरकार को मानावाला टोल प्लाजा को हटाने या स्थानांतरित करने संबंधी कोई प्रस्ताव प्राप्त हुआ है ताकि स्वर्ण मंदिर में विश्व भर से आने वाले तीर्थयात्रियों और अन्य श्रद्धालुओं पर प्रत्यक्ष या अप्रत्यक्ष रूप से अतिरिक्त कर न लगाया जा सके; और

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

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

(क): राष्ट्रीय राजमार्ग शुल्क (दरों का निर्धारण और संग्रहण) नियमावली, 2008 और रियायत करार के प्रावधानों के अनुरूप भारत के राजपत्र में प्रकाशित संबंधित प्रयोक्ता शुल्क अधिसूचना के अनुसार राष्ट्रीय राजमार्गों पर मानावाला (निज्जरपुरा) शुल्क प्लाजा सहित सभी प्रयोक्ता शुल्क प्लाजा स्थापित किए गए हैं। राष्ट्रीय राजमार्ग शुल्क नियमावली के प्रावधानों के अनुसार राष्ट्रीय राजमार्ग के खंड के उपयोग के लिए शुल्क प्लाजा पर प्रयोक्ता शुल्क संग्रहित किया जाता है।

एनएच-03 के अमृतसर से ब्यास तक खंड का रखरखाव मौजूदा संचालन और रखरखाव

(ओ एंड एम) ठेकेदार द्वारा किया जाता है और सड़क को यातायात-योग्य स्थिति में रखने के लिए नियमित रूप से रखरखाव कार्य किए जाते हैं। निगरानी के लिए, स्वतंत्र इंजीनियर / प्राधिकरण इंजीनियर (आईई / आई) नियमित साइट निरीक्षण करते हैं और सक्षम प्राधिकारी समय-समय पर समीक्षा / साइट का दौरा करते हैं।

इसके अलावा, भारतीय राष्ट्रीय राजमार्ग प्राधिकरण (एनएचएआई) ने इस परियोजना खंड पर बिटुमिनस सामग्री का उपयोग करके ओवरले कार्य करने के लिए अमृतसर-ब्यास खंड के लिए निष्पादन-आधारित रखरखाव अनुबंध (पीबीएमसी) प्रक्रिया कर ली गई है।

राहत प्रदान करने के लिए, राष्ट्रीय राजमार्ग शुल्क नियमावली, 2008 के अनुरूप देश भर में राष्ट्रीय राजमार्गों के स्थानीय और नियमित प्रयोक्ताओं के लिए प्रयोक्ता शुल्क और मासिक पास में छूट के पहले से ही विभिन्न प्रावधान हैं। इसके अलावा, दो पहिया वाहन, तीन पहिया वाहन, ट्रैक्टर और पशु चालित वाहनों द्वारा राष्ट्रीय राजमार्ग, स्थायी पुल, बाईपास या सुरंग के खंड, जैसा भी मामला हो, के उपयोग के लिए कोई शुल्क नहीं लिया जाता है, बशर्ते कि वहां कोई सर्विस रोड उपलब्ध न हो।

इसके अतिरिक्त, सरकार ने गैर-व्यावसायिक कारों, जीपों और वैन के लिए फास्टेग आधारित वार्षिक पास शुरू किया है, जो 15 अगस्त, 2025 से प्रभावी हो गया है। वार्षिक पास योजना 3000 रुपये के भुगतान पर सक्रिय की जाएगी और सभी राष्ट्रीय राजमार्ग / राष्ट्रीय एक्सप्रेसवे शुल्क प्लाजा पर गैर-व्यावसायिक कार / जीप / वैन के लिए एक वर्ष या 200 शुल्क प्लाजा क्रॉसिंग तक की यात्रा, जो भी पहले हो, के लिए होगी।

(ख) और (ग): मानावाला (निज्जरपुरा) शुल्क प्लाजा को हटाने या बंद करने का ऐसा कोई भी प्रस्ताव सरकार के विचाराधीन नहीं है। राष्ट्रीय राजमार्ग शुल्क नियमावली के अनुरूप भारत के राजपत्र में प्रकाशित प्रयोक्ता शुल्क अधिसूचना के अनुसार उक्त शुल्क प्लाजा को राष्ट्रीय राजमार्गों पर स्थापित किया गया है।

केन-बेतवा लिंक परियोजना

2261. श्री राहुल सिंह लोधी:

क्या **जल शक्ति** मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या केन-बेतवा लिंक परियोजना नामक जन कल्याणकारी परियोजना के सर्वेक्षण कार्य को इस परियोजना के सैद्धांतिक अनुमोदन के बाद स्वीकृत कर दिया गया है;
- (ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है और मध्य प्रदेश के किन-किन जिलों में बैराजों और उनके सिंचाई क्षेत्रों के सर्वेक्षण को स्वीकृति प्रदान की गई है; और
- (ग) यदि नहीं, तो इस संबंध में विस्तृत सर्वेक्षण के लिए कब तक स्वीकृति प्रदान किए जाने की संभावना है?

जल शक्ति मंत्रालय में राज्य मंत्री (डॉ. राज भूषण चौधरी):

(क): किसी भी इंटर लिंकिंग या सिंचाई परियोजना के लिए विस्तृत परियोजना रिपोर्ट (डीपीआर) की तैयारी के लिए व्यापक क्षेत्रीय सर्वेक्षण और अन्वेषण की आवश्यकता होती है, जिसमें बांध, बैराज, नहर और कमान क्षेत्र घटकों के लिए स्थलाकृतिक सर्वेक्षण, भूवैज्ञानिक जांच, निर्माण सामग्री सर्वेक्षण, भू-तकनीकी जांच और मृदा सर्वेक्षण शामिल हैं। केन-बेतवा लिंक परियोजना (केबीएलपी) के विभिन्न घटकों के लिए इन सर्वेक्षणों और अन्वेषणों को केन-बेतवा लिंक परियोजना के डीपीआर की तैयारी के लिए अनुमोदित विचारार्थ विषय, 2006, और "सिंचाई और बहुउद्देशीय परियोजनाओं की विस्तृत परियोजना रिपोर्ट की तैयारी के लिए दिशानिर्देश" के अनुसार किया गया है। परियोजना की डीपीआर को जल संसाधन, नदी विकास और गंगा संरक्षण विभाग की तकनीकी सलाहकार समिति (टीएसी) द्वारा अनुमोदित किया गया है। तदुपरांत, केंद्रीय मंत्रिमंडल ने केन-बेतवा लिंक परियोजना (केबीपीएल) को अनुमोदन प्रदान किया है।

(ख) और (ग): केन-बेतवा लिंक परियोजना के लिए सर्वेक्षण और अन्वेषण की गतिविधियां, इसके घटकों और राज्य-विशिष्ट परियोजनाओं जैसे लोअर ऑर बांध, बीना कॉम्प्लेक्स और कोठा बैराज के साथ, मध्य प्रदेश के छतरपुर, पन्ना, टीकमगढ़, निवाड़ी, दमोह, सागर, दतिया, शिवपुरी और

विदिशा जिलों में की गई हैं। इसके अलावा, पन्ना और दमोह जिलों में स्थित पटने-बीरमा परियोजना के लिए सर्वेक्षण और अन्वेषण की गतिविधियां पूरी की जा चुकी हैं।

गया अंतर्राष्ट्रीय हवाई अड्डे पर कैट प्रकाश व्यवस्था

2262. श्री अभय कुमार सिन्हा:

क्या नागर विमानन मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या बिहार के गया अंतर्राष्ट्रीय विमानपत्तन पर कैट एप्रोच लाइटिंग सिस्टम स्थापित करने के लिए लगभग 18 एकड़ भूमि के अधिग्रहण की प्रक्रिया चल रही है, यदि हां, तो इसकी वर्तमान स्थिति क्या है;
- (ख) क्या सरकार को इस बात की जानकारी है कि गया विमानपत्तन पर रनवे के विस्तार के लिए अपेक्षित 100 एकड़ से अधिक भूमि का अधिग्रहण कई वर्षों से लंबित है और न्यायालयों में कुछ मामलों के लंबित होने के कारण रनवे की लंबाई 2,286 मीटर और चौड़ाई 45 मीटर बनी हुई है, यदि हां, तो तत्संबंधी व्यौरा क्या है;
- (ग) क्या यह सच है कि मौजूदा रनवे के आकार के कारण बड़े आकार वाले विमानों और अंतर्राष्ट्रीय उड़ानों का प्रचालन संभव नहीं है, यदि हां, तो तत्संबंधी व्यौरा क्या है; और
- (घ) क्या सरकार ने गया विमानपत्तन पर रनवे को कम से कम 500 मीटर तक बढ़ाने, इसे चौड़ा करने और एप्रन और अतिरिक्त टैक्सीवे बनाने के लिए किसी समयवद्ध परियोजना को स्वीकृत/प्रस्तावित किया है, यदि हां, तो तत्संबंधी व्यौरा क्या है?

सहकारिता मंत्रालय में राज्य मंत्री; तथा नागर विमानन मंत्रालय में राज्य मंत्री (श्री मुरलीधर मोहोले):

(क): भारतीय विमानपत्तन प्राधिकरण (एएआई) ने गया हवाईअड्डे पर कैट-1 अप्रोच लाइटिंग प्रणाली की स्थापना के लिए बिहार राज्य सरकार से 17.62 एकड़ भूमि का अनुरोध किया है। राज्य सरकार द्वारा अभी तक एएआई को भूमि नहीं सौंपी गई है।

(ख): गया हवाई अड्डे पर रनवे के विस्तार के लिए, एएआई ने बिहार राज्य सरकार से 64.11 एकड़ भूमि का अनुरोध किया है। अभी तक आवश्यक भूमि नहीं सौंपी गई है।

(ग): गया हवाईअड्डे को एयरबस ए321 के साथ सार्वजनिक उपयोग और सभी मौसम में प्रचालन के लिए एयरोड्रोम श्रेणी '4सी' के तहत लाइसेंस दिया गया है। 2286 मीटर x 45 मीटर के मौजूदा रनवे आयामों के साथ वाइड-बॉडी विमान का परिचालन संभव नहीं है। हालाँकि, वर्तमान में हवाईअड्डे पर भूटान, म्यांमार और थाईलैंड के लिए अंतरराष्ट्रीय उड़ानें परिचालित हैं।

(घ): रनवे का विस्तार राज्य सरकार द्वारा अपेक्षित भूमि सौंपने पर निर्भर है। हवाईअड्डे पर, वर्ष 2022 में ए321 प्रकार के विमानों के लिए दो अतिरिक्त बे के निर्माण के माध्यम से एप्रन का विस्तार किया गया था, जिससे बे की कुल संख्या बढ़कर पांच हो गई। उसी वर्ष एक नया लिंक टैक्सीवे भी बनाया गया।

बिहार में अभिघात केन्द्र

2263. श्री गिरिधारी यादव:

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

(क) क्या राष्ट्रीय राजमार्गों, चार लेन और छह लेन की सड़कों के विस्तार/निर्माण सहित सड़कों की स्थिति में सुधार होने के बाद सड़क दुर्घटनाओं में काफी वृद्धि हुई है, यदि हां, तो तत्संबंधी राज्य-वार ब्यौरा क्या है;

(ख) क्या यह भी सच है कि विशेषरूप से बिहार राज्य में अभिघात केन्द्र के अभाव में सड़क दुर्घटनाओं में बड़ी संख्या में घायल व्यक्तियों की मृत्यु हो जाती है; और

(ग) यदि हां, तो क्या सरकार का बिहार के प्रत्येक जिला मुख्यालय, विशेषकर बांका जिले में एक अभिघात केन्द्र स्थापित करने का विचार है, यदि हां, तो इसकी समय-सीमा क्या है और यदि नहीं, तो इसके क्या कारण हैं?

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

(क): सरकार राज्यों/संघ राज्य क्षेत्रों से प्राप्त आंकड़ों के आधार पर "भारत में सड़क दुर्घटनाएं" पर रिपोर्ट प्रकाशित करती है। रिपोर्ट के अनुसार, सड़क दुर्घटनाएं बहु-कारण वाली घटना हैं और विभिन्न कारकों के परस्पर प्रभाव का परिणाम हैं। इन्हें मोटे तौर पर (i) मानवीय त्रुटि, (ii) सड़क की स्थिति/वातावरण और (iii) वाहन की स्थिति में वर्गीकृत किया जा सकता है।

उक्त रिपोर्ट के अनुसार, वर्ष 2022 से 2024 के दौरान सभी श्रेणियों की सड़कों और राष्ट्रीय राजमार्गों पर हुई सड़क दुर्घटनाओं का राज्य/संघ राज्य क्षेत्र-वार और वर्षवार ब्यौरा क्रमशः **विवरण-I** और **विवरण-II** में संलग्न है।

(ख) और (ग): सरकार ने स्वास्थ्य एवं परिवार कल्याण मंत्रालय के अंतर्गत ट्रॉमा और बर्न इंजरीज की रोकथाम एवं प्रबंधन के लिए राष्ट्रीय कार्यक्रम (एनपीपीएमटी एवं बीआई) लागू किया है। इस कार्यक्रम के तहत, बिहार राज्य में 9 अभिघात केन्द्र (ट्रॉमा केयर) सुविधाएं सहित देश भर के सरकारी अस्पतालों/मेडिकल कॉलेजों में कुल 196 ट्रॉमा केयर फैसिलिटीज (टीसीएफ) स्वीकृत की गई थी। इनका विवरण निम्नानुसार है:

क्र. सं.	सरकारी अस्पताल/मेडिकल कॉलेज का नाम
1	सिविल अस्पताल, किशनगंज
2	जिला अस्पताल, पूर्णिया
3	सिविल अस्पताल, मधेपुरा
4	दरभंगा मेडिकल कॉलेज अस्पताल, दरभंगा
5	एस.के.मेडिकल कॉलेज अस्पताल, मुजफ्फरपुर
6	सिविल अस्पताल, गोपालगंज
7	सिविल अस्पताल, झंझारपुर
8	सदर अस्पताल, सासाराम, रोहतास
9	एएन मगध मेडिकल कॉलेज अस्पताल, गया

विवरण-I

वर्ष 2022 से 2024 के दौरान सभी श्रेणियों की सड़कों पर राज्य/संघ राज्य क्षेत्रवार कुल सड़क दुर्घटनाओं की संख्या:

क्र. सं.	राज्य/संघ राज्य क्षेत्र	2022	2023	2024
1	आंध्र प्रदेश	21249	19949	19557
2	अरुणाचल प्रदेश	227	287	277
3	असम	7023	7421	7848
4	बिहार	10801	11014	11610
5	छत्तीसगढ़	13279	13468	14857
6	गोवा	3011	2846	2682
7	गुजरात	15751	16349	15588
8	हरियाणा	10429	10463	9806
9	हिमाचल प्रदेश	2597	2253	2156
10	झारखंड	5175	5315	5196
11	कर्नाटक	39762	43440	43062
12	केरल	43910	48091	48834
13	मध्य प्रदेश	54432	55327	56669
14	महाराष्ट्र	33383	35243	36118
15	मणिपुर	508	398	299
16	मेघालय	246	223	269
17	मिजोरम	133	106	118
18	नागालैंड	489	303	129
19	ओडिशा	11663	11992	12375
20	पंजाब	6138	6269	6063
21	राजस्थान	23614	24694	24838
22	सिक्किम	211	182	149
23	तमिलनाडु	64105	67213	67526
24	तेलंगाना	21619	22903	25986
25	त्रिपुरा	575	577	578
26	उत्तराखंड	1674	1691	1747
27	उत्तर प्रदेश	41746	44534	46052

28	पश्चिम बंगाल	13686	13795	13702
29	अंडमान और निकोबार द्वीप समूह	141	143	135
30	चंडीगढ़	237	182	169
31	दादरा और नगर हवेली और दमन और दीव	196	182	152
32	दिल्ली	5652	5834	5657
33	जम्मू और कश्मीर	6092	6298	5808
34	लद्दाख	374	289	264
35	लक्षद्वीप	3	1	0
36	पुदुचेरी	1181	1308	1431
कुल		461312	480583	487707

विवरण- II

वर्ष 2022 से 2024 के दौरान राष्ट्रीय राजमार्गों पर राज्य/संघ राज्य क्षेत्र वार और वर्षवार सड़क

दुर्घटनाओं की संख्या:

क्र.स.	राज्य/संघ राज्य क्षेत्र	2022	2023	2024
1	आंध्र प्रदेश	8650	8276	8258
2	अरुणाचल प्रदेश	131	156	145
3	असम	3244	3427	3766
4	बिहार	4601	4925	4681
5	छत्तीसगढ़	4115	4144	4156
6	गोवा	1259	1125	920
7	गुजरात	3536	3607	3519
8	हरियाणा	3727	3642	3844
9	हिमाचल प्रदेश	1258	1074	1018
10	झारखंड	2125	1994	2039
11	कर्नाटक	13384	14270	14208
12	केरल	17627	10640	9757
13	मध्य प्रदेश	13860	14561	13937
14	महाराष्ट्र	9417	10881	11285
15	मणिपुर	313	272	210
16	मेघालय	157	114	135

17	मिजोरम	77	57	69
18	नागालैंड	304	201	86
19	ओडिशा	4317	4587	4555
20	पंजाब	2293	2388	1912
21	राजस्थान	7093	7179	7174
22	सिक्किम	74	83	56
23	तमिलनाडु	18972	20582	20672
24	तेलंगाना	7505	8103	8599
25	त्रिपुरा	241	255	242
26	उत्तराखंड	827	840	828
27	उत्तर प्रदेश	14990	15184	17113
28	पश्चिम बंगाल	3993	3841	4172
29	अंडमान और निकोबार द्वीप समूह	43	39	52
30	चंडीगढ़	29	11	13
31	दादरा और नगर हवेली और दमन और दीव	14	3	2
32	दिल्ली	799	745	593
33	जम्मू और कश्मीर	2378	2342	2120
34	लद्दाख	196	132	191
35	लक्षद्वीप	0	0	0
36	पुदुचेरी	448	497	631
कुल		151997	150177	150958

ESTABLISHMENT OF HOSIERY CLUSTER IN SIRSA, HARYANA

2264. KUMARI SELJA:

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

- (a) whether the Government has proposed or approved any project for establishment of a Hosiery Cluster in Sirsa district of Haryana;

- (b) if so, the details and current status thereof, including funds sanctioned and released so far; and
- (c) whether the Government proposes to revive or expedite the said project in view of Sirsa being a major cotton-producing hub to promote employment and ensure fair returns to cotton farmers?

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): Ministry of MSME is implementing Micro and Small Enterprises Cluster Development Programme (MSE-CDP) across the country. The objective of the scheme is to enhance the productivity and competitiveness of Micro and Small Enterprises (MSEs) for their holistic development adopting cluster development approach by extending financial assistance as GoI grant to establish Common Facility Centers (CFCs) in the existing clusters and establish/up-grade infrastructural facilities in new/existing industrial estates/areas/flatted factory complexes. It is demand driven scheme and proposals are received from State Government/UTS as per their need. There is no proposal received for establishment of a Hosiery Cluster in Sirsa district from Government of Haryana.

(b) and (c): Does not arise.

MSME HUBS OR INDUSTRIAL PARKS

2265. SHRIMATI MALVIKA DEVI:

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

to state:

- (a) whether the Government has any plans to launch any new projects or schemes for the promotion and development of Micro, Small and Medium Enterprises (MSMEs) and if so, the details thereof;
- (b) whether the Government proposes to establish new MSME hubs or industrial parks across the country and if so, the details thereof, State-wise, especially in Odisha;
- (c) the criteria in place for selection of such parks; and
- (d) whether the Government proposes to sanction at least one MSME Park in Kalahandi district to promote local entrepreneurship, employment generation and balanced regional development considering that Kalahandi is an aspirational district with significant potential for MSME-led growth?

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 Central Government supplements the efforts of the State/UT Governments through various schemes, programmes and policy initiatives for credit, skill development, infrastructure and cluster development etc. This inter alia includes initiatives for providing financial assistance, credit support and technology adoption through Schemes like Prime Minister's Employment Generation Programme (PMEGP), Credit Guarantee Scheme (CGS) for Micro & Small Enterprises (MSEs), Self Reliant India (SRI) Fund, Micro & Small Enterprises Cluster Development Programme (MSE-CDP), Raising and

Accelerating MSME Performance (RAMP), Tool Rooms & Technical Institutions known as Technology Centres (TCs) etc.

Further, Ministry of MSME is implementing Micro and Small Enterprises Cluster Development Programme (MSE-CDP) across the country. The objective of the scheme is to enhance the productivity and competitiveness of Micro and Small Enterprises (MSEs) for their holistic development adopting cluster development approach by extending financial assistance as GoI grant to establish Common Facility Centers (CFCs) in the existing clusters and establish/up-grade infrastructural facilities in new/existing industrial estates/areas/flatted factory complexes. It is demand driven scheme and proposals are received from State Government/UTs as per their need.

(b): As informed by Government of Odisha, MSME department has notified a new scheme vide MSME department notification No. 8762, dated 07.12.2023 in the name of Multi Product MSME Park with a total project cost Rs. 250/- crores for development of one multi product MSME park in each district in the state of Odisha. At present development activities are ongoing/completed/as different stages in 30 MSME parks across various districts.

(c): MSME Parks are being established as per the land availability in the suitable/strategic locations suitable for MSMEs.

(d): As informed by Government of Odisha, One MSME Park has been taken up at kesinga in Kalahandi district, Odisha with a sanctioned area of 47.69 acres. Development of Park has been completed. The Park has an allottable area of 31.73 acres. Further, allotment of the plots to MSME unit as per demand and

eligibility.

MANDATORY SAFETY DEVICES FOR HEAVY COMMERCIAL VEHICLES

2266. SHRI RAO RAJENDRA SINGH:

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

- (a) whether any safety devices have been proposed to be made mandatory for heavy commercial vehicles to reduce highway accidents;
- (b) whether any centrally funded scheme aims to address the shortage of skilled drivers in the country and the financial provisions for establishing driving training centres; and
- (c) the details of the healthcare initiatives planned to be implemented for road accident victims and the benefits proposed to be provided during the critical period following an accident?

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

(a): The Government has undertaken following steps to enhance the safety of the medium and heavy-duty vehicles:

- i. To enhance evaluation of brake performance- revised braking standard (IS 11852 2019) has been mandated [vide GSR 834(E) dated 11th Nov 2025] for trucks w.e.f 01st Oct 2027. Earlier, the said standard was applicable to buses built by Original Equipment Manufacturers (OEMs) only.
- ii. Braking systems have been advanced with mandatory implementation of

electronic stability control systems (AIS 162) [vide GSR 834(E) dated 11th Nov 2025] for trucks w.e.f 01st Oct 2027 which provide stability specially in the event of braking at curves.

- iii. Further Advanced Emergency Braking System (AIS 162) w.e.f 01st Oct 2027 has been made mandatory which provides for automatic braking in event of failure of driver to respond to emergency situations to either avoid crash with obstacles in front or reduce the impact of crash.
- iv. Advanced driver assistance technologies such as Blind Spot Information System (AIS 186) and Moving Off Information System (AIS 187) w.e.f 01st January 2028, have been made mandatory which will enhance safety of vulnerable road users.
- v. To mitigate the impact of the dangerous situation of a driver falling asleep and thus the vehicle losing the desired course of movement, systems such as Driver Drowsiness Detection and Alert system has been mandated (AIS 184) w.e.f 01st January 2028. Additionally, the lane departure warning system (AIS 188) has been made mandatory w.e.f 01st January 2028 which gives a warning in the event of vehicle deviating from the expected course of movement.
- vi. Further, to reduce driver fatigue, mandatory Fitment of AC in truck cabins has been mandated under CMVR w.e.f 01st October, 2025.

Goods vehicle are required to undergo a truck cabin structural strength test.

The goods vehicles, manufactured on and after 01st April 2020, except for puller tractors for trailers, are required to be fitted with a reverse parking alert

system complying with the requirements of AIS-145:2017. The trucks are required to be fitted with a reflective tape across the width of the body in accordance with the requirements of AIS- 090:2005.

The trucks are required to be fitted with Rear under-run protective device and a lateral under-run protective device in accordance with IS: 14812 and IS:14862, respectively.

(b): The Government 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.

Financial provisions for various training institutes are as under-

IDTR - Rs.17.25 Crore

RDTC - Rs.5.50 Crore

DTC - Rs.2.50 Crore

(c): In accordance with the legal mandate under Section 162 of the Motor Vehicles Act, 1988, Cashless Treatment for Road Accident Victims Scheme, 2025 has been notified vide S.O. 2015(E) dated 05.05.2025. Furthermore, comprehensive guidelines detailing the process flow, roles and responsibilities of various stakeholders, and the Standard Operating Procedures (SOPs) for its

implementation have been issued vide S.O. 2489 (E) dated 04.06.2025. Key features of the scheme include: -

- (i) Treatment cover upto Rs. 1.5 lakh per victim will be provided, subject to a maximum cap of 7 days from date of accident. The treatment cover will be available to those victims who are involved in road accidents caused by use of motor vehicles.
- (ii) Every road accident victim shall be provided stabilization treatment for upto 24 hours in non-life-threatening cases and upto 48 hours in life-threatening cases at designated hospitals, subject to police response.
- (iii) This statutory scheme will take precedence over any other Central / State level schemes.
- (iv) The scheme has been successfully implemented through the amalgamation of two existing technological platforms: e-DAR (electronic Detailed Accident Report) used by Police officials for reporting of accidents and TMS 2.0 (Transaction Management System) of National Health Authority (NHA) used by hospitals for treatment, claim submission and processing of payments. The reimbursement to hospitals is being done through Motor Vehicle Accident Fund (MVAFF) which is funded through contributions from General Insurance companies for cases where the offending Motor Vehicle is insured and through budgetary support for other-than-insured cases.

BIRD-HIT CASES AT AIRPORTS

2267. SHRI RAJIV PRATAP RUDY:

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

- (a) the details of the total number of bird-hit cases reported at airports across the country during the last five years, year and airport-wise;
- (b) whether the Government and airport authorities have taken any measures to mitigate bird- hit risks and ensure aviation safety in light of the rising number of incidents;
- (c) if so, the details thereof and if not, the reasons therefor;
- (d) whether the Government has conducted any study to assess the causes behind such incidents and if so, the details thereof; and
- (e) whether the Government plans to adopt best practices and models to mitigate this problem 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): Details are given in the enclosed **Statement**.
- (b) to (e): Directorate General of Civil Aviation (DGCA) has issued regulations and guidelines for management of potential wildlife hazard at licensed airports.

Aerodrome operator of licensed airports have developed Wildlife Hazard Management Plan (WHMP) & established procedures to identify main causes of bird-hit incidents.

As per Wildlife Hazard Management Plan (WHMP), mitigations measures

are employed including deployment of bird detection and deterrence technologies etc. to mitigate causes of bird-hit incidents. Further, aerodrome operator carry out the study to assess the potential hazards for taking mitigation actions so as to reduce such incidents.

Further, Airfield Environment Management Committees (AEMC) are constituted at airports to identify sources of wildlife hazards and to take necessary steps to control the same.

Regular meetings are conducted with State Authorities along with aerodrome operators by DGCA for taking necessary action on issues related to wildlife presence in and around airports.

Compliance of the regulation and guidelines by DGCA, is ensured through annual surveillance inspections of the aerodromes.

STATEMENT

Bird-hit incidents reported at airports during last five years (2021-2025)

Year	Total no. of confirmed bird hit incidents
2021	775
2022	1131
2023	1371
2024	1278
2025	1782

PRIMARY OBJECTIVES OF RDSS

2268. SHRIMATI BHARTI PARDHI:

SHRI RAVINDRA DATTARAM WAIKAR:

SHRI NARESH GANPAT MHASKE:

SHRI SHRIRANG APPA CHANDU BARNE:

DR. SHRIKANT EKNATH SHINDE:

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

- (a) the primary objectives of the Revamped Distribution Sector Scheme (RDSS) and manner in which it aims to reform and strengthen the distribution sector in the country;
- (b) the expected outcomes of the scheme, particularly in terms of reducing Aggregate Technical and Commercial (AT&C) losses and bridging the Average Cost of Supply-Average Revenue Realized (ACS-ARR) gap by 2025-26;
- (c) the key reforms being implemented under the RDSS to achieve the targets and the role of Union Government and State Governments in this process till December, 2025;
- (d) the expected timeline for achieving the reduction in AT&C losses and ACS-ARR gap across the country and the monitoring mechanisms in place to track the progress; and
- (e) whether any additional support or incentives are being provided to power distribution companies under the scheme to ensure its successful implementation and sustainability and if so, the details thereof?

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

(a) to (e): Government of India (GoI) launched the Revamped Distribution Sector Scheme (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. The sunset date of the scheme is 31.03.2028.

The scheme aims to reduce Aggregate Technical and Commercial (AT&C) losses to pan-India levels of 12-15% and the gap between the Average Cost of Supply (ACS) and Average Revenue Realized (ARR) to zero.

Under the scheme, financial assistance is being provided to the Distribution Utilities (excluding Private Sector Utilities) for loss reduction and smart metering works. Projects worth Rs. 1.53 lakh crore for loss reduction and Rs. 1.3 lakh crore for smart metering works have been sanctioned under the scheme.

The release of funds under the scheme is contingent on improvement in operational and financial performance of the utilities which, in addition to other initiatives taken by GoI, has helped in bringing discipline in payment of Government subsidies and Govt. department dues to the utilities, regular issuance of tariff order, publishing of accounts, non-creation of regulatory

assets, etc.

Monitoring and review of works sanctioned under RDSS is being done by the Nodal Agencies namely PFC Ltd and REC Ltd on a regular basis. Further, an institutional mechanism at the State level i.e., Distribution Reforms Committee headed by Chief Secretary of the State concerned, and at the Central level i.e., Inter-Ministerial Monitoring Committee headed by Secretary (Power), has been put in place under the RDSS guidelines to review and monitor the implementation of the works sanctioned under the Scheme.

In addition to above, support for Project Management Agency (PMA) for distribution utilities is being provided under the scheme for covering services like planning, tendering, monitoring, and execution oversight.

As a result of various reforms undertaken under RDSS & other initiatives and with collective efforts of the Centre and States/UTs, the AT&C loss of distribution utilities at national level have reduced from 21.91% in FY21 to 15.04% in FY25 and ACS-ARR Gap has reduced from Rs. 0.69/kWh in FY21 to Rs. 0.06/kWh in FY25. It is envisaged that the overall scheme objective shall be achieved by the end of the scheme period.

भिंड और दतिया जिलों में विभिन्न योजनाओं के तहत नल कनेक्शन

2269. श्रीमती संध्या राय:

क्या **जल शक्ति** मंत्री यह बताने की कृपा करेंगे कि:

(क) विगत पांच वर्षों के दौरान भिंड और दतिया जिलों के उन परिवारों का वर्ष और विधान

सभा/पंचायत/ग्राम-वार ब्यौरा क्या है जिनमें जल जीवन मिशन, अटल कायाकल्प और शहरी परिवर्तन मिशन (अमृत) 2.0, जल ही अमृत और मिशन अमृत सरोवर जैसी योजनाओं के अंतर्गत नल से जल उपलब्ध कराया गया है:

(ख) ऐसे जिलों में वर्तमान में जल संकट का सामना कर रहे गांवों की विधान सभा-वार संख्या कितनी है,

(ग) भू-जल स्तर को बढ़ाने के लिए उठाए गए विशेष कदमों/कार्यान्वित की गई परियोजनाओं का ब्यौरा क्या है; और

(घ) इस संबंध में सरकार द्वारा तैयार की गई कार्य योजना क्या है और अगले दो वर्षों के लिए क्या लक्ष्य निर्धारित किए गए हैं?

जल शक्ति मंत्रालय में राज्य मंत्री; तथा रेल मंत्रालय में राज्य मंत्री (श्री वी. सोमन्ना):

(क) और (ख): अगस्त 2019 से भारत सरकार राज्यों की भागीदारी से, मध्य प्रदेश के भिंड और दतिया जिलों सहित देश के प्रत्येक ग्रामीण परिवार के लिए निर्धारित गुणवत्ता का पर्याप्त मात्रा में और नियमित और दीर्घकालिक आधार पर नल कनेक्शन के माध्यम से पीने योग्य जल का प्रावधान करने के लिए जल जीवन मिशन (जेजेएम) - हर घर जल का कार्यान्वयन कर रही है।

दिनांक 10.02.2026 की सूचना के अनुसार, भिंड जिले के 1.06 लाख ग्रामीण परिवारों में से 0.98 लाख (92.45%) से अधिक परिवारों में नल जल आपूर्ति होने की सूचना है। इसी तरह, 10.02.2026 को प्राप्त रिपोर्ट के अनुसार, दतिया जिले के 2.56 लाख ग्रामीण परिवारों में से 2.14 लाख (83.85%) से अधिक परिवारों में नल जल आपूर्ति होने की सूचना है।

इसके अलावा, भिंड और दतिया और मध्य प्रदेश के जिलों सहित ग्रामीण क्षेत्रों में मिशन के तहत प्रदान किए गए नल जल कनेक्शन की राज्य/संघ राज्य क्षेत्र-वार, जिला-वार और ग्राम-वार स्थिति पब्लिक डोमेन में है और जेजेएम डैशबोर्ड पर देखे जा सकते हैं:

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

आवासन और शहरी कार्य मंत्रालय ने सूचित किया है कि अटल कायाकल्प और शहरी

परिवर्तन मिशन (अमृत) 2.0 को वर्ष 2021 में सभी शहरी स्थानीय निकायों/शहरों में शुरू किया गया है, जिससे शहरों को 'आत्मनिर्भर' और 'जल सुरक्षित' बनने में सक्षम बनाया गया है। 500 अमृत शहरों में सीवरेज और सेप्टेज प्रबंधन की सार्वभौमिक कवरेज प्रदान करना अमृत 2.0 के अंतर्गत प्रमुख रूप से ध्यान दिए जाने वाले क्षेत्रों में से एक है। मिशन के अंतर्गत, राज्यों/संघ राज्य क्षेत्रों (यूटी) को परियोजनाओं का चयन, मूल्यांकन, प्रस्ताव और कार्यान्वयन करने की शक्तियां प्रदान की गई हैं।

अमृत / अमृत 2.0 और समन्वय के माध्यम से अब तक दतिया जिले में 19,267 नल जल कनेक्शन और भिंड जिले में 18,366 नल जल कनेक्शन प्रदान किए गए हैं।

'जल ही अमृत' अमृत 2.0 सुधारों के तहत एक उप-योजना है, जिसका उद्देश्य राज्यों और केंद्र शासित प्रदेशों को पर्यावरणीय मानकों को पूरा करने के लिए पुनर्चक्रण योग्य शोधित जल के लिए सीवेज शोधन संयंत्रों का कुशलतापूर्वक प्रबंधन करने के लिए प्रोत्साहित करना है। उप योजना में मुख्य रूप से ध्यान केंद्रण क्षमता निर्माण और उपचारित निर्वहन अपशिष्ट में गुणात्मक सुधार को प्रोत्साहित करने पर है। अब तक, भिंड और दतिया जिले में प्रत्येक में 01 सीवेज शोधन संयंत्र को मूल्यांकन के लिए ऑनलाइन प्लेटफॉर्म के माध्यम से नामांकन किए जाने की सूचना है।

इसके अलावा, ग्रामीण विकास मंत्रालय ने सूचित किया है कि मिशन अमृत सरोवर को अप्रैल 2022 में प्रत्येक जिले में 75 अमृत सरोवरों (तालाबों) के निर्माण या कायाकल्प के लिए शुरू किया गया था, जो देश भर में कुल 50,000 हैं। 09.02.2026 तक भिंड में 115 और दतिया में 71 अमृत सरोवरों का निर्माण किया जा चुका है।

(ग): जल संसाधन, नदी विकास और गंगा संरक्षण विभाग ने सूचित किया है कि जल राज्य का विषय होने के कारण, जल संसाधनों के संरक्षण और गुणवत्ता सहित इससे संबंधित पहलुओं का अध्ययन, आयोजना, वित्तपोषण और निष्पादन राज्य सरकारों द्वारा स्वयं अपने संसाधनों और प्राथमिकताओं के अनुसार किया जाता है। भारत सरकार की भूमिका उत्प्रेरण, तकनीकी सहायता प्रदान करने और कुछ मामलों में जल संसाधन, नदी विकास और गंगा संरक्षण विभाग द्वारा कार्यान्वित की जा रही मौजूदा योजनाओं के संदर्भ में आंशिक वित्तीय सहायता प्रदान करने तक सीमित है।

तथापि, भिंड और दतिया जिले सहित मध्य प्रदेश राज्य में भूजल के सतत प्रबंधन के लिए भारत सरकार द्वारा किए जा रहे अनेक उपाय, जिनमें *अन्य बातों के साथ-साथ* राष्ट्रीय जलभृत मानचित्रण (एनएक्यूयूआईएम) और कृत्रिम पुनर्भरण हेतु मास्टर योजना (2020) जैसी पहले शामिल हैं, वर्षा जल संचयन संरचनाओं के कार्यान्वयन को प्रोत्साहित करते हैं। इसके अतिरिक्त, केंद्रीय भूजल प्राधिकरण भूजल उपयोग को नियंत्रित करता है और निरंतर जल प्रबंधन सुनिश्चित करने के लिए महत्वपूर्ण क्षेत्रों में वर्षा जल संचयन को अनिवार्य करता है। जल संसाधन, नदी विकास और गंगा संरक्षण विभाग द्वारा राष्ट्रीय जल नीति तैयार की गई है, जो अन्य बातों के साथ-साथ वर्षा जल संचयन और जल संरक्षण का समर्थन करती है और वर्षा के प्रत्यक्ष उपयोग के माध्यम से जल की उपलब्धता बढ़ाने की आवश्यकता को विशेष रूप से दर्शाती है। जल संसाधन, नदी विकास और गंगा संरक्षण विभाग केंद्रीय भूजल बोर्ड (सीजीडब्ल्यूबी) और राज्य सरकारों के साथ सहयोग से भारत के जीवंत भूजल संसाधनों का वार्षिक आकलन करता है। सीजीडब्ल्यूबी ने राज्यों/संघ राज्य क्षेत्रों के परामर्श से भूजल के कृत्रिम पुनर्भरण के लिए एक मास्टर प्लान-2020 तैयार किया है जो मध्य प्रदेश राज्य सहित देश के विभिन्न भौगोलिक क्षेत्रों के लिए विभिन्न संरचनाओं को दर्शाने वाली एक वृहद स्तरीय योजना है। मास्टर प्लान में भिंड में लगभग 5,721 संरचनाओं और दतिया में 4,217 संरचनाओं के निर्माण की परिकल्पना की गई है। इसके अलावा मध्य प्रदेश सहित देश में वर्षा जल संचयन और कृत्रिम पुनर्भरण को बढ़ावा देने के लिए केंद्र सरकार द्वारा उठाए गए महत्वपूर्ण कदम नीचे दिए गए लिंक पर देख सकते हैं:

https://cdnbbsr.s3waas.gov.in/s3a70dc40477bc2adceef4d2c90f47eb82/upload/s/2024/07/202407_16706354487.pdf

(घ): माननीय वित्त मंत्री ने अपने बजट भाषण 2025-26 के दौरान जल जीवन मिशन को 2028 तक बढ़ाने की घोषणा की थी।

FACILITIES AT PUNE AIRPORT

2270. DR. AMOL RAMSING KOLHE:

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

- (a) whether the Government is aware that the passengers using Pune Airport (PNQ) are facing frequent flight delays, limited flight options, congestion at security and boarding areas and inadequate amenities due to capacity constraints arising from its operation as a civil enclave at an Air Force base and if so, the details thereof;
- (b) whether the Government has conducted any passenger-centric assessment regarding overcrowding, waiting time, accessibility for senior citizens and persons with disabilities and overall service quality at the airport and if so, the details thereof;
- (c) whether the delay in operationalising the proposed greenfield international airport at Purandar has deprived passengers of adequate connectivity and competitive airfares and if so, the details thereof;
- (d) the present status, revised timelines and financial outlay of the Purandar airport project; and
- (e) the immediate and long-term measures being taken to improve passenger convenience at Pune Airport including terminal expansion, additional flight slots, better public transport connectivity and time-bound completion of the new airport?

**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): Pune Airport (PNQ) is a civil enclave located at an Indian Air Force (IAF) base and operates under shared-use arrangements. Flight delays at Pune Airport mainly occur during peak hours due to fog-related disruptions at northern airports, cascading delayed arrivals, Indian Air Force (IAF) operational commitments and technical issues such as Aircraft on Ground (AOG). Pune Airport is connected to 35 domestic and 3 international destinations, with airlines currently operating about 200 daily slots against 235 slots approved by the IAF.

The Bureau of Civil Aviation Security (BCAS) has carried out capacity assessment of security checkpoints and boarding areas at Pune Airport. Accordingly, adequate seating and basic amenities at all 11 boarding gates has been provided as per norms, and regular passenger-centric assessments with facilities for senior citizens and persons with disabilities is being ensured. Facilities such as low-floor coaches, wheelchairs, 'May I Help You' counters, tactile floor tiles, lifts, elevators and accessible toilets have been provided for senior citizens and persons with reduced mobility. Further, Pune Airport has maintained the Airport Service Quality (ASQ) index above the target MoU level, at 4.96 during the last two quarters as per Airport Council International Survey.

(c) and (d): In August, 2023, a request was received from Maharashtra Airport Development Company (MADC) Limited for reinstating the 'Site Clearance',

granted earlier in May, 2018, for development of a greenfield airport at Purandar, Pune. This request/proposal was sent to Airports Authority of India (AAI), Directorate General of Civil Aviation (DGCA) and Ministry of Defence (MoD) for their observations. The observations received from AAI & DGCA along with NoC conveyed by MoD have been sent to MADC for their comments and compliance.

As per the GFA Policy, 2008, the responsibility for implementation of the Greenfield airport project including land acquisition, funding, R&R etc. lies with the concerned Airport Developer or the State Government, as the case may be.

(e): To improve passenger convenience at Pune Airport, revamping of the arrival portion of the Old Terminal Building adjacent to the New Integrated Terminal Building is underway, adding about 4,000 sq. m. of passenger area with additional check-in counters, boarding gates and security infrastructure, thereby increasing terminal capacity. For further expansion of Pune Airport, the State Government has been requested to hand over 330 acres of land to Airports Authority of India.

REPORT ON ROAD SAFETY

2271. SHRI BALWANT BASWANT WANKHADE:

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

- (a) whether the Union Government is aware of the latest Global Status Report on Road Safety, in which India retains the dubious distinction of reporting the maximum number of road fatalities;

(b) if so, the facts and details thereof;

(c) whether road safety laws are poorly enforced in the country, resulting in road fatalities; and;

(d) if so, the steps taken by the Union Government, in consultation with State Governments, to strictly enforce road safety laws to check road fatalities?

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

(a) and (b): Government publishes report on “Road Accidents in India” based on data received from States/ UTs. As per the report, total number of road accident fatalities on all categories of road during calendar year 2023 and 2024 are 1,72,890 and 1,77,177, respectively.

(c) and (d): As per the report, road accidents occur due to multiple causes such as over speeding, use of mobile phone, drunken driving/consumption of alcohol and drug, driving on wrong side/ lane indiscipline, jumping red light, non-use of safety devices such as helmets and seat belts, vehicular condition, weather condition, road condition, etc.

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 are given 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. 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).

(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. Government has issued guidelines for incentive to States for Implementation of Electronic Enforcement of Road Safety under the Scheme for Special Assistance to States for Capital Investment 2025-26 (SASCI 2025-26) with allocation of Rs. 3,000 Crore (on first come first serve basis).
- iv. 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.

(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 in Ministry of Road Transport and Highways has notified the Cashless Treatment of Road Accident Victims Scheme, 2025 on 5th May, 2025. The detailed guidelines including process flow, stakeholder wise standard operating procedures and clearly delineated roles and responsibilities have also been notified on 4th June, 2025.

MUMBAI-CENTRIC PROJECTS

2272. PROF. VARSHA EKNATH GAIKWAD:

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

- (a) whether several ongoing NHAI projects connecting Mumbai with major cities such as Delhi, Nagpur, Pune and Goa, including the Delhi-Mumbai Expressway, Mumbai-Nagpur Samruddhi Mahamarg and Mumbai-Goa National Highway, have suffered repeated delays and cost escalations and if so, the details thereof;
- (b) whether land acquisition hurdles, contractor non-performance and frequent re-tendering have adversely affected timely completion of these projects and if so, the details thereof;
- (c) whether the Government has conducted any corridor-wise review or fixed revised completion timelines for these Mumbai-centric projects and if so, the details thereof;
- (d) whether delays have impacted freight movement, port connectivity and daily commuters in the Mumbai Metropolitan Region; and
- (e) the corrective steps being taken to enforce accountability, ensure quality standards and expedite completion of all NHAI projects connecting Mumbai with other major cities?

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

(a) to (c): Delhi-Mumbai Expressway:- The Project of Delhi Mumbai has been divided into 48 no. of packages having a length of about 1350 km and some of the packages got delayed due to issues relating to land acquisition, delay in tree cutting permission, delay in Utility Shifting and Concessionaire default. As of now, the cost of implementation is within sanctioned cost of overall

Corridor. About 875 km length of Expressway has been opened to traffic. Further, the revised scheduled date for completion for the section from Delhi to Vadodara is May, 2026 and for the section from Vadodara to Mumbai is June, 2026 except works in 3 packages in Gujarat which are targeted for completion in Financial Year 2027-28.

Mumbai-Goa National Highways:- Mumbai (Panvel) to Goa/Maharashtra border National Highway (NH) No. – 66 is having total length of about 485 km. The civil construction works for development of this NH to four-lanes was started in phased manner in 12 project packages with commencement of first package in December, 2011. As on date, four-lane work has been completed in 465 km length and the works in balance 20 km length is under implementation with target for completion in phased manner in June, 2026. Project was delayed due to land hindrances, delay in clearances and slow progress by some of the contractors.

Samruddhi Mahamarg has been developed by the State Government of Maharashtra. The expressway has been opened to the traffic.

(d) and (e): Regular meetings to review the progress of these projects are held with all stakeholders including the State Governments to expedite the progress and ensure early completion of all projects connecting Mumbai.

CONTAMINATED WATER SUPPLY AT INDORE

2273. PROF. SOUGATA RAY:

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

(a) the details of the recent incident of supply of contaminated drinking water at

Indore;

- (b) the number of deaths reported due to the said incident;
- (c) the total number of residents affected by illness as a result of consumption of contaminated water;
- (d) the reasons behind the occurrence of such contamination in the drinking water supply;
- (e) whether the Government has any proper mechanism in place to monitor and check the quality of drinking water being supplied across the country and if so, the details thereof; and
- (f) whether responsibility for the said incident has been fixed on any official or bureaucrat and if so, the details thereof along with the action taken thereon?

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

(a) to (e): Water is a State subject. The State Governments are responsible for monitoring, enforcement, and corrective action for drinking water safety. The operation, maintenance and replacement of old deteriorated pipelines is the responsibility of Urban Local Bodies (ULBs)/ parastatals. Government of India supplements the efforts of the States through schematic interventions/ advisories. It provides financial and technical support to the States through various schemes/ Missions such as Atal Mission for Rejuvenation and Urban Transformation (AMRUT) and AMRUT 2.0 for approved infrastructure projects.

The State Government of Madhya Pradesh has informed that occurrence of drinking water contamination has been reported from Indore Municipal

Corporation. Immediately upon receiving information on 28.12.2025 regarding incidents of vomiting and diarrhoea in Bhagirath Pura area, the Indore Municipal Corporation (IMC) along with the Health Department and Public Health Engineering Department initiated a joint and prompt response. First and foremost, all sick patients were attended to and the ones who were serious, were hospitalized in super-specialty Medical College and Private Hospital. Not so sick were attended to by Health and Integrated Child Development Services (ICDS) workers with door-to-door survey and distribution of Oral Rehydration Solution (ORS) packets and Chlorine tablets for Water disinfection. 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. Immediate remedial action like identifications of leakages, possibility of inter mixing of contaminated water was taken up and repair works started.

As informed by the State, 16 deaths have been verified by the Chief Medical & Health Officer/ Death Audit Committee of MGM Medical College, Indore. The State Government has provided ex-gratia financial assistance to the families of the deceased as per prevailing State norms. ₹40 lakh compensation was given to the deceased from Bhagirath Pura. Medical treatment to affected persons was provided free of cost in Government/ Private hospitals. In Bhagirath Pura, 35,421 households were surveyed by health officials in which 1,64,942 people were screened. 454 patients were admitted to hospital out of which 441

have been discharged. AIIMS Bhopal experts visited Indore on 03.01.2026 and shared protocol regarding the treatment during meetings and 24X7 medical facility has been ensured by the State.

The matter is sub judice vide Writ Petition no. 247 of 2026 and others in the Hon'ble High Court of Madhya Pradesh at Indore. Hon'ble High Court in their order dated 27.01.2026 appointed Justice Sushil Kumar Gupta, former Judge of Madhya Pradesh High Court, a one-man commission of inquiry into the issues relating to water contamination in Bhagirath Pura, Indore. The terms of reference of the Commission include submission of report on the cause of contamination and provide its inputs on public health on matters such as number of actual deaths of affected residents on account of contaminated water, nature of disease reported, adequacy of medical response and preventive measures, immediate steps required to ensure safe drinking water, long-term infrastructural and monitoring reforms, and identification and fixing responsibility upon the officers and officials found prima facie responsible for the Bhagirathpura water contamination incident and suggest guidelines for compensation to affected residents, particularly vulnerable sections.

The State Government has also informed that Standard Operating Procedures have been issued to Urban Local Bodies to avoid contamination of water. About 14,181 leakages were detected so far out of which 12,634 leakages have been repaired. Out of 3,298 Over Head Tanks in the State, 3,109 have been cleaned. Similarly, out of 21,215 tubewells, 179 were found polluted and 86 tubewells were closed for use. Regular testing of quality of water is ensured.

656 water samples were found fail out of 80,976 samples, while action was taken at 588 points where pollution was detected. Issues of contamination of water were resolved through 2,821 Jal Sunwai.

A Statewide Clean Water Campaign “Swacchh Jal Abhiyaan” has been launched from January 10, 2026 with the objective of ensuring the quality of drinking water supplied to citizens in urban and rural areas of the State, building public trust in the water supply system, etc.

Under AMRUT/ AMRUT 2.0, the States/ UTs are empowered to select, appraise, prioritise and implement the projects as per their local requirements including augmentation/ rehabilitation of infrastructure as per Mission guidelines. Under AMRUT 2.0, cities have prepared City Water Balance Plans (CWBPBs), which include as-is assessment of water supply systems which help cities/ ULBs to identify vulnerabilities and prioritise system-strengthening measures.

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, a total of 73,520 km of water supply pipeline network has been laid or replaced. Under AMRUT 2.0, about 1.26 lakh km of water supply network has been approved in the sanctioned projects, of which 22,332 km pertains to replacement of the existing water supply network. To provide drinkable water from taps under AMRUT 2.0, 408 round the clock projects (24x7) covering 1152 District Metered Area (DMAs) and benefitting around 16.72 lakh households have been approved to mitigate contaminations in intermittent water supply

systems. So far, 6140 Million Litre per Day (MLD) of WTP capacity has been approved under AMRUT, of which, 5,330 MLD WTP capacity has been created. Under AMRUT 2.0, 11,393 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.

To strengthen monitoring system AMRUT 2.0 advocates incorporation of smart components in water supply schemes, including online water quality sensors, Supervisory Control and Data Acquisition (SCADA) systems, GIS-based asset mapping, bulk and consumer metering, and AI/IoT-based monitoring solutions. Under AMRUT, 258 water supply schemes have been implemented with SCADA. Under AMRUT 2.0, 1,415 water supply projects have provision for SCADA system. In addition, under AMRUT Mitra initiative, women Self Help Groups are engaged by ULBs for collection of water quality testing at field level.

Further for safe disposal of sewage in urban areas, under AMRUT, a total of 889 sewerage and septage management projects amounting to ₹34,467 crore have been grounded. Through these projects, about 6,299 MLD of sewage treatment capacity has been approved. Of this, 4,843 MLD of sewage treatment capacity (new/augmented) has been created, out of which 1,437 MLD capacity has been developed for recycle and reuse of treated waste water. Under AMRUT 2.0, 583 sewerage/septage projects worth ₹66117.69 crore have been approved by Ministry of Housing and Urban Affairs (MoHUA) so far. Approved

projects cover 6,649 MLD sewage treatment capacity (new/augmentation) of which 1,931 MLD sewage treatment capacity is for recycle/reuse.

Drinking water quality arrangement in urban areas is governed by standards and guidelines issued by the Bureau of Indian Standards (BIS) primarily IS 10500: Drinking Water - Specification. Water quality testing for compliance and regulatory reporting should be conducted in NABL accredited laboratories conforming to ISO/IEC 7025. The Ministry has also published Manual on Water Supply and Treatment Systems (Drink from Tap) in March 2024 (<https://mohua.gov.in/publication/manual-on-water-supply-and-treatment-systems---drink-from-tap---march-2024.php>), for reference by the States/ ULBs for designing and implementation of the water supply projects. The manual has a Chapter on “Drinking water quality monitoring and surveillance”, which outlines the standard procedures for various components of drinking water quality monitoring and surveillance and sanitary surveillance (inspection) activities to be undertaken by Urban Water Service Providers.

(f): The State Government has informed that disciplinary action has been taken against the officers responsible for lapses in discharge of duties in connection with the Indore incident. The Commissioner, IMC and the Additional Commissioner & in-charge of Drinking Water Supply were transferred. The Executive Engineer (Narmada) has been placed under suspension for serious lapse in discharge of duties related to the incident. The Assistant Engineer, Zone No. 04, and Zonal Officer, Zone No. 04, Ward No. 11, were placed under suspension for carelessness, negligence, and disobedience of orders of senior

officers, and departmental inquiries have been initiated against them. Muster Sub-Engineer, Zone No. 04, Ward No. 11 has been relieved from duty (terminated), his remuneration was stopped, and his employment ID was permanently locked.

पालमपुर-चुंजा ग्लेशियर रोपवे परियोजना

2274. डॉ. राजीव भारद्वाज:

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

- (क) क्या कांगड़ा जिले में पालमपुर-चुंजा ग्लेशियर रोपवे परियोजना को स्वीकृति प्रदान कर दी गई है; यदि हां, तो तत्संबंधी ब्यौरा क्या है; और
- (ख) क्या उक्त परियोजना के संबंध में त्वरित परिवहन प्रणाली विकास निगम और भारतीय राष्ट्रीय राजमार्ग प्राधिकरण (एनएचएआई) के बीच किसी समझौता ज्ञापन (एमओयू) पर हस्ताक्षर किए गए हैं; यदि हां, तो तत्संबंधी ब्यौरा क्या है?

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

(क): रोपवे सहित परिवहन अवसंरचना का विकास एक सतत प्रक्रिया है। सरकार को समय-समय पर विभिन्न राज्य सरकारों से प्रस्ताव प्राप्त होते हैं, जिनमें हिमाचल प्रदेश भी शामिल है। निर्णय विस्तृत परियोजना रिपोर्ट (डीपीआर) के परिणाम, मानदंडों की पूर्ति और कनेक्टिविटी की आवश्यकता के आधार पर लिए जाते हैं।

(ख): हिमाचल प्रदेश राज्य सरकार के साथ साझेदारी में पर्वतमाला परियोजना के तहत रोपवे परियोजनाओं के विकास के लिए नेशनल हाइवेज लॉजिस्टिक्स मैनेजमेंट लिमिटेड (भारतीय राष्ट्रीय राजमार्ग प्राधिकरण (एनएचएआई) की 100% स्वामित्व वाली कंपनी) और रैपिड ट्रांसपोर्ट सिस्टम डेवलपमेंट कॉर्पोरेशन (आरटीडीसी) के बीच 26.04.2022 को समझौता ज्ञापन (एमओयू) पर हस्ताक्षर किए गए थे।

खाद्य प्रसंस्करण क्षमता में वृद्धि

2275. श्री हरीश चंद्र मीना:

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

- (क) क्या यह सच है कि प्रधानमंत्री किसान संपदा योजना, खाद्य प्रसंस्करण हेतु उत्पादन-आधारित प्रोत्साहन योजना और कृषि अवसंरचना कोष जैसी योजनाओं के बावजूद, देश में फलों, सब्जियों और दुग्ध उत्पादों की प्रसंस्करण क्षमता कुल उत्पादन की तुलना में अत्यंत अपर्याप्त है, जिसके कारण किसानों को मूल्य हानि हो रही है;
- (ख) यदि हां, तो इस क्षमता को बढ़ाने के लिए सरकार द्वारा निर्धारित वार्षिक लक्ष्य, किए गए निवेश और बनाई गई क्षेत्र-विशिष्ट कार्ययोजना का ब्यौरा क्या है;
- (ग) क्या यह भी सच है कि राजस्थान जैसे अर्ध-शुष्क राज्यों में अपर्याप्त शीत श्रृंखला, भंडारण और खाद्य पार्क अवसंरचना के कारण बाजरा, दालें, तिलहन, फल और दुग्ध उत्पादों का प्रसंस्करण सीमित है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (घ) स्वीकृत, चालू और पूर्ण परियोजनाओं के ब्यौरे सहित उनके अंतर्गत जिलावार कितना अनुदान जारी किया गया है; और
- (ङ) टोंक-सवाई माधोपुर लोक सभा निर्वाचन क्षेत्र में स्वीकृत निधि, सृजित रोजगार और किसानों को मिले लाभों सहित कार्यरत और प्रस्तावित खाद्य प्रसंस्करण संकुलों, मोटे अनाज केंद्र और शीतगार परियोजनाओं की वर्तमान स्थिति क्या है?

खाद्य प्रसंस्करण उद्योग मंत्रालय में राज्य मंत्री; तथा रेल मंत्रालय में राज्य मंत्री (श्री रवनीत सिंह):

- (क) और (ख): खाद्य प्रसंस्करण क्षेत्र के समग्र विकास और वृद्धि के लिए, जिसमें क्षेत्र की परिरक्षण और प्रसंस्करण क्षमता को बढ़ाना भी शामिल है, खाद्य प्रसंस्करण उद्योग मंत्रालय (एमओएफपीआई) देश में केंद्रीय क्षेत्र की अम्ब्रेला योजना प्रधानमंत्री किसान सम्पदा योजना (पीएमकेएसवाई), खाद्य प्रसंस्करण उद्योग के लिए उत्पादन लिंकड प्रोत्साहन योजना (पीएलआईएसएफपीआई) और केंद्र

प्रायोजित प्रधान मंत्री सूक्ष्म खाद्य प्रसंस्करण उद्यम उन्नयन (पीएमएफएमई) योजना के माध्यम से खाद्य प्रसंस्करण उद्योगों की स्थापना/उन्नयन को प्रोत्साहित कर रहा है और इससे किसानों की आय बढ़ती है।

दिनांक 31.12.2025 तक, देश भर में पीएमकेएसवाई की घटक योजनाओं के अंतर्गत 6650.22 करोड़ रुपये की वित्तीय सहायता, पीएमएफएमई के अंतर्गत 4316.04 करोड़ रुपये की वित्तीय सहायता और पीएलआईएसएफपीआई के अंतर्गत 2162.55 करोड़ रुपये का प्रोत्साहन जारी किया गया है।

(ग) से (घ): एमओएफपीआई स्वयं खाद्य प्रसंस्करण इकाइयाँ स्थापित नहीं करता है। तथापि, यह संबंधित योजना दिशानिर्देशों के अनुसार अपनी तीन योजनाओं के माध्यम से पात्र उद्यमियों को मक्का, दालें, तिलहन, फल और डेयरी-आधारित उत्पादों सहित खाद्य प्रसंस्करण उद्योग स्थापित करने के लिए वित्तीय सहायता प्रदान करता है। ये योजनाएँ मांग आधारित हैं और राजस्थान सहित पूरे देश में कार्यान्वित की जाती हैं।

पीएमकेएसवाई के मेगा फूड पार्क और कृषि-प्रसंस्करण क्लस्टर अवसंरचना सृजन (एपीसी) घटक, क्लस्टरों में इस प्रकार के उद्योगों के विकास का लक्ष्य रखते हैं। दिनांक 31.12.2025 तक, एमओएफपीआई ने राजस्थान राज्य में पीएमकेएसवाई के अंतर्गत 2 मेगा फूड पार्क, 2 एपीसी और 14 शीत श्रृंखला परियोजनाओं को अनुमोदित किया है। मंत्रालय द्वारा दिनांक 01.04.2021 से मेगा फूड पार्क योजना को बंद कर दिया गया है। राजस्थान में एमओएफपीआई की योजनाओं के अंतर्गत अनुमोदित परियोजनाओं का ब्यौरा संलग्न **विवरण-I** में दिया गया है।

(ङ): पीएमकेएसवाई की अवसंरचना हेतु कृषि-प्रसंस्करण क्लस्टर योजना (एपीसी) घटक योजना के अंतर्गत, राजस्थान के टोंक जिले में 8.64 करोड़ रुपये की अनुमोदित अनुदान राशि के साथ 1 परियोजना को अनुमोदित किया गया है। पीएमएफएमई योजना के अंतर्गत, राजस्थान के सभी जिलों में मिलेट-आधारित उत्पादों के लिए 22 सूक्ष्म खाद्य उद्यमों को 2.64 करोड़ रुपये के अनुमोदित ऋण के साथ मंजूर किया गया है। राजस्थान में टोंक और सवाई माधोपुर जिलों सहित

एमओएफपीआई की पीएमएफएमई योजनाओं के अंतर्गत मिलेट के लिए अनुमोदित परियोजनाओं का ब्यौरा संलग्न **विवरण-II** में दिया गया है।

विवरण- I

क. पीएमकेएसवाई की घटक योजनाओं के अंतर्गत राजस्थान में अनुमोदित खाद्य प्रसंस्करण परियोजनाओं का ब्यौरा:

क्र.सं	परियोजना का नाम	ज़िला	अनुमोदित अनुदान सहायता	जारी अनुदान सहायता	स्थिति
मेगा फूड पार्क योजना (एमएफपी)					
1.	जेनेंटेक मेगा फूड पार्क प्राइवेट लिमिटेड, अजमेर	अजमेर	49.88	44.9	प्रचालनरत
2.	श्री राम मेगा फूड पार्क प्राइवेट लिमिटेड, बीकानेर	बीकानेर	50	13.49	कार्यान्वयनाधीन
एकीकृत शीत शृंखला और मूल्य संवर्धन अवसंरचना योजना (शीत शृंखला)					
3.	झुनसंस केमिकल्स प्राइवेट लिमिटेड	अलवर	7.06	7.06	प्रचालनरत
4.	शिव हेल्थ फूड्स एलएलपी	कोटा	6.59	6.59	प्रचालनरत
5.	श्री शुभम लॉजिस्टिक्स लिमिटेड	कोटा	8.48	8.48	प्रचालनरत
6.	फिदेलो फार्म्स प्राइवेट लिमिटेड	जयपुर	0.83	0.83	प्रचालनरत
7.	बीएलएग्रो इंडस्ट्रीज	बीकानेर	4.35	4.35	प्रचालनरत
8.	देव मिल्क फूड्स प्राइवेट लिमिटेड	जयपुर	5.94	5.94	प्रचालनरत
9.	फ्रेंड्स एग्रो इंडस्ट्रीज	बूंदी	7.96	7.96	प्रचालनरत
10.	नोखा एग्रोटेक प्राइवेट लिमिटेड	बीकानेर	7.66	7.66	प्रचालनरत
11.	रघुनंदन कोल्ड चेंबर एलएलपी	धौलपुर	5.47	5.47	प्रचालनरत
12.	राजेंद्र एंड उर्सुला जोशी फूड इंडस्ट्रीज प्राइवेट लिमिटेड	जयपुर	9.28	9.28	प्रचालनरत
13.	सत्यम फूड प्रोसेसिंग कंपनी	हनुमानगढ़	3.34	3.34	प्रचालनरत
14.	मेवाड़ फूड्स प्राइवेट लिमिटेड	जयपुर	6.19	6.19	प्रचालनरत
15.	मनोरमा गव्य फूड इंडस्ट्रीज	बीकानेर	3.01	3.01	प्रचालनरत

16.	भागीरथ डेयरी प्राइवेट लिमिटेड	बाड़मेर	7.26	4.84	कार्यान्वयनाधीन
कृषि-प्रसंस्करण क्लस्टर अवसंरचना योजना (एपीसी)					
17.	मेसर्स गरुड़ अर्बन रेमेडीज लिमिटेड	जालौर	10	3.33	कार्यान्वयनाधीन
18.	मेसर्स ग्रीनफील्ड्स एग्रो पार्क	टोंक	8.64	2.88	कार्यान्वयनाधीन
खाद्य प्रसंस्करण और परिरक्षण क्षमता सृजन / विस्तार (सीईएफपीपीसी) योजना					
19.	मेसर्स सीजी फूड इंडिया	अजमेर	4.36	4.23	प्रचालनरत
20.	मेसर्स शंकर कन्फेक्शनरी	जोधपुर	1.24	1.23	प्रचालनरत
21.	मेसर्स श्री राठी स्नैक्स इंडस्ट्रीज एलएलपी	जोधपुर	1.18	1.18	प्रचालनरत
22.	मेसर्स पवनपुत्र वेफर्स प्राइवेट लिमिटेड	जोधपुर	5	5.00	प्रचालनरत
23.	मेसर्स ब्लॉप एग्रो फूड्स एलएलपी	अलवर	1.18	1.18	प्रचालनरत
24.	मेसर्स कोठारी फूड्स एलएलपी	अजमेर	4.17	4.12	प्रचालनरत
25.	मेसर्स सीजी फूड्स इंडिया प्राइवेट लिमिटेड (नूडल्स और स्नैक्स यूनिट)	अजमेर	0.77	0.00	कार्यान्वयनाधीन
26.	मेसर्स सीजी फूड्स इंडिया प्राइवेट लिमिटेड (फल एवं सब्जी प्रसंस्करण)	अजमेर	1.58	0.78	कार्यान्वयनाधीन
27.	मेसर्स श्री राम उद्योग	जोधपुर	1.98	1.96	प्रचालनरत
28.	मेसर्स नॉर्दर्न सॉल्वेंट्स प्राइवेट लिमिटेड	अजमेर	5	4.64	प्रचालनरत
29.	मेसर्स पीसी कन्नन एंड कंपनी	कोटा	1.77	1.69	प्रचालनरत
30.	मेसर्स श्री नारायण स्वामी एंटरप्राइजेज	जोधपुर	1.51	1.51	प्रचालनरत
31.	मेसर्स नोखा ग्वार गम इंडस्ट्रीज प्राइवेट लिमिटेड	बीकानेर	4.2	4.20	प्रचालनरत
32.	मेसर्स भगवतम फूड ग्रेन्स प्राइवेट लिमिटेड	बूंदी	5	5.00	प्रचालनरत
33.	मेसर्स बाबा रामदेव केमफूड इंडस्ट्रीज	नागौर	3.62	3.62	प्रचालनरत
34.	मेसर्स विद्या ग्लोबल फूड्स प्राइवेट लिमिटेड (616)	बीकानेर	3.81	1.87	कार्यान्वयनाधीन
35.	मेसर्स विद्या ग्लोबल फूड्स प्राइवेट लिमिटेड (623)	बीकानेर	3.81	1.87	कार्यान्वयनाधीन
36.	मेसर्स विद्या ग्लोबल फूड्स प्राइवेट	बीकानेर	3.08	1.51	कार्यान्वयनाधीन

	लिमिटेड (626)				
37.	मेसर्स विद्या ग्लोबल फूड्स प्राइवेट लिमिटेड (644)	बीकानेर	3.81	1.87	कार्यान्वयनाधीन
38.	मेसर्स विद्या ग्लोबल फूड्स प्राइवेट लिमिटेड (646)	बीकानेर	1.93	0.95	कार्यान्वयनाधीन
39.	मेसर्स ओम श्री एग्रो सॉल्वेक्स	अजमेर	3.81	3.81	प्रचालनरत
40.	मेसर्स विद्या ग्लोबल फूड्स प्राइवेट लिमिटेड	बीकानेर	5	0.00	कार्यान्वयनाधीन
41.	मेसर्स विद्या ग्लोबल फूड्स प्राइवेट लिमिटेड (805)	बीकानेर	5	0.00	कार्यान्वयनाधीन
42.	मेसर्स श्रीमाधो फन फूड्स प्राइवेट लिमिटेड	अजमेर	3.12	1.56	कार्यान्वयनाधीन
बैकवर्ड एंड फॉरवर्ड लिंकेज सृजन योजना					
43.	मेसर्स सनराइज मिल्क प्लांट	अलवर	0.37	0.37	प्रचालनरत
44.	मेसर्स शालू एग्रो फूड्स	अजमेर	0.44	0.44	प्रचालनरत
45.	मेसर्स गणपति उद्योग	बीकानेर	1.54	1.47	प्रचालनरत
46.	मेसर्स अरिहंत एंटरप्राइजेज	जोधपुर	1.44	1.44	प्रचालनरत
47.	मेसर्स किचन हार्वेस्ट फूड्स	जोधपुर	0.77	0.77	प्रचालनरत
48.	मेसर्स ड्यून्स मिल्क प्रोसेसिंग प्राइवेट लिमिटेड	बीकानेर	1.26	0.8	कार्यान्वयनाधीन

ख. पीएलआईएस एफपीआई योजना के अंतर्गत राजस्थान में अनुमोदित परियोजनाओं का विवरण

क्र.सं	आवेदक का नाम	ज़िला	जारी प्रोत्साहन राशि *	स्थिति
1	बीकाजी फूड्स इंटरनेशनल लिमिटेड	बीकानेर	93.54	प्रचालनरत
2	बीकाजी फूड्स इंटरनेशनल लिमिटेड	बीकानेर		
3	बीकाजी फूड्स इंटरनेशनल लिमिटेड	बीकानेर		
4	बीकाजी फूड्स इंटरनेशनल लिमिटेड (फ़ोजन यूनिट)	बीकानेर		

5	आईटीसी लिमिटेड	सीकर	61.24	प्रचालनरत
6	एमटीआर फूड्स प्राइवेट लिमिटेड	कोटा	45.59	प्रचालनरत

*पीएलआईएसएफपीआई के अंतर्गत प्रोत्साहन सभी अनुमोदित स्थानों के लिए कंपनी को जारी किया जाता है।

ग. पीएमएफएमई योजना के अंतर्गत राजस्थान में अनुमोदित परियोजनाओं का विवरण

ज़िले का नाम	सूक्ष्म उद्यमों की संख्या	ऋण राशि	अनुमोदित अनुदान
अजमेर	121	17.75	6.69
अलवर	47	9.43	3.03
अनूपगढ़	8	0.78	0.12
बालोतरा	1	0.49	0.10
बांसवाड़ा	10	1.87	0.50
बारां	19	3.91	1.15
बाड़मेर	30	5.65	2.09
ब्यावर	7	1.12	0.39
भरतपुर	61	6.56	2.71
भीलवाड़ा	17	2.46	1.03
बीकानेर	67	16.79	5.81
बूंदी	42	5.39	1.97
चित्तौड़गढ़	47	10.09	3.31
चुरू	26	5.99	1.59
दौसा	11	1.87	0.70
डीग	14	1.27	0.51
धौलपुर	4	0.71	0.18
डीडवाना-कुचामन	2	0.30	0.14
डूंगरपुर	15	1.59	0.63
गंगानगर	53	6.03	2.33
गंगापुर सिटी	1	0.21	0.10
हनुमानगढ़	53	8.68	3.26
जयपुर	210	46.19	13.92
जयपुर ग्रामीण	3	0.54	0.23
जैसलमेर	3	0.62	0.24
जालौर	12	2.83	0.87

झालावाड़	11	1.84	0.60
झुंझुनू	34	5.34	1.84
जोधपुर	101	16.12	6.45
जोधपुर (ग्रामीण)	4	1.68	0.34
करौली	11	0.70	0.29
केकरी	7	0.31	0.12
खैरथल-तिजारा	2	0.13	0.06
कोटा	65	12.88	3.83
कोटपुतली-बहरोड़	5	0.89	0.25
नागौर	35	5.77	2.24
नीम का थाना	1	0.08	0.03
पाली	30	5.01	1.73
फलौदी	3	0.51	0.22
प्रतापगढ़	20	2.51	1.03
राजसमंद	48	5.73	1.98
सलूमबर	1	0.15	0.08
सवाई माधोपुर	8	1.27	0.39
सीकर	43	5.94	2.05
सिरोही	8	0.90	0.31
टोंक	38	6.83	2.29
उदयपुर	85	14.87	5.36
कुल	1444	248.59	85.11

विवरण- II

पीएमएफईएमआई योजना के अंतर्गत अनुमोदित मिलेट परियोजनाओं का जिला- वार विवरण
(राशि करोड़ में)

जिले का नाम	सूक्ष्म उद्यमों की संख्या	ऋण राशि	अनुमोदित अनुदान
भीलवाड़ा	1	0.15	0.07
दौसा	1	0.30	0.10
जोधपुर	1	0.04	0.02
पाली	7	0.73	0.32

सवाई माधोपुर	1	0.57	0.10
सीकर	10	0.39	0.16
टोंक	1	0.47	0.10
कुल	22	2.64	0.86

बाढ़ से क्षतिग्रस्त सड़कों के पुनर्निर्माण के लिए निधि

2276. श्री अजय भट्ट:

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

- (क) क्या सरकार देश में बाढ़ से क्षतिग्रस्त सड़कों के पुनर्निर्माण और मरम्मत के लिए एक पृथक निधि बनाने पर विचार कर रही है; यदि हां, तो तत्संबंधी ब्यौरा क्या है; और
- (ख) यदि नहीं, तो इसके क्या कारण हैं और इस पर सरकार की क्या प्रतिक्रिया है?

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

(क) और (ख): बाढ़ से क्षतिग्रस्त सड़कों की मरम्मत और पुनर्निर्माण के लिए वित्तीय सहायता के लिए एक अलग कोष है, जो सरकार के गृह मंत्रालय द्वारा प्रशासित है। सरकार के सड़क परिवहन और राजमार्ग मंत्रालय ने राष्ट्रीय राजमार्गों (एनएच) के रखरखाव और मरम्मत के लिए एक अलग निधि का प्रावधान किया है, जिसमें बाढ़ के कारण हुए नुकसान की मरम्मत/यातायात की तत्काल बहाली शामिल है।

बिहार में अटल भूजल योजना का विस्तार

2277. श्री चंदन चौहान:

श्री विवेक ठाकुर:

क्या जल शक्ति मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या सरकार बिहार के आकांक्षी जिलों, विशेषकर नवादा और शेखपुरा में अटल भूजल योजना का विस्तार करने पर विचार कर रही है; और

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

जल शक्ति मंत्रालय में राज्य मंत्री (डॉ. राज भूषण चौधरी):

(क) और (ख): अटल भूजल योजना एक पायलट परियोजना थी, जो निर्धारित अवधि और परिव्यय के साथ 7 राज्यों अर्थात् हरियाणा, राजस्थान, गुजरात, महाराष्ट्र, कर्नाटक, मध्य प्रदेश और उत्तर प्रदेश के जल की कमी वाले 8,203 ग्राम पंचायतों में कार्यान्वित की गई थी। यह योजना अब सामुदाय आधारित सहभागी भूजल प्रबंधन की क्षमता का सफलतापूर्वक प्रदर्शन करने और एक अनुकरणीय मॉडल प्रदान करने के बाद बंद हो गई है जिसे अन्य राज्यों द्वारा भी लागू किया जा सकता है।

कुशीनगर अंतर्राष्ट्रीय हवाई अड्डे का संचालन

2278. श्री रमाशंकर विद्यार्थी राजभर:

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

- (क) कुशीनगर अंतर्राष्ट्रीय विमानपत्तन नियमित घरेलू और अंतर्राष्ट्रीय उड़ानों के लिए कब तक पूर्ण रूप से चालू हो जाएगा और इस पर उड़ानों के संचालन की वर्तमान स्थिति क्या है;
- (ख) क्या सरकार उड़ान योजना के अंतर्गत कुशीनगर विमानपत्तन को और अधिक शहरों से जोड़ने पर विचार कर रही है; यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (ग) क्या सरकार को इस बात की जानकारी है कि उत्तर प्रदेश का बलिया जिला अभी भी विमानपत्तन की सुविधा से वंचित है जिससे क्षेत्रीय विकास और आपातकालीन सेवाएं प्रभावित हुई हैं, यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (घ) क्या सरकार के पास बलिया जिले में विमानपत्तन या हवाई पट्टी स्थापित करने का कोई प्रस्ताव विचाराधीन है; और
- (ङ) यदि हां, तो तत्संबंधी ब्यौरा क्या है, यदि नहीं, तो इसके क्या कारण हैं और इस संबंध में भावी योजनाएं क्या हैं?

सहकारिता मंत्रालय में राज्य मंत्री; तथा नागर विमानन मंत्रालय में राज्य मंत्री (श्री मुरलीधर मोहोल):

(क): कुशीनगर हवाई अड्डा भारतीय विमानपत्तन प्राधिकरण (एएआई) का एक प्रचालनरत हवाईअड्डा है, हालांकि, वर्तमान में हवाईअड्डे पर कोई अनुसूचित उड़ान परिचालित नहीं है। मार्च 1994 में एयर कॉर्पोरेशन अधिनियम को निरस्त करने के साथ, भारतीय घरेलू विमानन को नियंत्रणमुक्त कर दिया गया और विशिष्ट गंतव्यों के लिए हवाई सेवाओं का प्रावधान यातायात की मांग, वाणिज्यिक व्यवहार्यता और मौजूदा दिशानिर्देशों के अनुपालन के आधार पर एयरलाइनों द्वारा अनुसूचित किया जाता है।

एयरलाइनों का अंतरराष्ट्रीय परिचालन भारत और संबंधित देशों के बीच द्विपक्षीय हवाई सेवा समझौते (एएसए) द्वारा नियंत्रित होता है। एएसए के अनुसार, भारतीय नामित वाहक पारस्परिक रूप से सहमत क्षमता सीमा के अनुसार कुशीनगर सहित किसी भी बिंदु से विदेशी गंतव्यों तक परिचालन शुरू करने के लिए स्वतंत्र हैं, जबकि कोई भी नामित विदेशी एयरलाइन भारत में किसी बिंदु से/तक परिचालन कर सकती है यदि उसे एएसए में पॉइंट ऑफ कॉल के रूप में नामित किया गया है। भारत में किसी भी स्थान से सीधी अंतरराष्ट्रीय उड़ानें शुरू करना पूरी तरह से अनुसूचित एयरलाइनों का एक वाणिज्यिक निर्णय है, जो यात्री मांग, स्लॉट उपलब्धता, मार्ग व्यवहार्यता और अन्य संबंधित कारकों पर आधारित है।

(ख): कुशीनगर हवाईपट्टी उड़ान योजना दस्तावेज़ में असेवित हवाईअड्डों की अस्थायी सूची में उपलब्ध है। यदि कोई एयरलाइन भावी बोली के दौर में कुशीनगर हवाईपट्टी से जुड़ने वाले मार्गों के लिए बोली प्रस्तुत करती है, तो उस पर योजना के प्रावधानों के अनुसार विचार किया जाएगा।

(ग) से (ड): भारत सरकार (जीओआई) ने एक ग्रीनफील्ड हवाईअड्डा (जीएफए) नीति, 2008 तैयार की है, जिसके अनुसार, यदि राज्य सरकार सहित कोई भी हवाईअड्डा विकासकर्ता हवाईअड्डा विकसित करना चाहता है, तो उसके लिए एक उपयुक्त स्थल की पहचान करनी होगी और हवाईअड्डे के निर्माण के लिए पूर्व-व्यवहार्यता अध्ययन कराना होगा और 'साइट क्लीयरेंस' के लिए केंद्र सरकार

के समक्ष प्रस्ताव प्रस्तुत करना होगा, जिसके पश्चात 'सैद्धांतिक' अनुमोदन प्रदान किया जाता है।

उत्तर प्रदेश के बलिया जिले में ग्रीनफील्ड हवाईअड्डे के विकास के लिए जीएफए नीति के तहत 'साइट क्लीयरेंस' मांगने का कोई प्रस्ताव प्राप्त नहीं हुआ है।

राष्ट्रीय राजमार्ग-530 बी पर बाईपास

2279. श्री नीरज मोर्य:

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

(क) क्या राष्ट्रीय राजमार्ग-530बी बरेली-मथुरा राजमार्ग के पैकेज-4 (बरेली से बदायूं) के अंतर्गत भमोरा और देवचारा के बीच प्रस्तावित 5 किमी लंबे संयुक्त बाईपास का निर्माण कार्य समय-सीमा के अनुसार शुरू हो गया है;

(ख) क्या आंवला तहसील के प्रभावित किसानों को 1,527 करोड़ रुपये के स्वीकृत मुआवजे का पूर्ण संवितरण इस राजमार्ग के चौड़ीकरण के दौरान वर्ष 2025 की नई सर्कल दरों के अनुसार सुनिश्चित किया गया है;

(ग) क्या भमोरा-आंवला मार्ग को राष्ट्रीय राजमार्ग से जोड़ने के लिए सर्विस रोड और अंडरपास के लिए प्रावधान किए गए हैं; और

(घ) इस खंड को छह लेन का बनाने के लिए सरकार की भावी योजना क्या है?

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

(क): जी, हाँ एनएच-530बी के (बुदाउन-बरेली) पैकेज-4 के किलोमीटर 179+500 से किलोमीटर 218+000 तक के खंड का चार लेन का निर्माण कार्य चल रहा है। इसके लिए 19.11.2025 की तिथि निर्धारित की गई है। भामोरा-देवचारा और खेड़ा के संयुक्त बाईपास का किलोमीटर 200+800 से 206.500 तक का खंड भी प्रस्तावित है और इसका निर्माण कार्य जारी है।

(ख): राष्ट्रीय राजमार्ग अधिनियम, 1956 की धारा 3 के खंड (क) के तहत प्रदत्त शक्तियों का प्रयोग करते हुए, केंद्र सरकार ने विशेष भूमि अधिग्रहण अधिकारी (एसएलएओ) बरेली को जिला बरेली में

उल्लिखित परियोजना राजमार्ग के लिए भूमि अधिग्रहण हेतु सक्षम प्राधिकारी (सीएलए) नियुक्त किया।

बरेली जिले के आंवला तहसील में एनएच 530बी के बदायूं-बरेली खंड के लिए, सीएलए बरेली द्वारा प्रभावित भूमि मालिकों को ₹111.04 करोड़ का मुआवजा दिया गया है। बरेली जिला में प्रदत्त राशि में से ₹73.68 करोड़ का वितरण किया जा चुका है।

(ग): उपर्युक्त परियोजना राजमार्ग के रियायत समझौते के प्रावधानों के अनुसार, भामोरा-आंवला सड़क पर चैनेज. 201+710 पर, स्लिप रोड के साथ वाहन अंडरपास का निर्माण कार्य चल रहा है।

(घ): सरकार देश में राष्ट्रीय राजमार्गों के चौड़ीकरण/विकास के लिए विस्तृत परियोजना रिपोर्ट (डीपीआर)/प्रस्ताव प्राप्त करती रहती है/तैयार करती है। परियोजना कार्यान्वयन और निवेश का निर्णय डीपीआर के परिणाम, संपर्कता (कनेक्टिविटी) की आवश्यकता, यातायात घनत्व, प्रधानमंत्री गति शक्ति राष्ट्रीय मास्टर प्लान के साथ तालमेल आदि के आधार पर लिया जाता है। फिलहाल, बरेली-मथुरा राजमार्ग को छह लेन का बनाने का प्रस्ताव विचाराधीन नहीं है।

TOLL CHARGES ON LOCAL TRANSPORTERS

2280. SHRI SAGAR ESHWAR KHANDRE:

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

- (a) whether the Government is aware that the Talmood Toll Plaza on NH-65, located just 23 km from Basavakalyan (Bangla), imposes repeated toll charges on local transporters, truck operators and inter-State cargo vehicles;
- (b) whether the Government of Karnataka, transport unions or public representatives have requested for toll concessions, exemptions or relocation, considering Basavakalyan's role as a major logistics hub with

movement of over 18,000 lorries daily;

- (c) whether the Government has assessed the financial burden, route congestion and operational inefficiency caused to more than 45,000 transport workers;
- (d) whether the Government proposes local-user concessions, monthly passes or toll rationalisation for Basavakalyan-bound vehicles; and
- (e) if not, the reasons for maintaining the current toll arrangement affecting this key transit hub?

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

(a): The user fee is collected at a fee plaza, including the Talmood fee Plaza, based on the project influence length of the respective Fee Plaza and not on its specific location within the project influence length, in accordance with the provisions of National Highways Fee (Determination of Rates and Collection) Rules, 2008 and respective Concession Agreement. The base rates for the respective categories of vehicles are uniformly applicable across the country.

(b): Government receives representations regarding toll exemption/ concession or location of fee plazas, which are examined and addressed appropriately as per the extant rules and guidelines. Moreover, as per National Highways Fee (Determination of Rates and Collection) Rules, 2008, there are already various provisions for discounts in user fee for non-commercial vehicles registered in the district and monthly passes for regular users of National Highways.

(c) to (e): No separate assessment specific to a particular category of workers

has been carried out. However, the Government from time to time has reviewed the tolling policy with the objective of ensuring a balanced approach between revenue requirements for highway development and minimizing burden on road users. The National Highways Fee (Determination of Rates and Collection) Rules, 2008, as amended, provide a transparent framework for levy and collection of user fee, with rates linked to the length of the highway and type of vehicle.

In order to reduce the burden on passengers, User fee discounts and monthly passes are available to National Highways users as per the provisions of the National Highways Fee (Determination of Rates and Collection) Rules, 2008.

Further, to minimize the burden on road users and improve affordability, convenience and to lessen congestion on road user, the Government has made various provisions in the extant NH Fee Rule, through following amendments:

- (i) GSR 437(E) dated 01.07.2025 to restrict user fee for highways with more structure length,
- (ii) GSR 01(E) dated 31.12.2025 for reduction of rates in case of up gradation from 2 lane paved shoulder highway to 4 or more lane
- (iii) G.S.R. 388 (E) dated 17.06.2025 introducing an Annual Pass for non-commercial cars, jeeps, and vans. This scheme offers 200 NH fee plaza crossings or one year validity, whichever is earlier, by payment of Rs. 3000/- (Rupees three thousand).
- (iv) G.S.R. 734 (E) dated 03.10.2025 for reduction in applicable user fee for

vehicles without FASTag or active FASTag vehicles from 2 times to 1.25 times, given the user opts for payment through UPI;

(v) G.S.R. 107 (E) dated 04.02.2026 for the fee payable for the use of a national expressway that is operational for only a part of its notified length shall be levied at a rate of one time of the applicable fee instead of 1.25 times.

(vi) Implementation of Multi-Lane Free Flow (MLFF) tolling: The Government has decided to implement Multi-Lane Free Flow (MLFF) Electronic Toll Collection system, which facilitates barrier-less tolling using integrated technologies including Automatic Number Plate Recognition (ANPR) with AI analytics and RFID-based Electronic Toll Collection (FASTag), where the user fee shall be charged from the vehicle users without having to stop, slow down or stay in a given fee plaza lane.

(vii) As per National Highways Fee (Determination of Rates and Collection) Rules, 2008, there are already various provisions for discounts in user fees and monthly passes for local and regular users of National Highways across the country.

The Government is committed to making the tolling system more efficient, transparent, and user-friendly, while simultaneously ensuring the availability of resources for development and maintenance of the National Highways network.

ADDITIVES IN PETROLEUM PRODUCTS

2281. DR. THOL THIRUMAAVALAVAN:

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

- (a) the details about the additives added to petroleum products such as petrol and diesel; and
- (b) the details about the health hazards that afflict humans and animals through emissions due to the additives added?

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): Petrol and Diesel marketed in India comply with Bureau of Indian Standards (BIS) specifications IS 2796 & IS 17021 for Gasoline and IS 1460 for High Speed Diesel, which strictly regulate the fuel quality requirements for application as fuel for petrol and diesel-powered vehicles respectively. The additives in Petrol i.e. Corrosion Inhibitor and Multi Functional Additive (MFA) and in Diesel i.e. Cetane improver and Lubricity Enhancer are used in optimal dosage to meet IS 17021 & IS 2796 (for Petrol) and IS 1460 (for diesel) specifications. As per BIS Standard, use of additives is a requirement for assuring adequate fuel system and intake system cleanliness performance in engines.

The use of additives in fuels is recommended after carrying out detailed engine and vehicular emission studies as per protocol under Petroleum

Conservation Research Association (PCRA) “Compendium of Scheme for Testing of Additives for Petrol & Diesel” (Revised edition 2019) on fuel comprising such additives and does not have any known adverse health hazard for human and animals.

PROMOTION OF CIVILIAN DRONE

2282. SHRIMATI SAJDA AHMED:

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

- (a) whether the Government has any national roadmap to promote and regulate civilian drones for developmental use in rural and remote areas and if so, the details thereof;
- (b) the data on civilian drone registrations and operations, State-wise; and
- (c) the measures proposed to be taken to prevent misuse of drones while encouraging their use in healthcare, agriculture, disaster response and infrastructure mapping?

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

(a): The Ministry of Civil Aviation has taken various measures to promote and regulate civilian drones for developmental use in the country including rural and remote areas, such as:

- (i) Drone Rules, 2021 were issued on 25th August 2021 to enhance the overall ease of doing business and to ensure safe, secure and regulated operations.

(ii) Subsequently, amended Drone Rules 2021 issued on 27.09.2023 and 21.08.2024 respectively, removed the mandatory requirement of passport for the Remote Pilot Certificate (RPC) as well as registration and de-registration/transfer of drone.

(iii) The Indian Airspace is open for drone operations by making nearly 90% of the Airspace as green zones where operations can be undertaken without any permission. Even in red and yellow zones drone operations can be undertaken after taking requisite permissions.

(iv) Certification Scheme for Unmanned Aircraft System, 2022 was published on 26.01.2022, to establish a global certification and accreditation framework for drones that enables scale, with appropriate safeguards, the commercial application of various drone technologies.

(b): The data on Drone registration State-Wise till 31.01.2026 is given in the enclosed **Statement**.

(c): To prevent misuse of drones and to ensure their safe, secure and regulated operations in the country, the Drone Rules 2021 have been notified. The said rules, inter alia, provide for (a) mandatory Type Certification of drones, (b) possession of a valid Remote Pilot Certificate (RPC), (c) imparting of training only through DGCA-authorised Remote Pilot Training Organisations (RPTOs) and (d) mandatory Unique Identification Number (UIN) which is crucial for identification and tracking of drones.

Further, provisions like prohibition of carriage of arms, ammunition, explosives, military stores or any other dangerous goods by drones, prior

permission for operation of drones in Red and Yellow Zones, suspension and cancellation of certificate and authorisation for violations of such provisions have been incorporated in the rules to prevent misuse.

STATEMENT

UNIQUE IDENTIFICATION NUMBERS OF DRONES (STATE-WISE)

S. No.	States	No of UIN
1	Andhra Pradesh	1876
2	Arunachal Pradesh	25
3	Assam	195
4	Bihar	489
5	Chhattisgarh	161
6	Goa	149
7	Gujarat	2305
8	Haryana	2179
9	Himachal Pradesh	146
10	Jharkhand	150
11	Karnataka	3258
12	Kerala	1818
13	Madhya Pradesh	480
14	Maharashtra	8210
15	Manipur	12
16	Meghalaya	43
17	Mizoram	2
18	Nagaland	7
19	Odisha	293
20	Punjab	285
21	Rajasthan	670
22	Sikkim	19
23	Tamil Nadu	5878
24	Telangana	3657

25	Tripura	20
26	Uttar Pradesh	1167
27	Uttarakhand	460
28	West Bengal	1128
29	Andaman and Nicobar Islands	10
30	Chandigarh	56
31	Dadra and Nagar Haveli and Daman and Diu	1
32	Delhi	3070
33	Jammu and Kashmir	201
34	Ladakh	0
35	Lakshadweep	4
36	Puducherry	51
	Total	38475

Source: Directorate General of Civil Aviation

DRAFT NATIONAL ELECTRICITY POLICY, 2026

2283. SHRI ANAND BHADAURIA:

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

- (a) whether Draft National Electricity Policy (NEP) 2026, released by Ministry in January 2026, aims at replacing the 2005 framework with a focus on deregulation, financial viability of Distribution Companies (DISCOMs) and renewable energy;
- (b) if so, the details thereof along with other salient features of NEP 2026;
- (c) whether provisions in NEP 2020 would adversely affect the poor consumers of electricity in urban and rural areas;
- (d) if so, the details thereof; and

(e) the corrective steps proposed by the Government in this regard?

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

(a) and (b): A Draft National Electricity Policy, 2026 (NEP 2026) has been prepared by the Ministry of Power and circulated for stakeholder consultation on 20.01.2026. The draft Policy is intended to replace the existing National Electricity Policy, 2005. Draft NEP 2026 lays out strategies for achieving the vision of providing reliable 24x7 quality power through a financially viable and environmentally sustainable power sector furthering energy security at an affordable price.

Draft NEP 2026 sets out clear goals and objectives inter alia for achieving financial turnaround and commercial viability of the electricity sector, increasing the share of non-fossil fuel-based capacity in line with India's Nationally Determined Contribution (NDC) targets, promoting competition in electricity supply, and market development facilitating deregulation of the power sector. The salient features of the draft NEP 2026 is given in the enclosed **Statement**.

(c) to (e): There is no NEP 2020 notified by Ministry of Power. However, draft NEP 2026 does not contain any provision which would adversely affect poor consumers of electricity in urban or rural areas. Draft NEP 2026 outlines provisions for ensuring adequate availability of power with reliable and quality supply to meet both peak demand and overall energy requirements; and

enabling supply of electricity at competitive prices to support the vision of Viksit Bharat @ 2047, which will benefit all the consumers including low-income consumers in rural and urban areas. The interests of low-income consumers would be addressed through appropriate regulatory frameworks determined by State Electricity Regulatory Commissions and the subsidy payment by the respective State Governments in accordance with the provisions of the Electricity Act, 2003.

STATEMENT

Salient features of the draft National Electricity Policy, 2026

- 1. Resource Adequacy (RA):** To ensure required capacity expansion through decentralized advance planning, DISCOMs and SLDCs shall prepare RA plans at utility and state levels, in accordance with the regulations of State Commissions. CEA will prepare a corresponding national plan to ensure adequacy at the national level.
- 2. Financial Viability & Economic Competitiveness:**
 - Tariffs must be linked to a suitable index for automatic annual revision which operates if no tariff order is passed by the State Commission.
 - Tariffs should progressively recover fixed costs through demand charges to avoid cross-subsidisation between the tariff components as well as among various categories of consumers.
 - Exemption of cross-subsidies and surcharges on manufacturing industry, railways and metro railways to increase the economic competitiveness of Indian

goods and reduce logistics cost.

- Regulatory Commissions, in consultation with Appropriate Governments, may exempt the distribution licensees from the Universal Service Obligation in respect of consumers having a contracted load of 1 MW and above.
- Strengthening of dispute resolution mechanism to reduce burden on Regulatory Commissions, enable faster dispute resolution and reduce financial burden on consumers.

3. Renewable Energy Generation & Storage:

- RE capacity addition through market-based mechanisms and captive power plants.
- Installation of storage by distribution licensee on behalf of small consumers to get benefit of economies of scale and by bulk consumers themselves to facilitate adoption of Distributed Renewable Energy (DRE) sources.
- Trading of surplus energy from DRE as well as storage by consumers themselves (P2P) or through aggregators.
- Parity between RE and conventional sources in scheduling and deviation by 2030.
- Market-based deployment of storage, use of emerging Battery Energy Storage System (BESS) technologies, domestic manufacturing of cells and other components of BESS and demand side incentives like VGF for BESS and pumped storage projects.

4. Thermal Generation:

- Integration of storage, and repurposing of older units for grid support to enable

greater renewable energy integration.

- Exploring possibility of direct utilization of the steam generated from thermal plants for applications such as district cooling or industrial processes for optimum utilization.

5. **Nuclear Generation:**

- In line with the provisions of SHANTI Act, 2025, adoption of advanced nuclear technologies, developing Modular Reactors, setting up Small Reactors, and use of nuclear energy by commercial and industrial consumers to achieve 100 GW by 2047.

6. **Hydro Generation:**

- Accelerated development of storage-based hydroelectric projects for flood moderation, irrigation, and water as well as energy security.

7. **Power Markets:**

- A strong regulatory framework for market monitoring and surveillance to prevent collusion, gaming, or market dominance.

8. **Transmission:**

- Adoption of latest technologies and suitable compensation for land use to address Right of Way (RoW) challenges.
- Parity of transmission tariff with conventional power by 2030 for all types of new RE capacity.
- Utilization-based framework for allocation of transmission connectivity, along with appropriate regulatory mechanisms to ensure optimal use and prevent speculative holding of connectivity.

9. Distribution:

- Measures to achieve single-digit AT&C losses.
- Shared distribution networks to enhance competition and efficiency, while eliminating the requirement of duplication of network.
- Establishment of a Distribution System Operator (DSO) to facilitate sharing of network and integration of distributed renewables, storage, Vehicle-to-Grid (V2G) systems.
- N-1 redundancy at distribution transformer level in all cities with population more than 10 lakh by 2032. Such cities to be considered for undergrounding of distribution network in congested areas.

10. Grid Operations:

- Functional unbundling of State Transmission Utilities (STUs) and creation of independent state-level entities to manage SLDC operations and transmission planning functions.
- Alignment of State Grid Codes with Indian Electricity Grid Code specified by CERC.

11. Cybersecurity:

- Establishment of Robust cybersecurity framework.
- Mandatory storage of power sector data within India to ensure data sovereignty and system resilience.

12. Data Sharing:

- Sharing of operational and market data under a framework prescribed by the Central Government.

- Ensuring real-time visibility of Distributed Energy Resources to DISCOMs and SLDCs.

13. Technology & Skill Development:

- Transition to indigenously developed SCADA system by 2030.
- Development of domestic software solution for all critical applications in the power system.

आरडीएसएस के तहत उपभोक्ता सेवा को बेहतर बनाए जाने के लिए जारी किए गए दिशानिर्देश

2284. श्री बिद्युत बरन महतो:

क्या बिद्युत मंत्री यह बताने की कृपा करेंगे कि:

(क) पुनर्गठित वितरण क्षेत्र योजना (आरडीएसएस) के तहत देश भर में चरणबद्ध तरीके से स्मार्ट मीटर लगाकर उपभोक्ता सेवा, ऊर्जा दक्षता और वित्तीय अनियमितता में सुधार के लिए सरकार द्वारा राष्ट्रीय स्तर पर जारी किए गए दिशानिर्देश का ब्यौरा क्या है; और

(ख) उपभोक्ता सुविधा और पारदर्शिता सुनिश्चित करने के लिए केंद्रीय स्तर पर स्थापित निगरानी और शिकायत निवारण तंत्र का ब्यौरा क्या है?

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

(क) : भारत सरकार (जीओआई) ने वित्तीय रूप से स्थिर और प्रचलानात्मक रूप से दक्ष वितरण क्षेत्र के माध्यम से उपभोक्ताओं को बिद्युत आपूर्ति की गुणवत्ता और विश्वसनीयता में सुधार के उद्देश्य से जुलाई 2021 में संशोधित वितरण क्षेत्र स्कीम (आरडीएसएस) शुरू की।

वितरण अवसंरचना हेतु स्कीम के तहत निधि जारी करना एटीएंडसी हानियों जैसी वित्तीय मापदंडों और आपूर्ति की औसत लागत और औसत राजस्व प्राप्ति के बीच अंतर सहित विभिन्न

मापदंडों के निमित्त वितरण यूटिलिटी के निष्पादन से संबंधित है। इससे वितरण यूटिलिटी की वित्तीय स्थिति में सुधार हुआ है।

उपभोक्ताओं के लिए प्रीपेड स्मार्ट मीटर और प्रणाली स्मार्ट मीटर की संस्थापना भी आरडीएसएस के तहत एक महत्वपूर्ण हस्तक्षेप है जो उपभोक्ताओं को बेहतर सेवाएं प्रदान करता है, बढ़ी हुई संग्रह दक्षता के माध्यम से डिस्कॉम के लिए बेहतर वित्तीय अनुशासन और वितरण प्रणाली की बेहतर ऊर्जा लेखांकन प्रदान करता है।

उपभोक्ता श्रेणियों के लिए प्रीपेड स्मार्ट मीटर की संस्थापना को सरकारी प्रतिष्ठानों, वाणिज्यिक, औद्योगिक और उच्च-भार वाले उपभोक्ताओं के लिए प्राथमिकता दी जा रही है और इसके बाद में लाभों के प्रदर्शन के आधार पर इसे अन्य उपभोक्ताओं को भी उपलब्ध कराया जाएगा।

इस स्कीम के तहत, राज्यों/वितरण यूटिलिटी द्वारा प्रस्तुत प्रस्ताव के आधार पर 19.79 करोड़ उपभोक्ताओं, 2.11 लाख फीडरों और 52.53 लाख वितरण ट्रांसफार्मरों (डीटी) के स्मार्ट मीटरों सहित कुल 20.33 करोड़ स्मार्ट मीटरों के लिए स्मार्ट मीटरिंग कार्यों को मंजूरी दी गई है और 4.19 करोड़ स्मार्ट मीटर लगाए जा चुके हैं। अन्य स्कीमों के तहत स्मार्ट मीटर भी लगाए गए हैं, जिनमें राज्यों की अपनी स्कीमों भी शामिल हैं। विभिन्न स्कीमों के तहत देश भर में कुल 5.59 करोड़ स्मार्ट मीटर लगाए गए हैं।

स्मार्ट मीटरिंग के लिए उपभोक्ता अनुभव और विश्वास में सुधार करने के लिए, मंत्रालय ने विभिन्न परामर्शिकाएं और मानक संचालन प्रक्रियाएं (एसओपी) जारी की हैं जिनमें शामिल हैं:

- i. बिल में छूट के माध्यम से प्रीपेड मीटर संस्थापना के लिए उपभोक्ताओं को प्रोत्साहन;
- ii. स्मार्ट मीटर द्वारा दर्ज अधिकतम मांग के आधार पर उपभोक्ता पर कोई जुर्माना नहीं;
- iii. आसान किश्तों में पिछले बकाया की वसूली के लिए तंत्र;
- iv. स्मार्ट मीटर की सटीकता में विश्वास बढ़ाने के लिए चेक मीटर की स्थापना।

उपभोक्ताओं के लिए निम्नलिखित लाभों की परिकल्पना की गई है:

- i. वास्तविक खपत के आधार पर सटीक बिलिंग, त्रुटि को समाप्त करना और पारदर्शिता में सुधार करना।
- ii. उपभोक्ता-विशिष्ट डैशबोर्ड वाले मोबाइल ऐप जो खपत को अनुकूलित करने और खर्चों को कम करने के लिए डेटा प्रदान करते हैं।
- iii. टाइम-ऑफ-डे खपत को सक्षम करना उपभोक्ताओं का खर्च बचाने के लिए भार स्थानांतरित करने हेतु सशक्त बनाता है।
- iv. स्मार्ट मीटर रिचार्ज की सुविधा के साथ छोटे रिचार्ज।
- v. रूफटॉप सौर संस्थापना के लिए नेट-मीटरिंग की सुविधा।

स्मार्ट मीटर वितरण यूटिलिटी को स्वचालित ऊर्जा लेखांकन, बेहतर लोड पूर्वानुमान, मांग पक्ष प्रबंधन के लिए डेटा विश्लेषण के उपयोग और ऊर्जा परिवर्तन के लिए एक सक्षम पारिस्थितिकी तंत्र की सुविधा प्रदान करने जैसे लाभ प्रदान करने में भी मदद करते हैं। ये लाभ अंततः उपभोक्ताओं को बेहतर सेवाओं और कम लागत के रूप में मिलते हैं।

(ख): आरडीएसएस के तहत निष्पादित कार्यों की निगरानी केंद्रीय स्तर पर नोडल एजेंसियों, अर्थात् पावर फाइनेंस कॉर्पोरेशन लिमिटेड और आरईसी लिमिटेड के माध्यम से की जा रही है, तथा परियोजनाओं को मंजूरी देने और उनकी प्रगति की निगरानी के लिए मंत्रालय स्तर पर एक अंतर-मंत्रालयी निगरानी समिति का गठन किया गया है। राज्य स्तर पर, संबंधित राज्य के मुख्य सचिव की अध्यक्षता में वितरण सुधार समिति (डीआरसी), स्कीम के कार्यान्वयन की निगरानी और निरीक्षण करती है।

इसके अलावा, विद्युत मंत्रालय ने उपभोक्ता शिकायत निवारण प्रणाली को सुदृढ़ करने और उपभोक्ता सेवाओं को बढ़ाने के लिए विद्युत (उपभोक्ता अधिकार) नियम, 2020 जारी किए हैं। इन नियमों के अनुसार, वितरण यूटिलिटी में विभिन्न स्तरों पर उपभोक्ता शिकायत निवारण मंच(सीजीआरएफ) स्थापित किए गए हैं। यदि कोई उपभोक्ता यूटिलिटी द्वारा प्रदान किए गए समाधान से असंतुष्ट है, तो वे समाधान के लिए सीजीआरएफ और आगे लोकपाल से संपर्क

कर सकते हैं।

CREDIT UNDER PLI SCHEME FOR DOMESTIC MANUFACTURING

2285. SHRI JAGADISH SHETTAR:

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

- (a) whether any measures are being contemplated to improve access to credit, reduce regulatory bottlenecks and provide incentives {e.g., through Production Linked Incentive (PLI) schemes} for domestic manufacturing, especially in sectors like toys, electronics and defence; and
- (b) 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) and (b): The Government has notified Production Linked Incentive (PLI) for 14 key sectors with the objective of incentivising domestic manufacturing with an outlay of Rs 1.97 lakh crore. The schemes are designed to encourage incremental production, attract investments, improve scale and enhance competitiveness of domestic manufacturing. By linking incentives to actual production and sales, the PLI scheme provides a policy framework that supports the capacity expansion and technology adoption in identified sectors including electronics and other manufacturing segments covered under the notified schemes.

An actual investment of Rs.2 lakh crore has been realized resulting in incremental production/sales of over Rs.18.70 lakh crore, employment generation of over 12.60 lakhs and exports of Rs 8.20 lakh crore.

In order to address and facilitate the disbursement of incentive claims, the Ministries/Departments have undertaken a number of steps which include the provision for quarterly disbursement of claims. Further, effective coordination between the State Governments and Ministries to fast-track regulatory approvals has reduced the project commissioning time. The Standard Operating Procedures developed by the respective Ministries/ Departments have reduced the compliances for claiming incentives. Complete online claim process along with the grievance redressal mechanism in the portal has also helped in timely disbursement of the claims.

‘डीएजेजीयू’ का कार्यान्वयन

2286. डॉ. फगन सिंह कुलस्ते:

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

- (क) क्या सरकार 'धरती आबा जनजातीय ग्राम उत्कर्ष अभियान' (डीएजेजीयू) योजना को कार्यान्वित कर रही है;
- (ख) यदि हां, तो इस अभियान के तहत शामिल योजनाओं के नाम और इसमें शामिल मंत्रालयों/विभागों का ब्यौरा क्या है;
- (ग) प्रत्येक शामिल योजना के तहत लक्षित लाभों, कार्यान्वयन की समय-सीमा और निर्धारित समापन अवधि का ब्यौरा क्या है;
- (घ) उक्त अभियान के तहत अब तक की गई प्रगति का राज्य-वार और जिला-वार ब्यौरा क्या है;

और

(ड) क्या अभियान के उद्देश्यों की प्राप्ति सुनिश्चित करने के लिए कोई निगरानी तंत्र और समयबद्ध कार्य योजना बनाई गई है और यदि हां, तो तत्संबंधी व्यौरा क्या है?

जनजातीय कार्य मंत्रालय में राज्य मंत्री (श्री दुर्गा दास उइके):

(क): सरकार धरती आबा जनजातीय ग्राम उत्कर्ष अभियान (डीएजेजीयूए) का कार्यान्वयन कर रही है, जिसका माननीय प्रधानमंत्री ने 2 अक्टूबर, 2024 को शुभारंभ किया था। इस अभियान का लक्ष्य पांच वर्षों में 30 राज्यों/संघ राज्यक्षेत्रों के 549 जिलों और 2911 ब्लॉकों में फैले हुए 63843 जनजातीय बहुल गांवों को कवर करते हुए 5 करोड़ से अधिक लोगों को लाभान्वित करना है।

इस अभियान का कुल बजट परिव्यय 79,156 करोड़ (केंद्रीय हिस्सा: 56,333 करोड़ और राज्य हिस्सा: 22,823 करोड़) है। प्रत्येक संबंधित मंत्रालय को अभियान के तहत बजट और लक्ष्य आबंटित किए गए हैं और वे उन्हें सौंपे गए उपायों के कार्यान्वयन करने के लिए जिम्मेदार हैं। इस अभियान का उद्देश्य अभिसरण और आउटरीच (पहुंच) के माध्यम से संतुष्टि प्रदान करना है।

(ख) से (घ): इस अभियान में 17 लाइन (संबंधित) मंत्रालयों द्वारा क्रियान्वित 25 उपाय शामिल हैं और इसका उद्देश्य चिह्नित गांवों में अवसंरचनात्मक अंतरों को संतुष्ट करना, स्वास्थ्य, शिक्षा, आंगनवाड़ी सुविधाओं तक पहुंच में सुधार लाना और आजीविका के अवसर-प्रदान करना है। इस अभियान के तहत शामिल योजनाओं के नाम, इसमें शामिल मंत्रालयों/विभागों, समय-सीमा तथा निर्धारित पूर्णता अवधि तथा अब तक हुई प्रगति का ब्यौरा संलग्न **विवरण** में दिया गया है।

(ड): अभियान के तहत हुई प्रगति का आकलन करने के लिए डीएजेजीयूए के तहत मंत्रालयों/विभागों और राज्यों/संघ राज्यक्षेत्रों के साथ नियमित समीक्षा बैठकें आयोजित की जाती हैं। ये बैठकें मंत्रालय और राज्य/संघ राज्यक्षेत्र स्तरों पर कार्यान्वयन की वास्तविक और वित्तीय प्रगति की निगरानी करने का भी काम करती हैं।

विवरण

वास्तविक लक्ष्य एवं उपलब्धियां-डीएजेजीयूए (दिनांक 30.01.2026 तक)

क्र. सं.	मंत्रालय	गतिविधि	मिशन लक्ष्य (2024-2028)	मार्च 2026 तक का लक्ष्य	स्वीकृति	प्रगति
1	ग्रामीण विकास मंत्रालय (एमओआरडी)	पीएमएवाई-जी-आवास	20 लाख	6 लाख	स्वीकृत आवास: 12,76,886	पूरे हुए आवास: 7,32,134
		पीएमजीएसवाई-सड़कें	25,000 कि.मी. सड़क	7,500 गांव	2411.25 किलोमीटर सड़कों को मंजूरी	कार्य अभी शुरू होना शेष है
2	जल शक्ति मंत्रालय	जल जीवन मिशन (जेजेएम)	सभी गाँवों को संतृप्त किया जाएगा	1,500 गांव	स्वीकृत गाँव: 63,035	संतृप्त गाँव: 28,303
3	विद्युत मंत्रालय	नवस्वरूपित वितरण क्षेत्र योजना – आरडीएसएस	2.35 लाख आवास	70,000 आवासों को विद्युतीकृत किया जाएगा	स्वीकृत: 2,87,761 (आवास और सार्वजनिक संस्थान)	विद्युतीकृत क्षेत्र: 59,812 (आवास और सार्वजनिक संस्थान)
4	नवीन और नवीकरणीय ऊर्जा मंत्रालय	नई सौर ऊर्जा योजना- पीएम सूर्य घर योजना	2000 संस्थानों में सोलर रूफटॉप का प्रावधान और 100 मॉडल सोलर जनजातीय		स्वीकृत: 4,099 आवास (मणिपुर में 100 और अरुणाचल प्रदेश में 3099)	स्थापित होना अभी शुरू नहीं हुआ है

क्र. सं.	मंत्रालय	गतिविधि	मिशन लक्ष्य (2024-2028)	मार्च 2026 तक का लक्ष्य	स्वीकृति	प्रगति
			गांव			
5	स्वास्थ्य और परिवार कल्याण मंत्रालय	राष्ट्रीय स्वास्थ्य मिशन के तहत संचल चिकित्सा इकाइयाँ	1,000 एमएमयू	100 एमएमयू	154 एमएमयू	154 एमएमयू संचालित
6	महिला एवं बाल विकास मंत्रालय	आंगनवाड़ी केंद्र- पोषण 2.0 (आईसीडीएस)	2,000 नए आंगनवाड़ी	400 नए	875 आंगनवाड़ी केंद्रों को मंजूरी	626 आंगनवाड़ी केंद्र संचालित
7	स्कूल शिक्षा और साक्षरता विभाग, शिक्षा मंत्रालय	समग्र शिक्षा अभियान (एसएसए)	1,000 छात्रावास	300 छात्रावास	692 छात्रावास स्वीकृत	311 छात्रावासों का शिलान्यास किया गया
8	दूरसंचार विभाग	सार्वभौमिक सेवा दायित्व निधि (यूएसओएफ)	5,252 गांव	1500 गांव	स्वीकृत गांव: 5,252	कवर किए गए गांव: 3,666
9	पर्यटन मंत्रालय	उत्तरदायी पर्यटन (स्वदेश दर्शन)	1000 गृह प्रवास (होम स्टे)	100 गृह प्रवास (होम स्टे)	17 राज्यों से प्रस्ताव प्राप्त हुए हैं और वर्तमान में अनुमोदन के लिए	24.11.2025 को आंध्र प्रदेश, उत्तराखंड, लद्दाख, मध्य प्रदेश

क्र. सं.	मंत्रालय	गतिविधि	मिशन लक्ष्य (2024-2028)	मार्च 2026 तक का लक्ष्य	स्वीकृति	प्रगति
					विचाराधीन हैं।	और मिजोरम में 17.7 करोड़ रुपये की लागत वाली परियोजनाओं को मंजूरी दी गई
10	कृषि एवं किसान कल्याण मंत्रालय	प्रधानमंत्री राष्ट्रीय कृषि विकास योजना (पीएम-आरकेवीवाई)	एफआरए पट्टा धारकों को कृषि सहायता (~ 2 लाख)	60000 लाभार्थी		कृषि एवं किसान कल्याण मंत्रालय ने 1,73,000 लाभार्थियों की पहचान की
11	मत्स्य पालन विभाग	प्रधानमंत्री मत्स्य संपदा योजना (पीएमएमएसवाई)	जनजातीय मछुआरों को सहायता: 10,000 आईएफआर और 1000 सीएफआर	3000 लाभार्थी	5700 परियोजनाओं को मंजूरी दी गई है	700 परियोजनाएं पूरी हो चुकी हैं
	पशुपालन और डेयरी विभाग	राष्ट्रीय पशुधन मिशन	8500 आईएफआर धारकों को पशुधन	2550 लाभार्थी	गुजरात, मध्य प्रदेश, असम और जम्मू-	विभाग ने 2025-26 में 6 राज्यों को 8 करोड़

क्र. सं.	मंत्रालय	गतिविधि	मिशन लक्ष्य (2024-2028)	मार्च 2026 तक का लक्ष्य	स्वीकृति	प्रगति
			प्रबंधन सहायता		कश्मीर के लिए स्वीकृत परियोजनाएं	रुपये जारी किए हैं (जम्मू और कश्मीर, गुजरात, त्रिपुरा, असम, मध्य प्रदेश और छत्तीसगढ़)
12	कौशल विकास और उद्यमिता मंत्रालय	जन शिक्षण संस्थान (जेएसएस) योजना	(i) जनजातीय जिलों में 30 कौशल विकास केंद्र	9 कौशल विकास केंद्र और 300 वन धन विकास केंद्रों को प्रशिक्षण	30 जिलों में 30 जनजातीय कौशल केंद्रों को मंजूरी दी गई	देश भर में 30 कौशल विकास केंद्रों का उद्घाटन किया गया जिनमें 21713 लाभार्थी नामांकित हैं। 1078 बैच बनाए गए हैं।
			(ii) 1000 वीडिवीके और जनजातीय समूहों का प्रशिक्षण		250 वीडिवीके के प्रशिक्षण को मंजूरी	264 वीडिवीके के लिए राज्य कार्यान्वयन एजेंसियों की पहचान कर ली गई है

क्र. सं.	मंत्रालय	गतिविधि	मिशन लक्ष्य (2024-2028)	मार्च 2026 तक का लक्ष्य	स्वीकृति	प्रगति
13	आयुष मंत्रालय	पोषण वाटिका - राष्ट्रीय आयुष मिशन		700 पोषण वाटिकाएं	ईएमआरएस में 243 पोषण वाटिकाएं स्वीकृत	आंध्र प्रदेश, अरुणाचल प्रदेश, बिहार और छत्तीसगढ़ में ईएमआरएस में 111 पोषण वाटिका बनाने की योजना है
14	पंचायती राज मंत्रालय	राष्ट्रीय ग्राम स्वराज अभियान (आरजीएसए)	एफआरए से संबंधित सभी ग्राम सभाओं, उपमंडलों और जिलों में एफआरए जागरूकता कार्यक्रम		कुल प्रशिक्षित किए जाने वाले अनुसूचित जनजाति प्रतिभागी- 46,19,662	कुल प्रशिक्षित अनुसूचित जनजाति प्रतिभागी – 7,81,661
15	पेट्रोलियम एवं प्राकृतिक गैस मंत्रालय	एलपीजी - उज्ज्वला योजना	25 लाख एलपीजी कनेक्शन	7.5 लाख परिवार		65,184 जनजातीय परिवारों को एसवी दिए गए
16	इलेक्ट्रॉनिक्स एवं सूचना प्रौद्योगिकी मंत्रालय	डिजिटल पहल	प्रगति रिपोर्ट नहीं की गई।			

जनजातीय कार्य मंत्रालय द्वारा निम्न पहलें की गई हैं और डीएजेजीयू के तहत जनजातीय कार्य मंत्रालय के उपायों में वित्तीय प्रगति निम्नानुसार है: -

योजना का नाम	अनुमोदित परियोजनाएँ	अनुमोदित निधि (करोड़ में)	जारी निधि (करोड़ में)
आश्रम स्कूल	6,773	3,506.43	587.81
टीएमएमसी	76	77.70	41.707
एफआरए प्रकोष्ठ	433	63.19	40.07
सीएफआर प्रबंधन योजनाएं	620	98.60	84.20
सीओसी	17	48.66	37.13
एससीडी जागरूकता + आशा मानदेय + टीओटी निधि		17.77	4.092

COLD STORAGE AND POST-HARVEST INFRASTRUCTURE IN MAHARASHTRA

2287. SHRI DHAIRYASHEEL RAJSINH MOHITE-PATIL:

SHRI SANJAY DINA PATIL:

SHRIMATI SUPRIYA SULE:

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

- (a) whether the Government is aware that despite immense potential for cold storage and post-harvest infrastructure in Maharashtra, particularly in major horticultural and agricultural regions, farmers have not received adequate encouragement, incentives or institutional support and if so, the details thereof;
- (b) whether the Government has been unable to establish sufficient cold storage, grading and packaging hubs in rural areas of Maharashtra, leading to post-harvest losses and distress sale of perishable produce and if so, the

details thereof;

- (c) whether the benefits of food processing and cold-chain related schemes have largely accrued to big industrialists and organised players, leaving small and marginal famers neglected;
- (d) if so, the reasons for such skewed implementation and low farmer-level participation; and
- (e) if not, the number of farmers assisted in Maharashtra during the last three years, district-wise, along with the amount of financial assistance provided under each such scheme?

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): The Ministry of Food Processing Industries (MoFPI) is implementing a Central Sector umbrella scheme “Pradhan Mantri Kisan Sampada Yojana (PMKSY)” to support setting up of food processing projects across the country including the State of Maharashtra. Under the component schemes namely (i) Integrated Cold Chain and Value Addition Infrastructure (Cold Chain scheme), (ii) Creation of Infrastructure for Agro Processing Clusters (APC scheme) and (iii) Operation Greens (OG scheme) - Long term intervention of PMKSY, cold storage and post-harvest infrastructure are supported as constituents in the integrated food processing projects. However, these component schemes do not support setting up of standalone cold storage and post-harvest infrastructure facilities. The above-mentioned component schemes of PMKSY

are demand driven and the proposals for setting up of food processing projects are invited by floating Expression of Interests (EoIs) from time to time. Any eligible entrepreneur including farmers from across the country (including rural areas of Maharashtra) may apply and avail the benefits under any of the component schemes of PMKSY, whenever the Expression of Interest is open.

MoFPI is also implementing a Centrally Sponsored “PM Formalisation of Micro Food Processing Enterprises (PMFME) scheme” for providing financial, technical and business support for setting up of new / upgradation of food processing enterprises across the country including the State of Maharashtra. The scheme is demand driven and is being implemented in rural as well as urban areas. The scheme aims to enhance the competitiveness of micro-enterprises in the unorganized segments of the food processing industries and promote formalization of the sector.

Department of Agriculture & Farmers Welfare is implementing Mission for Integrated Development of Horticulture (MIDH) for holistic development of horticulture sector in the country. Under MIDH, financial assistance is provided for various post-harvest management infrastructure including setting up of Pack Houses, Integrated Pack House, cold storage, Reefer Transport, Ripening Chamber etc. on the basis of Annual Action Plan (AAP) received from States/UTs. AAPs are prepared by the States/UTs based on their requirement, capacity and availability of resources. This scheme is demand/ entrepreneur driven and financial assistance in the form of credit linked back ended subsidy is provided at the rate of 35% of the project cost in general areas and 50% of

the project cost in case of NE & Himalayan States, Tribal Sub-Plan (TSP) and Scheduled areas, vibrant villages, Andaman & Nicobar and Lakshadweep Islands through respective State Horticulture Mission(s) (SHMs). The scheme is demand driven and being implemented across the country including the State of Maharashtra. During last three years, from 2022-23 to 2024-25, 353 number of cold storages have been sanctioned under the scheme thereby creating cold storage capacity of 17.03 Lakh MT in the State of Maharashtra.

Besides, National Horticulture Board (NHB) under DA&FW is implementing (i) "Development of Commercial Horticulture through Production and Post-Harvest Management of Horticulture Crops" for a better alternative to increase the income of farmers in which the financial support in the form of back-ended subsidy is provided for setting up of units relating to horticulture sector such as production related projects, Post-Harvest Management (PHM) viz. Pack House, Ripening Chamber, Refer Van, Retail Outlets, Pre-cooling units, Primary processing etc. A credit-linked back-ended subsidy at the rate of 35% to 50% of the project cost, subject to prescribed cost norms, is provided under MIDH. The scheme is demand driven and being implemented across the country including the State of Maharashtra. During last three years, from 2022-23 to 2024-25, 363 projects have been approved under the scheme with subsidy of Rs. 78.69 crore. (ii) Capital Investment Subsidy for Construction/ Expansion/ Modernization of Cold Storages and Storages for Horticulture Products, under this scheme, credit linked back-ended subsidy @35% of the capital cost of the project in general areas and @50% in case of North East,

Hilly States & Scheduled areas for Cold storage capacity above 5000 MT and up to 20000 MT is sanctioned for construction/expansion/ modernization of cold storage and CA store, as per cost norms prescribed for various sizes/types of cold storages/onion storages. The scheme is demand driven and being implemented across the country including the State of Maharashtra. During last three years, from 2022-23 to 2024-25, 36 projects have been approved under the scheme thereby creating cold storage capacity of 1.90 Lakh MT in the State of Maharashtra.

Under component schemes of PMKSY, to avail financial assistance [maximum of Rs. 5.00 crore under Creation/ Expansion of Food Processing and Preservation Capacities; maximum of Rs. 10.00 crore under Cold Chain scheme and APC scheme and maximum of Rs. 15.00 crore under OG scheme] for setting up of food processing projects, any individual / Central & State PSU / Joint Venture / NGO / Cooperative/ Self Help Group (SHG) / Farmer Producer Organizations (FPOs) / Farmer Producer Company (FPC) / Public & Private Sector Companies / Limited Liability Partnerships (LLP) / Partnership Firms / Proprietorship Firms from across the country are eligible. Further, FPOs/FPCs comprising of farmers have been provided with the following advantages over the applicants from general area under the component schemes of PMKSY:

- (i) shall have net worth equal to the grants-in-aid sought as against 1.5 times of the grants-in-aid sought in case of applicant from general area.
- (ii) shall infuse promoters' equity of not less than 10% of the total project cost

as against not less than 20% of the total project cost in case of applicant from general area

(iii) shall avail term loan of not less than 10% of the total project cost as against not less than 20% of the total project cost in case of applicant from general area

(iv) shall be eligible for availing grants-in-aid / subsidy at the rate of 50% of the eligible project cost as against 35% of the eligible project cost in case of applicant from general area.

As on 31.01.2025, as per the data provided by DA&FW, 8760 total number of cold storages have been created with total capacity of 397.08 LMT across the country. Details of the same are given in the enclosed **Statement-I**.

Under PMKSY, 69 projects with grants-in-aid/ subsidy of Rs. 378.32 crore have been approved during the last three years (2022-23 to 2024-25) in the State of Maharashtra which lead to creation of total processing and preservation capacity of 26.84 Lakh MT / annum. District-wise details of projects approved under various component schemes of PMKSY during last three years (2022-23 to 2024-25) in the State of Maharashtra are given in the enclosed **Statement-II**.

Under PMFME scheme of MoFPI, loans for 23079 micro food processing enterprises have been sanctioned with approved subsidy of Rs. 653.93 crore during last three financial years from 2022-23 to 2024-25. District-wise details

of loans approved along with subsidy components during last three years (2022-23 to 2024-25) under PMFME scheme in the State of Maharashtra are given in the enclosed **Statement-III**.

STATEMENT-I

State-wise Cold Storage facilities created as on 31.01.2025 in the country

Sr. No.	State/UT	No. of project	Cold Storage created (Capacity in MT)
1	Andaman & Nicobar	4	2210
2	Andhra Pradesh &	480	1996340
3	Arunachal Pradesh	2	6000
4	Assam	43	206742
5	Bihar	316	1490200
6	Chandigarh	7	12462
7	Chhattisgarh	130	577663
8	Delhi	97	129857
9	Goa	29	7705
10	Gujarat	1023	4042770
11	Haryana	386	870703
12	Himachal Pradesh	89	181318
13	Jammu & Kashmir	92	151833
14	Jharkhand	59	242655
15	Karnataka	268	912417
16	Kerala	202	96655
17	Lakshadweep	1	15
18	Madhya Pradesh	320	1381827
19	Maharashtra	665	1219851
20	Manipur	2	4500
21	Meghalaya	4	8200
22	Mizoram	3	4071
23	Nagaland	5	8150
24	Odisha	182	579321
25	Puducherry	4	185
26	Punjab	770	2604206
27	Rajasthan	190	648908
28	Sikkim	2	2100
29	Tamil Nadu	188	399690

30	Telangana	116	617131
31	Tripura	14	46354
32	Uttar Pradesh	2488	15096476
33	Uttarakhand	62	206848
34	West Bengal	517	5952997
	Total	8760	39708360

(Source: Directorate of Marketing and Inspection (DMI) up to 2009, National Horticulture Board (NHB), National Horticulture Mission (NHM), Horticulture Mission for North East & Himalayan States (HMNEH)) and MoFPI)

STATEMENT-II

District-wise details of projects approved under various component schemes of PMKSY during last three years (2022-23 to 2024-25) in the State of Maharashtra

Sr. No.	District	No. of approved projects with grants-in-aid/ subsidy under component schemes of PMKSY during 2022-23 to 2024-25									
		CEFPPC scheme		Cold Chain scheme		FTL scheme		APC scheme		OG scheme	
		No.	Amount (Rs. in Cr.)	No.	Amount (Rs. in Cr.)	No.	Amount (Rs. in Cr.)	No.	Amount (Rs. in Cr.)	No.	Amount (Rs. in Cr.)
1	Ahmednagar	3	14.98	2	18.02	0	0	0	0	0	0
2	Aurangabad	4	15.14	2	12.43	1	5.23	0	0	0	0
3	Beed	2	10.00	2	20.00	0	0	0	0	0	0
4	Bhandra	0	0	0	0	0	0	1	10.00	0	0
5	Dhule	1	5.00	0	0	0	0	0	0	0	0
6	Hingoli	1	5.00	0	0	0	0	0	0	0	0

7	Jalgaon	2	1.36	0	0	0	0	0	0	0	0
8	Kolhapur	2	6.79	1	9.03	0	0	0	0	0	0
9	Nagpur	4	15.97	1	5.00	1	8.01	1	10.0	1	10.00
10	Nandurbar	1	1.73	0	0	0	0	0	0	0	0
11	Nashik	8	39.93	2	12.29	0	0	0	0	1	9.5
12	Navi Mumbai	0	0	0	0	1	5.32	0	0	0	0
13	Pune	1	5.00	1	8.46	0	0	1	10.0	1	7.00
14	Sangli	2	3.89	1	5.00	0	0	0	0	0	0
15	Satara	9	42.00	0	0	0	0	0	0	0	0
16	Solapur	0	0	1	9.52	0	0	1	10.0	1	5.00
17	Thane	0	0	0	0	3	15.08	0	0	0	0
18	Washim	2	6.64	0	0	0	0	0	0	0	0
		42	173.43	13	99.75	6	33.64	4	40.0	4	31.5

STATEMENT-III

District-wise details of loans approved along with the subsidy component of during last three years under PMFME scheme in the State of Maharashtra:

S. No.	District Name	Number of Loans Sanctioned	Subsidy (Rupees in crore)
1	Ahilyanagar	1426	63.13
2	Akola	437	11.38
3	Amravati	932	11.37

4	Beed	133	5.72
5	Bhandara	341	6.83
6	Buldhana	937	31.17
7	Chandrapur	724	5.29
8	Chhatrapati Sambhajinagar	1836	23.41
9	Dharashiv	432	9.10
10	Dhule	545	10.92
11	Gadchiroli	293	1.95
12	Gondia	648	6.22
13	Hingoli	193	5.48
14	Jalgaon	966	31.91
15	Jalna	548	10.31
16	Kolhapur	946	61.31
17	Latur	353	6.72
18	Mumbai	6	0.21
19	Mumbai Suburban	45	0.96
20	Nagpur	717	13.59
21	Nanded	344	11.01
22	Nandurbar	510	10.60
23	Nashik	1205	50.82
24	Palghar	304	6.54
25	Parbhani	302	6.71
26	Pune	1129	62.45
27	Raigad	234	4.42
28	Ratnagiri	380	13.99
29	Sangli	1228	39.61
30	Satara	939	43.35
31	Sindhudurg	554	14.81
32	Solapur	986	41.21
33	Thane	347	10.45
34	Wardha	871	7.25
35	Washim	477	6.92

36	Yavatmal	811	6.82
	Grand Total	23079	653.93

PROMOTION OF MSME MANUFACTURING

2288. SHRI AMARSING TISSO:

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

- (a) whether the Government has considered promoting Micro, Small and Medium Manufacturing units in aspirational and tribal districts such as Karbi Anglong and Dima Hasao in Assam under existing industrial development schemes;
- (b) if so, the details of proposals received, approved or under consideration for these districts; and
- (c) the measures being taken to address infrastructure, logistics and skill gaps to facilitate industrial development in these 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) and (c): The government of India is promoting Micro, Small and Medium Manufacturing units across the country including aspirational and tribal districts such as Karbi Anglong and Dima Hasao in Assam through existing industrial development schemes. The Ministry of Micro, Small and Medium (MSME) is implementing various schemes/programs to address infrastructure, logistics and

skill gaps, which inter-alia, includes; a dedicated Scheme for Promotion of MSMEs in North East region (NER) and Sikkim, Micro and Small Enterprises - Cluster Development Program(MSE-CDP), Prime Minister's Employment Generation Programme (PMEGP), Raising and Accelerating MSME Performance (RAMP) Program, Entrepreneurship and Skill Development Program, MSME Champions Schemes of this Ministry.

Apart from this, the various other schemes of the central ministries for the support of the North Eastern region are Uttar Poorva Transformative Industrialization Scheme (UNNATI-2024), North East Industrial Development Scheme (NEIDS), 2017, Pradhan Mantri Formalisation of Micro Food Processing Enterprises Scheme (PMFME) etc.

Beside the Government of Assam is implementing Industrial & Investment Policy, 2019 & its amendment and Assam Start-up & Innovation Policy, 2025 and Assam State Bamboo Mission (ASBM).

(b): The details of proposals received, approved or under consideration in respect of Karbi Anglong and Dima Hasao district of Assam are as under:

- I. Under the scheme "Promotion of MSMEs in North East region (NER) & Sikkim" of this Ministry, proposals are invited from North Eastern State Government agencies/ organizations for setting up new/upgradation of Mini Technology Centers, Industrial Estates, Flatted Factory Complexes and common facilities for MSMEs engaged in tourism sector. As of now, one project from District Karbi Anglong, Assam, namely "Infrastructure Development Facilities & Up-gradation in the Existing Complex, Manja

Industrial Complex, Manja, District Karbi Anglong, Assam”, has been approved during FY 2023-24 in the 10th Project Appraisal and Monitoring Committee (PAMC) meeting held on 26.10.2023 and it is under implementation. The approved total project cost is ₹10.00 crore, comprising Government of India Grant of ₹9.00 crore and State share of ₹1.00 crore.

- II. Awareness and Skill development programmes are being implemented under Raising and Accelerating MSME Performance (RAMP) Program.
- III. Under the ZED Certification scheme, there are 3 Nos. of units are registered in Dima Hasao district and 30 Nos. of units are registered (wherein 2 units are successfully Bronze certified) in Karbi Anglong district of Assam.
- IV. Government of Assam, Office of the Commissioner of Industries and Commerce has reported that, 7 No. of proposals were received pertaining to supporting the manufacturing MSMEs in Karbi Anglong district, which have been approved.

SETTING UP OF HIGH-TECH FOOD PROCESSING INDUSTRIES

2289. SHRI VIJAYAKUMAR ALIAS VIJAY VASANTH:

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

- (a) whether the Government has launched initiatives to establish high-tech food processing industries nationwide to boost value addition, generate employment for youth and strengthen farmer incomes, if so, the details thereof and if not, the reasons therefor;
- (b) the details of approved and operational high-tech food processing units

- including total investment, number of jobs created and technological collaborations with domestic and foreign companies made in this regard;
- (c) the details of the schemes, incentives and fund allocations provided during the last three years and the current year to promote high-tech food processing industries, especially for startups and MSMEs;
- (d) whether the Government has any plans to expand research, innovation and training programs in high-tech food processing, particularly for rural youth and women entrepreneurs to enhance employment and skill development, if so, the details thereof and if not, the reasons therefor;
- (e) whether it is a fact that delays in approvals, land acquisition and licensing have slowed the setting up of high-tech food processing industries and if so, the details thereof; and
- (f) whether the Government would ensure faster clearances, if so, the details thereof and if not, the reasons therefor?

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 sector including promotion of high-tech food processing, Ministry of Food Processing Industries (MoFPI) has been incentivizing setting up/expansion of related infrastructure through its two Central Sector Schemes namely Pradhan Mantri Kisan SAMPADA Yojana (PMKSY) and 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.

These schemes 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 help in providing better returns to farmers, enhancing productivity, reducing wastage of agricultural produce and creating off-farm employment opportunities.

In order to promote use of high-technology viz. use of Artificial Intelligence, Internet of Things, etc. in Food Processing Sector, MoFPI extends Grant-in-Aid to educational and research institutions including Council of Scientific & Industrial Research (CSIR) recognized Research and Development (R&D) units in private sector for related demand driven R&D projects through its R&D scheme under Pradhan Mantri Kisan SAMPADA Yojana (PMKSY).

Under R&D component of the Scheme, financial assistance as grant-in-aid is provided to Private organizations/ universities/institutions/R&D laboratories and CSIR recognized R&D units in private sector to the tune of 50% of equipment cost in general areas and 70% in difficult areas and to various Universities, IITs, Central/ State Government Institutions, Government funded organizations to promote and undertake demand driven R&D work in food processing sector for product & process development, design and development of equipment, improved storage, shelf-life, packaging etc. R&D projects of Government organizations/ Institutions are eligible for 100% grant-in-aid for the cost of equipment, consumables and expenditure related to Research Fellows,

etc.

In addition, National Institute of Food Technology, Entrepreneurship & Management (NIFTEM) Kundli, Haryana and NIFTEM, Thanjavur, Tamil Nadu under administrative control of MoFPI, are also engaged in R&D activities in the sector.

The details of R&D projects approved by MoFPI in the field of high-technology for development of Food Processing Sector since 2016-17 under the R&D component scheme of PMKSY are given in the enclosed **Statement**.

MoFPI provides subsidy/incentives to the eligible entities including startups and Micro, Small & Medium Enterprises (MSMEs) under schemes implemented by MoFPI.

(e) and (f): At times, the projects approved under schemes of MoFPI face delays in obtaining statutory clearances/ certificates from the State Govt. regarding Consent to Establish, Consent to Operate, building plan approval, electricity connection etc., have led to delay in completion of some of these projects.

MoFPI has taken various measures for timely implementation of these 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 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 promoters in case of delayed completion

of projects; (vi) MoFPI, on the request of project implementing agencies, also took up the matter with the concerned department of State Government and their agencies for smooth and timely implementation.

STATEMENT

List of R&D projects approved in the field of high-technology for development of Food Processing Sector under R&D component scheme of PMKSY since 2016-17 are as under:

Sr No.	Name of the Project	Institute Name	Project Cost (In Lakh)	Approved GIA (In Lakh)	Released GIA (in Lakh)	Status
1.	3-D Printed Foods: Personalized Nutrition to Address Malnutrition in India	NIFTEM-Thanjavur	55.42	55.42	50.28	Completed
2.	Development of active intelligent packaging system with antimicrobial agent for fruits and vegetables	NIFTEM-Thanjavur	53.04	53.04	45.94	Completed
3.	Design and development of hot air assisted continuous Infrared drying system for high value fish and	ICAR-Central Institute of Fisheries Technology, Cochin, Kerala	27.02	27.02	25.02	Completed

	fishery products					
4	Waste of wealth: Extracting nutraceutical (polyphenols) from troical fruits residue by biorefinery approach	Visvesvaraya National Institute of Technique, Nagpur	32.79	32.79	32.79	Completed
5.	Monascus Purpureus CFR 410-11 fermented cowpea Tofu as functional food	Central Food Technological Research Institute, Mysore	24.90	24.90	23.23	Completed
6.	Development of Blockchain-based Traceability Solution for Agri-Food Supply Chains	NIFTEM, Kundli, Sonapat, Haryana	18.73	18.731	16.19	Completed
7.	Phytochemical profiling and valorisation of Pomelo fruit of Northeast region	Tezpur University, Tezpur, Assam	41.48	41.48	36.68	Completed

SHORTAGE OF MANPOWER IN AVIATION REGULATORY BODIES

2290. SHRI KAMAKHYA PRASAD TASA:

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

- (a) the details and the total number of technical and operational posts currently vacant in all major Aviation Regulatory Bodies;

- (b) whether this shortage of manpower has an impact on the frequency and thoroughness safety audits, inspections and surveillance programmes conducted by these bodies and if so, the details thereof; and
- (c) the specific steps being taken by the Government to attract, train and retain highly specialised and technical personnel required for these critical roles?

**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): The total number of sanctioned posts in Directorate General of Civil Aviation (DGCA) is 1630. Out of 1630 posts, 441 posts (426 technical Posts and 15 non-technical posts) have been created during the period 2022 to 2024 keeping in view of future expansion of civil aviation as part of restructuring of DGCA. The number of vacant posts in DGCA is 787. In last 4 months, following steps have been taken to strengthen manpower in DGCA:

- i. 15 officers/officials and 09 Flight Operations Inspector (Fols) have joined.
- ii. DPC for 31 officers completed.
- iii. 164 Technical officers, 1 Fol and 3 stenographer have been selected to join.
- iv. DR proposal for 94 posts of different cadres is at various stages.

The total number of sanctioned posts in BCAS is 598, out of which 230 posts are vacant. Keeping in view of effective supervision, additional 84 posts have been created in 2024.

The shortfall has not impacted the functioning of these organizations. Further, all methods of recruitment are pursued vigorously in order to ensure

timely and continuous availability of requisite manpower. To meet requirements in the interregnum due to vacancies arising from reasons like inadequate response to advertisements, non-joining of selected candidates, insufficient response to deputation posts and others, efforts are made to recruit persons through short terms contractual hiring.

Structure and continuous capacity building framework has been put in place for training of the officers of regulator. The training programmes are updated with evolving international standards, technological advancements and industry best practices.

COMPENSATION TO THE PASSENGERS

2291. SHRI ABU TAHER KHAN:

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

- (a) the number of IndiGo flights cancelled along with the total amount of compensation paid to the affected passengers during the last three years;
- (b) whether IndiGo Airlines has complied with the Civil Aviation Requirements (CAR) on passenger compensation in cases of flight cancellations including refunds, alternate arrangements, meals and monetary compensation and if not, the details of violations reported along with the action taken by the Directorate General of Civil Aviation (DGCA) in this regard; and
- (c) whether the Government proposes to strengthen monitoring and enforcement mechanisms to ensure timely and adequate compensation to passengers affected by flight cancellations, particularly during peak travel

seasons 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): The total number of flights cancelled by M/s Indigo during the last three years (2023 to 2025) is 24083 and an amount of Rs 2274.61 lakh was paid towards compensation during this period.

(b): The operational disruption of Indigo in December 2025 resulted in the cancellation and delay of a significant number of flights. The airline was directed to undertake necessary measures to stabilise operations, mitigate passenger inconvenience and provide assistance to stranded passengers at airports as per relevant CARs. Further, the airline was also directed to ensure that refunds and compensation is paid strictly in accordance with the provisions of Civil Aviation Requirements (CAR), Section 3, Series M, Part IV, issued by the DGCA, either in cash, through bank transfer, or in the form of travel vouchers, subject to the consent of the passenger. The airline has informed that all refunds for flight cancellations during the period have been fully processed and cleared to the original source of payment.

(c): Regular monitoring, inspections and audits are carried out to ensure airline compliance. Airlines are required to adhere strictly to compensation, refund and facilitation norms, and enforcement action, including penalties, is taken in cases of non-compliance. Further, grievance redressal through the AirSewa platform and strengthened monitoring mechanisms are in place to deter arbitrary

cancellations and safeguard passenger interests.

WATER SUPPLY AND SEWERAGE PROJECTS

UNDER AMRUT IN WEST BENGAL

2292. DR. JAYANTA KUMAR ROY:

SHRI SAUMITRA KHAN:

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

- (a) the number of cities across the country in which water supply and sewerage projects have commenced under the Atal Mission for Rejuvenation and Urban Transformation (AMRUT) 2.0 since January, 2025, State/UT-wise, especially in West Bengal; and
- (b) whether any projects have faced delays due to technical or financial constraints across the country, if so, the details thereof, State/UT-wise including West Bengal, particularly in Jalpaiguri?

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

(a) and (b): Atal Mission for Rejuvenation and Urban Transformation (AMRUT) 2.0 has been launched on 1st 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. Under AMRUT 2.0, States/ Union Territories (UTs) are empowered to select, appraise, prioritise and implement the projects.

State Water Action Plans (SWAPs) comprising of 3,528 water supply projects worth ₹1,19,636.49 crore have been approved so far by Ministry of Housing and Urban Affairs (MoHUA) in 2,484 ULBs across the country. Approved projects cover development of 11,393 Million Litres per Day (MLD) water treatment capacity (new/ augmentation), 178 lakh new household tap connections and laying of 1.26 lakh km of pipelines (new & replacement).

Further, under this Mission, SWAPs comprising of 583 sewerage/ septage projects worth ₹66,117.69 crore have been approved so far in 255 AMRUT cities. Approved projects cover 6,649 MLD sewage treatment capacity (new/augmentation) of which 1,931 MLD sewage treatment capacity is for recycle/reuse, 65 lakh household sewer connections and laying of 34,548 km of sewer lines.

As per the information updated by States in AMRUT 2.0 portal, a total of 2,933 water supply projects worth ₹79,764.95 crore and 443 sewerage and septage management projects worth ₹41,695.49 crore have been awarded so far. The details of number of water supply and sewerage and septage management projects awarded by the States under AMRUT 2.0 since January, 2025, State-wise including West Bengal are given in the enclosed **Statement**.

Under AMRUT 2.0, Central assistance for projects are provided on real time basis as per submission of claims by the States through SNA-SPARSH. Funds are released to the States through Mother Sanctions.

The projects taken up under AMRUT 2.0 are large infrastructure projects with long gestation periods. As reported by the States from time to time, some

delay in projects occur due to delay in preparation and approval of Detailed Project Reports, statutory clearances, land issues, etc.

In Jalpaiguri district, the State of West Bengal has taken up 15 projects worth ₹122.29 crore which include 08 water supply project worth ₹117.94 crore, 04 water body rejuvenation projects worth ₹3.15 crore and 03 green spaces and park projects worth ₹1.2 crore. Contracts have been awarded for 13 projects worth ₹80.58 crore. The State Government has informed that no project under AMRUT 2.0 has faced delays due to technical or financial constraints.

STATEMENT

State-wise details of number of water supply and sewerage and septage management projects awarded by the States since January, 2025 under AMRUT 2.0:

S. No.	State	Water Supply			Sewerage & Septage Management		
		No. of Projects	Cities	Awarded Cost (in Cr.)	No. of Projects	Cities	Awarded Cost (in Cr.)
1	Andaman & Nicobar Islands	43	1	21.66			
2	Andhra Pradesh	3	3	17.96			
3	Arunachal Pradesh	7	6	169.27			
4	Assam	3	2	149.23	2	2	66.42
5	Bihar	3	3	357.24			
6	Chhattisgarh	6	6	442.68	5	5	625.37
7	Delhi	1	1	10.88	6	1	206.58
8	Gujarat	54	33	891.25	28	10	824.69
9	Haryana	9	9	111.72	6	5	267.77
10	Himachal Pradesh	11	11	83.10			

11	Jammu and Kashmir	47	31	256.34	3	2	330.44
12	Jharkhand	7	7	654.98			
13	Karnataka	44	41	1533.03			
14	Kerala	83	47	527.30	19	3	231.14
15	Madhya Pradesh	71	71	3139.60	16	16	3485.80
16	Maharashtra	17	16	1932.98	10	7	3497.66
17	Manipur	6	6	88.65			
18	Nagaland	23	23	97.00			
19	Odisha	86	36	1195.52			
20	Puducherry				1	1	33.05
21	Punjab	99	99	1022.62	4	4	188.99
22	Rajasthan	104	104	1244.51			
23	Tamil Nadu				2	2	602.82
24	Telangana				3	1	3975.34
25	Tripura	4	4	7.77			
26	Uttar Pradesh	73	68	2961.75	5	5	947
27	Uttarakhand	9	9	144.96			
28	West Bengal	95	80	3125.76			
Grand Total		908	717	20187.75	110	64	15283.07

PROJECTS UNDER PMKSY, PMFME AND PLISFPI SCHEMES

2293. SHRI KARTI P. CHIDAMBARAM:

SHRI K. SUDHAKARAN:

SHRI TANUJ PUNIA:

DR. NAMDEO KIRSAN:

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

- (a) the distribution of projects and grants under Pradhan Mantri Krishi Sinchayee Yojana (PMKSY), Pradhan Mantri Formalisation of Micro Food

Processing Enterprises (PMFME) Scheme and Production Linked Incentive Scheme for Food Processing Industry (PLISFPI), State wise;

- (b) the details of reasons for five hundred projects sanctioned under PMKSY remain incomplete or non-operational, despite expiry of the scheme period; and
- (c) the amount of public funds locked in delayed or stalled 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): In order to promote and ensure overall 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 Schemes namely Pradhan Mantri Kisan SAMPADA Yojana (PMKSY) and 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.

Under PMKSY, financial assistance is provided to entrepreneurs for setting up of food processing industries. The scheme is operational for a period upto 2025-26 with total outlay of Rs 6520 Crore for 15th Finance Commission Cycle.

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.

Under PMFME scheme, financial, technical and business support is provided for setting up / upgradation of micro food processing enterprises. The scheme is operational for a period of upto 2025-26 with an outlay of Rs.10,000 Crore.

The details of projects approved by MoFPI under the said three scheme across the country since inception of the scheme is given in the enclosed **Statement**.

(b) and (c): As on 31.12.2025, 1607 number of projects are approved under various component schemes of PMKSY. Out of which, 1196 projects have been completed/operationalised and remaining 411 projects with total project cost of Rs. 10983.35 crore and approved grant of Rs. 3005.3 crore are at various stages of implementation.

Delay in project implementation is 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.). This delays the release of grants, as funds are disbursed only upon submission of the required documents by the implementing agencies after fulfilling all criteria prescribed in the respective guidelines of the concerned component scheme under PMKSY.

There has been no overrun in financial assistance approved by MoFPI for these projects. MoFPI has taken various measures for timely implementation of these 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 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 promoters in case of delayed completion of projects; (vi) MoFPI, on the request of project implementing agencies, also took up the matter with the concerned department of State Government and their agencies for smooth and timely implementation.

STATEMENT

A. State wise details of approved projects approved under corresponding schemes of PMKSY in the country since its inception as on 31.12.2025:

S. No	State	Approved Projects (in number)	Approved grants in aid Rs. (in Crores)
1	Andaman & Nicobar	2	3.17
2	Andhra Pradesh	75	754.51
3	Arunachal Pradesh	12	82.10
4	Assam	101	412.27
5	Bihar	15	170.19
6	Chandigarh	0	0.00
7	Chhattisgarh	10	88.47
8	Dadar & Nagar Haveli and Daman & Diu	1	3.64
9	Delhi	22	11.30
10	Goa	2	7.69

11	Gujarat	109	663.50
12	Haryana	99	396.91
13	Himachal Pradesh	44	296.50
14	Jammu & Kashmir	41	203.40
15	Jharkhand	2	0.94
16	Karnataka	98	403.83
17	Kerala	54	308.10
18	Ladakh	0	0.00
19	Lakshadweep	0	0.00
20	Madhya Pradesh	51	344.12
21	Maharashtra	242	1255.42
22	Manipur	6	57.26
23	Meghalaya	9	66.76
24	Mizoram	4	66.31
25	Nagaland	4	63.99
26	Odisha	30	206.26
27	Puduchery	2	0.81
28	Punjab	75	425.59
29	Rajasthan	54	294.01
30	Sikkim	1	3.64
31	Tamil Nadu	155	504.25
32	Telangana	67	391.03
33	Tripura	9	64.46
34	Uttar Pradesh	97	444.81
35	Uttarakhand	59	472.91
36	West Bengal	55	255.53
TOTAL		1607	8723.68

B. State-wise details of Micro Food Processing Industry approved under PMFME Scheme in the country as on 31.12.2025:

S. No	State/UT	Number of Micro Enterprises	Approved Subsidy (Rs in Crore)
1	Andaman & Nicobar	18	1.03
2	Andhra Pradesh	8651	137.81
3	Arunachal Pradesh	149	9.26
4	Assam	5194	58.97
5	Bihar	28648	660.88
6	Chandigarh	5	0.21
7	Chhattisgarh	1442	62.49
8	Dadar & Nagar Haveli and Daman & Diu	12	0.42
9	Delhi	378	8.98
10	Goa	141	5.40
11	Gujarat	1217	78.26
12	Haryana	1737	110.76
13	Himachal Pradesh	2628	63.57
14	Jammu & Kashmir	2121	43.20
15	Jharkhand	4665	94.82
16	Karnataka	8402	315.18
17	Kerala	8478	221.96
18	Ladakh	96	4.58
19	Lakshadweep	0	0
20	Madhya Pradesh	13221	442.85
21	Maharashtra	27360	810.63
22	Manipur	310	21.69
23	Meghalaya	237	4.07
24	Mizoram	67	2.56
25	Nagaland	440	7.84
26	Odisha	3075	91.35
27	Puduchery	203	4.52

28	Punjab	3108	266.83
29	Rajasthan	1444	85.11
30	Sikkim	66	1.78
31	Tamil Nadu	17869	410.20
32	Telangana	7345	106.23
33	Tripura	286	7.05
34	Uttar Pradesh	22060	803.30
35	Uttarakhand	1087	33.49
36	West Bengal	547	32.39
TOTAL		172707	5009.67

C. State-wise details of approved projects under PLISFPI Scheme as on

31.12.2025:

S. No	State/UT	Number of approved locations	Committed Investment (Rs in Crores)
1	Andhra Pradesh	36	1043.89
2	Assam	4	47.74
3	Bihar	7	488.66
4	Chhattisgarh	1	40.93
5	Goa	1	17.99
6	Gujarat	31	1343.76
7	Haryana	9	74.53
8	Himachal Pradesh	4	10.66
9	Jammu & Kashmir	2	61.13
10	Jharkhand	2	11.76
11	Karnataka	21	271.58
12	Kerala	10	165.91
13	Madhya Pradesh	10	468.15
14	Maharashtra	41	941.98
15	Odisha	6	182.77

16	Punjab	9	126.31
17	Rajasthan	6	244.82
19	Tamil Nadu	19	389.53
20	Telangana	13	200.89
21	Uttar Pradesh	26	1052.10
22	Uttarakhand	7	116.05
23	West Bengal	9	161.63
TOTAL		274	7462.77

वर्धा में पीएमएवाई-यू 2.0 की स्थिति

2294. श्री अमर शरदराव काले:

क्या आवासन और शहरी कार्य मंत्री यह बताने की कृपा करेंगे कि:

महाराष्ट्र के वर्धा लोक सभा क्षेत्र में प्रधानमंत्री आवास योजना-शहरी (पीएमएवाई-यू) 2.0 के अंतर्गत स्वीकृत आवासों की कुल संख्या कितनी है, कितने आवासों की आधारशिला रखी जा चुकी है और इस संबंध में हुई प्रगति का ब्यौरा क्या है?

आवासन और शहरी कार्य मंत्रालय में राज्य मंत्री (श्री तोखन साहू):

आवासन और शहरी कार्य मंत्रालय (एमओएचयूए) दिनांक 25.06.2015 से प्रधान मंत्री आवास योजना शहरी (पीएमएवाई-यू) का कार्यान्वयन कर रहा है, जिसका उद्देश्य देश भर में पात्र शहरी लाभार्थियों को बुनियादी नागरिक सुविधाओं वाले हर मौसम में रहने योग्य पक्के आवास प्रदान करना है।

पीएमएवाई-यू के कार्यान्वयन के अनुभवों से मिली सीख के आधार पर, आवासन और शहरी कार्य मंत्रालय ने इस योजना को नया रूप दिया है और अगले पांच वर्षों में 1 करोड़ अतिरिक्त पात्र लाभार्थियों की सहायता करने के लिए 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 2.0 को चार घटकों अर्थात् लाभार्थी आधारित निर्माण (बीएलसी), साझेदारी

में किफायती आवास (एएचपी), किफायती किराया आवास (एआरएच) और ब्याज सब्सिडी योजना (आईएसएस) के माध्यम से कार्यान्वित किया जाता है।

पीएमएवाई-यू/पीएमएवाई-यू 2.0 एक मांग आधारित दृष्टिकोण अपनाता है, जिसमें राज्यों/संघ राज्य क्षेत्रों (यूटी) ने पात्रता मानदंडों के आधार पर अपने संबंधित क्षेत्राधिकार में अपने शहरी स्थानीय निकायों (यूलबी)/कार्यान्वयन एजेंसियों के माध्यम से मांग सर्वेक्षण किया है। राज्य/संघ राज्य क्षेत्र इस योजना के अंतर्गत आवासों की अपनी आकलित मांग के अनुसार परियोजना प्रस्ताव तैयार करते हैं और उन्हें संबंधित राज्य/संघ राज्य क्षेत्र के मुख्य सचिव की अध्यक्षता में गठित राज्य स्तरीय स्वीकृति एवं निगरानी समिति (एसएलएसएमसी) द्वारा अनुमोदित करवाते हैं। संबंधित एसएलएसएमसी से अनुमोदन के बाद, राज्य/संघ राज्य क्षेत्र केन्द्रीय स्वीकृति एवं निगरानी समिति (सीएसएमसी) द्वारा केन्द्रीय सहायता के अनुमोदन के लिए प्रस्ताव इस मंत्रालय को प्रस्तुत करते हैं।

पीएमएवाई-यू और पीएमएवाई-यू 2.0 के अंतर्गत महाराष्ट्र के वर्धा संसदीय निर्वाचन क्षेत्र में स्वीकृत, निर्माणाधीन और पूर्ण किए गए आवासों की संख्या का ब्यौरा संलग्न **विवरण** में दिया गया है। इस योजना की प्रगति को पीएमएवाई-यू डैशबोर्ड <https://dashboard.pmay-urban.gov.in> पर भी देखा जा सकता है।

विवरण

पीएमएवाई-शहरी (पीएमएवाई-यू और पीएमएवाई-यू 2.0) के अंतर्गत वर्धा संसदीय निर्वाचन क्षेत्र (महाराष्ट्र) में भौतिक और वित्तीय प्रगति:

क्रम संख्या	विवरण	पीएमएवाई-यू	पीएमएवाई-यू 2.0
1	स्वीकृत आवास (संख्या)	13,478	881
2	निर्माणाधीन आवास (संख्या)	12,083	199
3	पूर्ण किए गए/सौंपे गए आवास (संख्या)	10,322	80

4	स्वीकृत केंद्रीय सहायता (करोड़ रुपए में)	215.58	12.22
5	जारी की गई केंद्रीय सहायता करोड़ रुपए में)	178.05	5.03

दौसा में डीडीयूजीजेवाई के अंतर्गत स्वीकृत कृषि फीडर

2295. श्री मुरारी लाल मीना:

क्या विद्युत मंत्री यह बताने की कृपा करेंगे कि:

- (क) दीन दयाल उपाध्याय ग्राम ज्योति योजना (डीडीयूजीजेवाई) के अंतर्गत मूलतः स्वीकृत और वास्तव में पृथक किए गए कृषि फीडरों की राज्य-वार संख्या कितनी है और इस संबंध में दौसा लोक सभा निर्वाचन क्षेत्र सहित राजस्थान की वर्तमान स्थिति क्या है;
- (ख) क्या अपूर्ण अथवा आंशिक फीडर पृथक्करण के कारण गैर-कृषि ग्रामीण उपभोक्ताओं को दी जाने वाली विद्युत आपूर्ति की अवधि और गुणवत्ता पर पड़ने वाले प्रभाव का आकलन किया गया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (ग) राजस्थान सहित राज्य-वार कितनी परियोजनाओं को पूरा होने में 12 महीने से 24 महीने तक का विलंब हुआ है; और
- (घ) क्या केन्द्र सरकार द्वारा परियोजना संबंधी समझौतों, राज्य के अंशदान अथवा पूर्व-शर्तों के निबंधन को पूरा किए बिना ही निधि जारी की गई थी और यदि हां, तो राजस्थान तत्संबंधी राज्य-वार ब्यौरा क्या है?

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

(क): भारत सरकार ने दिसंबर 2014 में 43,033 करोड़ रुपये के परिव्यय के साथ डीडीयूजीजेवाई की शुरुआत की, जिसमें 33,453 करोड़ रुपये की सकल बजटीय सहायता (जीबीएस) शामिल है। स्कीम के मुख्य उद्देश्य उप-पारेषण और वितरण अवसंरचना को सुदृढ़ करना और बढ़ाना, कृषि और

गैर-कृषि फीडरों को अलग करना और देश भर के गांवों का विद्युतीकरण करना था।

डीडीयूजीजेवाई स्कीम के तहत चिन्हित किए गए और अलग किए गए फीडरों का राज्यवार ब्यौरा निम्नानुसार है:

क्रम सं.	राज्य	संस्वीकृत	उपलब्धि
1	बिहार	698	698
2	छत्तीसगढ़	356	205
3	गुजरात	45	0
4	हरियाणा	35	35
5	हिमाचल प्रदेश	5	5
6	जम्मू और कश्मीर	151	34
7	झारखंड	409	409
8	कर्नाटक	927	927
9	मध्य प्रदेश	1284	873
10	महाराष्ट्र	1077	583
11	ओडिशा	89	89
12	पंजाब	76	76
13	राजस्थान	2131	1458
14	तमिलनाडु	29	29
15	उत्तर प्रदेश	1891	1891
16	उत्तराखंड	44	44
17	पश्चिम बंगाल	585	477
कुल		9832	7833

स्रोत: नोडल एजेंसी आरईसी लिमिटेड।

दौसा लोकसभा निर्वाचन क्षेत्र के अंतर्गत तीन जिले, अलवर, दौसा और जयपुर हैं। इन जिलों में डीडीयूजीजेवाई स्कीम के तहत अलग किए गए फीडरों का ब्यौरा निम्नानुसार है:

क्रम सं.	राज्य सभा	उपलब्धि
1	अलवर	145
2	दौसा	129
3	जयपुर	329

स्रोत: नोडल एजेंसी आरईसी लिमिटेड।

संशोधित वितरण क्षेत्र स्कीम (आरडीएसएस) के तहत, राजस्थान राज्य के लिए 10202 करोड़ रुपये की कुल संस्वीकृत राशि के साथ 12835 फीडरों को अलग करने की मंजूरी दी गई है, जिनमें से 370 फीडरों को पहले ही निष्पादित किया जा चुका है। दौसा लोकसभा निर्वाचन क्षेत्र के तहत तीन जिलों में आरडीएसएस स्कीम के तहत चिन्हित किए गए और अलग किए गए फीडरों का ब्यौरा निम्नानुसार है:

क्रम सं.	जिला	आरडीएसएस के तहत संस्वीकृत (संख्या)	पूर्ण	फीडर जिन पर लोड स्थानांतरित किया गया (संख्या)
1	अलवर	431	0	0
2	दौसा	383	1	1
3	जयपुर	994	6	5
कुल		1808	7	6

स्रोत: नोडल एजेंसी आरईसी लिमिटेड।

(ख): डीडीयूजीजेवाई स्कीम का एक व्यापक प्रभाव आकलन अध्ययन किया गया, जिसमें सभी राज्यों और अधिकांश संघ राज्य क्षेत्रों को शामिल किया गया। अध्ययन से पता चला कि डीडीयूजीजेवाई के बाद गांवों को आपूर्ति के घंटों में लगभग 39% सुधार हुआ है। इसके अलावा, इस सर्वेक्षण के तहत कवर किए गए 100% गांवों और उपभोक्ताओं ने आपूर्ति घंटों में सुधार की सूचना दी है।

(ग): डीडीयूजीजेवाई के तहत, 33 राज्यों में कुल 673 परियोजनाओं को मंजूरी दी गई थी, जिनमें से 154 परियोजनाओं में निर्धारित समय सीमा से 12 महीने से अधिक और 24 परियोजनाओं में 24 महीने से अधिक समय तक कार्यों के आवंटन में देरी हुई थी। इसके अलावा, राजस्थान में स्वीकृत किसी भी परियोजना में निर्धारित समय सीमा से 12 महीने से अधिक की देरी नहीं हुई। विलंबित परियोजनाओं का ब्यौरा निम्नानुसार है:

क्रम सं.	राज्य	12 महीने से अधिक समय से लंबित परियोजनाएं	24 महीने से अधिक समय से लंबित परियोजनाएं
1	अंडमान और निकोबार द्वीप समूह	0	1
2	असम	0	8
3	बिहार	2	0
4	छत्तीसगढ़	2	0
5	गोवा	2	0
6	हरियाणा	7	0
7	हिमाचल प्रदेश	10	1
8	जम्मू और कश्मीर	0	13
9	झारखंड	24	0
10	कर्नाटक	23	0
11	मध्य प्रदेश	26	1
12	महाराष्ट्र	27	0
13	मिजोरम	1	0
14	पंजाब	20	0
15	तेलंगाना	1	0
16	उत्तर प्रदेश	9	0
कुल संख्या		154	24

स्रोत: नोडल एजेंसी आरईसी लिमिटेड

(घ): भारत सरकार की प्रमुख योजना, डीडीयूजीजेवाई को निर्धारित समय सीमा के भीतर स्कीम को पूरा करने के उद्देश्य से वर्ष 2014-15 के अंत में शुरू किया गया था। उसी वर्ष इस स्कीम के लिए बजट भी आवंटित किया गया था। इस स्कीम को समय पर शुरू करने की सुविधा के लिए, यह निर्णय लिया गया कि उन राज्यों की निधियां जारी करने की मांगों पर विचार किया जाए, जिनकी परियोजनाओं की डीपीआर तैयार थी, इस आश्वासन के साथ कि निर्धारित समय के भीतर और अगली किश्त जारी करने से पहले लक्ष्य और शर्तों का अनुपालन किया जाएगा।

इसलिए, अपवाद के रूप में, 6 राज्यों की विद्युत यूटिलिटी को 541.55 करोड़ रुपये की पहली किश्त जारी की गई थी। राज्यवार ब्यौरा निम्नानुसार है:

(करोड़ रुपये में)

क्रम सं.	राज्य	जारी की गई निधियां
1.	गुजरात	28.58
2.	हिमाचल प्रदेश	13.46
3.	मध्य प्रदेश	171.1
4.	तमिलनाडु	55.17
5.	उत्तर प्रदेश	18.74
6.	पश्चिम बंगाल	254.5
कुल		541.55

UNSEGREGATED HOUSEHOLD WASTE

2296. SHRIMATI POONAMBEN MAADAM:

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

- whether the Government is taking steps to empower sanitation workers to reject unsegregated household waste, if so, the details thereof;
- whether the Government has identified the challenges faced by the Urban Local Bodies for the safe reuse of treated sludge, including issues related to moisture content, pathogen presence; and
- if so, the details thereof along with the steps proposed to address these challenges?

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

- to (c): Sanitation is a state subject. As per the new Solid Waste Management Rules, 2026 notified by Ministry of Environment, Forest and Climate Change, it shall be the responsibility of the local bodies to develop and set up infrastructure

for segregation, collection, storage, transportation, processing and disposal of the solid waste either on its own or by engaging agencies.

Ministry of Housing & Urban Affairs (MoHUA), through Swachh Bharat Mission-Urban (SBM-U), supplements the efforts of States/UTs by providing policy directions, financial and technical support by sharing Manuals/Standard of Procedures (SoPs) on Solid Waste Management and issue various Advisories & Guidelines time to time for choosing appropriate technologies to manage solid waste.

A report on 'Circular Economy in Municipal Solid and Liquid waste' published in June, 2021, by MoHUA focuses on wastewater and municipal sludge and other related issues, and highlights current scenario, identifies key challenges, gaps in policy framework & regulations.

Under SBM-U 2.0 Used Water Management (UWM) has been added as a new component with scope of procuring septic tank desludging equipment, setting up of Sewage Treatment Plants (STPs)/ STP-cum- Faecal Sludge Treatment plants FSTP, for used water treatment, laying Interception and Diversion (I&D) structures including provision of pumping stations and pumping main/gravity main upto STP, etc for ULBs with less than 1 lakh population.

MoHUA is also implementing Atal Mission for Rejuvenation and Urban Transformation (AMRUT) to deal with sewerage and septage management as well as making cities/statutory towns 'self-reliant' and 'water secure', in ULBs with more than 1 lakh population.

ACCESS TO PUBLIC TRANSPORT IN URBAN AREAS**2297. SHRI BIPLAB KUMAR DEB:**

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

- (a) whether it is a fact that only about 37 per cent of the urban population has access to mass public transport;
- (b) if so, the reasons for low accessibility despite increasing investments in metro projects; and
- (c) whether the Government plans to expand cost – effective options like Bus Rapid Transit and Light Rail Transit in Tier-2 and Tier-3 cities, if so, the details thereof?

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

(a) and (b): 'Urban Planning' is a State subject, therefore, the respective State Governments are responsible for planning, initiating and developing urban transport infrastructure including integration amongst various modes of public transport. As per Metro Rail Policy, 2017, Central Government considers financial assistance for Metro Rail proposals in cities or urban agglomerates based on the feasibility of the proposal and availability of resources, as and when posed by the concerned State Government. As per Economic Survey 2024-25, 37% of urban residents have easy access to public transportation. In last 11 years the number of cities with Operational Metro network has increased from 5 to 26 and the daily ridership has increased from 28 lakhs to 1.15 crore. Government of India has launched "PM-eBus Sewa Scheme" on 16th August

2023 with the aim to augment bus operations by deployment of 10,000 air conditioned electric buses on PPP model and development of associated infrastructure in urban areas with central assistance of ₹ 20,000 crore for cities with population in the range of 3 lakh to 40 lakh as per 2011 Census. Metro system and e-buses under PM-eBUS Sewa has all features to enable proper accessibility to all including specially abled persons, women, children etc.

(c): The different modes of Public Transport like Metro, Bus Rapid Transit System (BRTS), Buses etc are selected by concerned State Government as per requirement of cities.

मध्य प्रदेश में भूजल स्तर में गिरावट

2298. श्री बंटी विवेक साहू:

क्या **जल शक्ति** मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या हाल के आकलनों से मध्य प्रदेश में विशेषकर छिंदवाड़ा लोक सभा निर्वाचन क्षेत्र के महत्वपूर्ण और अतिदोहित ब्लॉकों में भू-जल स्तर में और अधिक गिरावट देखी गई है, और
- (ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है और इस गिरावट की प्रवृत्ति का ब्यौरा और इसके मुख्य कारण क्या हैं?

जल शक्ति मंत्रालय में राज्य मंत्री (डॉ. राज भूषण चौधरी):

(क) और (ख): जल शक्ति मंत्रालय के अंतर्गत केन्द्रीय भूमि जल बोर्ड (सीजीडब्ल्यूबी) द्वारा मध्य प्रदेश राज्य सहित पूरे देश में नियमित आधार पर भूजल स्तर की मॉनिटरिंग की जाती है।

मध्य प्रदेश राज्य में भूजल स्तर में दीर्घकालिक उतार-चढ़ाव का आकलन करने के लिए, विशेष रूप से अति-दोहित आकलन इकाइयों में, नवंबर 2025 (मानसून पश्चात 2025) के भूजल स्तर की तुलना नवंबर माह (वर्ष 2015 से 2024 तक) के दशकीय औसत स्तर से की गई थी। मध्य प्रदेश राज्य

में विश्लेषण किए गए लगभग 82.8% कूपों के भूजल स्तर में वृद्धि हुई है। इसके अतिरिक्त, नवंबर 2025 तक मध्य प्रदेश राज्य की 26 अति-दोहित आकलन इकाइयों में अवस्थित कूपों में से 79.2 प्रतिशत कूपों के जलस्तर में दशकीय औसत की तुलना में वृद्धि हुई है। यह भी उल्लेखनीय है कि सीजीडब्ल्यूबी के वर्ष 2025 के नवीनतम गतिशील भूजल संसाधन आकलन के अनुसार, छिंदवाड़ा लोकसभा क्षेत्र में कोई अति-दोहित आकलन इकाई (ब्लॉक) नहीं है। हालांकि, निर्वाचन क्षेत्र में मॉनिटर किए गए 93.3 प्रतिशत कूपों के भूजल स्तर में दशकीय औसत की तुलना में वृद्धि हुई है।

यद्यपि पिछले कुछ वर्षों में मध्य प्रदेश राज्य सहित देश के समग्र भूजल परिदृश्य में निरंतर सुधार हुआ है, तथापि कुछ पॉकेटों में अकुशल सिंचाई पद्धतियों के साथ जल की अत्यधिक खपत वाली फसलों की बड़े पैमाने पर खेती, सतही जल स्रोतों की अपर्याप्त उपलब्धता/विकास, भूजल संसाधनों के सतत प्रबंधन के संबंध में सामुदायिक जागरूकता/स्वामित्व की कमी, बढ़ती जनसंख्या, तीव्र औद्योगिकीकरण और शहरीकरण, जलवायु परिवर्तन आदि भूजल की बढ़ती कमी का मुख्य कारक हैं।

POINT OF CALL STATUS TO KANNUR INTERNATIONAL AIRPORT

2299. SHRI K. SUDHAKARAN:

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

- (a) whether the Government has received representations to designate Kannur International Airport as a “tourist destination” under the ASEAN Open Sky Policy to allow operations by foreign carriers;
- (b) if so, the current status thereof and the specific criteria used by the Government to classify an airport as one of the 18 designated tourist destinations under this policy;
- (c) whether the Government is aware that the lack of “Point of Call” status and

exclusion from the Open Sky Policy is causing a monopoly of certain carriers, leading to exorbitant airfares for the North Malabar diaspora and if so, the details thereof; and

- (d) whether the Government has fixed any specific timeline to review the Bilateral Air Services Agreements to include Kannur as a point of call for major Middle Eastern and South-East Asian airlines 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): Yes, the Government has received representations to designate Kannur International Airport as a "tourist destination" under the ASEAN Open Sky policy.

Presently, the Government of India promotes more international operations by Indian carriers from non-metro points either directly or through their own domestic operations. Accordingly, non-metro points, including Kannur, are not being granted as new Point of Call in the ASAs to any foreign carrier.

The identification of the 18 points under the ASEAN Open Sky policy was a one-time policy decision after due consideration keeping in view the prevailing operational, strategic, and administrative factors.

**COMPENSATION TO LAND LOSERS IN THE
BARMER REFINERY PROJECT**

2300. SHRI UMMEDA RAM BENIWAL:

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

- (a) whether the Government has reviewed the status of compensation to land losers in the Barmer Refinery Project, if so, the details thereof along with the number of claimants and the total compensation disbursed so far; and
- (b) whether similar compensation frameworks exist for other industrial projects in the country, 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 land for the Refinery Complex, Reservoirs (Nachna and Refinery), and Township of the HPCL Rajasthan Refinery Limited (HRRL) project has been taken from the Government of Rajasthan on a 99 years lease. For crude oil terminal (COT) at Mundra, Gujarat, land has been taken from private entity on a 30 years lease. The pipelines for HRRL project have been laid on Right of Use (RoU) basis which does not involve transfer of land ownership. One time compensation is given as per the provisions of the P&MP Act, 1962. As, there is no title transfer of land, the question of status of compensation for losing land does not arise.

माननीय सभापति : सभा की कार्यवाही 12 बजे तक के लिए स्थगित की जाती है ।

11.08 hrs

The Lok Sabha then adjourned till Twelve of the Clock.

12.00 hrs

The Lok Sabha re-assembled at Twelve of the Clock.

(Shrimati Sandhya Ray in the Chair)

माननीय सभापति : माननीय सदस्यगण, माननीय अध्यक्ष को कई माननीय सदस्यों के द्वारा कुछ विषयों पर स्थगन प्रस्ताव की सूचनाएं प्राप्त हुई हैं। माननीय अध्यक्ष ने स्थगन प्रस्ताव की किसी भी सूचना के लिए अनुमति प्रदान नहीं की है।

... (व्यवधान)

12.01 hrs**PAPERS LAID ON THE TABLE**

माननीय सभापति : अब पत्र सभा पटल पर रखे जाएंगे।

आईटम नंबर 2 - श्री मनोहर लाल।

आवासन और शहरी कार्य मंत्री; तथा विद्युत मंत्री (श्री मनोहर लाल) : सभापति महोदया, मैं निम्नलिखित पत्रों की एक-एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) सभा पटल पर रखता हूँ :-

- (1) आवासन और शहरी कार्य मंत्रालय की वर्ष 2026-2027 की अनुदानों की विस्तृत मांगें।
- (2) आवासन और शहरी कार्य मंत्रालय की वर्ष 2026-2027 की निर्गत परिणामी अनुश्रवण रूपरेखा।

[Placed in Library, See No. LT 6371/18/26]

जनजातीय कार्य मंत्री (श्री जुएल ओराम) : सभापति महोदया, मैं निम्नलिखित पत्रों की एक-एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) सभा पटल पर रखता हूँ :-

- (1) जनजातीय कार्य मंत्रालय की वर्ष 2026-2027 की अनुदानों की विस्तृत मांगें।

- (2) जनजातीय कार्य मंत्रालय की वर्ष 2026-2027 की निर्गत परिणामी अनुश्रवण रूपरेखा।

[Placed in Library, See No. LT 6372/18/26]

विद्युत मंत्रालय में राज्य मंत्री; तथा नवीन और नवीकरणीय ऊर्जा मंत्रालय में राज्य मंत्री (श्री श्रीपाद येसो नाईक) : सभापति महोदया, मैं निम्नलिखित पत्र सभा पटल पर रखता हूँ :-

- (1) विद्युत अधिनियम, 2003 की धारा 179 के अंतर्गत केंद्रीय विद्युत विनियामक आयोग (विद्युत का सीमा पार व्यापार) (दूसरा संशोधन) विनियम, 2025 जो दिनांक 19 दिसंबर, 2025 के भारत के राजपत्र में अधिसूचना संख्या फा.सं. 13/2/7/2015-पीएम/सीईआरसी में प्रकाशित हुए थे, की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT 6373/18/26]

- (2) पावर सिस्टम डेवलपमेंट फंड, नई दिल्ली के वर्ष 2024-2025 के वार्षिक प्रतिवेदन की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) तथा लेखापरीक्षित लेखे।
- (3) उपर्युक्त (2) में उल्लिखित पत्रों को सभा पटल पर रखने में हुए विलंब के कारण दर्शाने वाला विवरण (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT 6374/18/26]

**THE MINISTER OF STATE OF THE MINISTRY OF LAW AND JUSTICE; AND
MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS**

(SHRI ARJUN RAM MEGHWAL): Respected Chairperson, Madam, with your kind permission, on behalf of my colleague, Sushri Shobha Karandlaje, I rise to lay on the Table a copy of each of the following papers (Hindi and English versions):-

- (1) Detailed Demands for Grants of the Ministry of Micro, Small and Medium Enterprises for the year 2026-2027.
- (2) Output Outcome Monitoring Framework of the Ministry of Micro, Small

and Medium Enterprises for the year 2026-2027.

[Placed in Library, See No. LT 6375/18/26]

- (3) Detailed Demands for Grants of the Ministry of Labour and Employment for the year 2026-2027.
- (4) Output Outcome Monitoring Framework of the Ministry of Labour and Employment for the year 2026-2027.

[Placed in Library, See No. LT 6376/18/26]

THE MINISTER OF STATE IN THE MINISTRY OF PORTS, SHIPPING AND WATERWAYS

(SHRI SHANTANU THAKUR): Respected Chairperson, Madam, I rise to lay on the Table:-

- (1) A copy of the Notification No. IMU/HQ/ADM/Notification/2025/03 (Hindi and English versions) published in Gazette of India dated 25th November, 2025 containing Ordinance No. 28 of 2018 regarding guidelines for lien and forwarding of applications in the Indian Maritime University under sub-section (2) of Section 47 of the Indian Maritime University Act, 2008.
- (2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library, See No. LT 6377/18/26]

- (3) A copy of the Inland Waterways Authority of India (Classification of Inland Waterways in India) (Amendment) Regulations, 2025 (Hindi and English versions) published in Notification No. F.No. IWAI-15019/2/2022-Hy in Gazette of India dated 7th August, 2025 under Section 36 of the Inland Waterways Authority of India Act, 1985.
- (4) Statement (Hindi and English versions) showing reasons for delay in laying the papers

mentioned at (3) above.

[Placed in Library, See No. LT 6378/18/26]

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS; AND MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SURESH GOPI): Respected Chairperson, Madam, I rise to lay on the Table a copy each of the following papers (Hindi and English versions):-

- (1) Detailed Demands for Grants of the Ministry of Tourism for the year 2026-2027.
- (2) Output Outcome Monitoring Framework of the Ministry of Tourism for the year 2026-2027.

[Placed in Library, See No. LT 6379/18/26]

THE MINISTER OF STATE OF THE MINISTRY OF LAW AND JUSTICE; AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI ARJUN RAM MEGHWAL): Respected Chairperson, Madam, with your kind permission, on behalf of my colleague, Dr. L. Murugan, I rise to lay on the Table a copy of the Detailed Demands for Grants (Hindi and English versions) of the Ministry of Information and Broadcasting for the year 2026-2027.

[Placed in Library, See No. LT 6380/18/26]

कॉरपोरेट कार्य मंत्रालय में राज्य मंत्री; तथा सड़क परिवहन और राजमार्ग मंत्रालय में राज्य मंत्री (श्री हर्ष मल्होत्रा): सभापति महोदया, श्री अजय टम्टा की ओर से, मैं सड़क परिवहन और राजमार्ग मंत्रालय की वर्ष 2026-2027 की अनुदानों की विस्तृत मांगों की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) सभा पटल पर रखता हूँ।

[Placed in Library, See No. LT 6381/18/26]

ग्रामीण विकास मंत्रालय में राज्य मंत्री (श्री कमलेश पासवान) : सभापति महोदया, मैं ग्रामीण विकास मंत्रालय की वर्ष 2026-2027 की अनुदानों की विस्तृत मांगों की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) सभा पटल पर रखता हूँ।

[Placed in Library, See No. LT 6382/18/26]

**THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES; AND
MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAVNEET SINGH):**

Respected Chairperson, Madam, I rise to lay on the Table:-

- (1) A copy of the Detailed Demands for Grants (Hindi and English versions) of the Ministry of Food Processing Industries for the year 2026-2027.
- (2)
 - (i) A copy of the Annual Report (Hindi and English versions) of the National Institute of Food Technology Entrepreneurship and Management, Kundli, for the year 2024-2025.
 - (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the National Institute of Food Technology Entrepreneurship and Management, Kundli, for the year 2024-2025.
- (3) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (2) above.

[Placed in Library, See No. LT 6383/18/26]

**THE MINISTER OF STATE IN THE MINISTRY OF YOUTH AFFAIRS AND SPORTS
(SHRIMATI RAKSHA NIKHIL KHADSE):** Hon. Chairperson Madam, with your kind permission,

I rise to lay on the Table a copy of the Detailed Demands for Grants (Hindi and English versions) of the Ministry of Youth Affairs and Sports for the year 2026-2027.

[Placed in Library, See No. LT 6384/18/26]

आवासन और शहरी कार्य मंत्रालय में राज्य मंत्री (श्री तोखन साहू) : महोदया, मैं निम्नलिखित पत्र सभा पटल पर

रखता हूँ:-

(1) कंपनी अधिनियम, 2013 की धारा 394 की उपधारा 1(ख) के अंतर्गत निम्नलिखित पत्रों की एक-एक प्रति (हिन्दी तथा अंग्रेजी संस्करण):-

(क) (एक) गुजरात मेट्रो रेल कॉर्पोरेशन लिमिटेड, गांधीनगर के वर्ष 2024-2025 के कार्यकरण की सरकार द्वारा समीक्षा।

(दो) गुजरात मेट्रो रेल कॉर्पोरेशन लिमिटेड, गांधीनगर का वर्ष 2024-2025 का वार्षिक प्रतिवेदन, लेखापरीक्षित लेखे तथा उन पर नियंत्रक-महालेखापरीक्षक की टिप्पणियाँ।

[Placed in Library, See No. LT 6385/18/26]

(ख) (एक) नोएडा मेट्रो रेल लिमिटेड, नोएडा के वर्ष 2024-2025 के कार्यकरण की सरकार द्वारा समीक्षा।

(दो) नोएडा मेट्रो रेल लिमिटेड, नोएडा का वर्ष 2024-2025 का वार्षिक प्रतिवेदन, लेखापरीक्षित लेखे तथा उन पर नियंत्रक-महालेखापरीक्षक की टिप्पणियाँ।

(2) उपर्युक्त (1) में उल्लिखित पत्रों को सभा पटल पर रखने में हुए विलंब के कारण दर्शाने वाले दो विवरण (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT 6386/18/26]

(3) सरकारी स्थान (अप्राधिकृत अधिभोगियों की बेदखली) अधिनियम, 1971 की धारा 3 के अंतर्गत जारी निम्नलिखित अधिसूचनाओं की एक-एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) :-

(एक) का.आ. 5608(अ) जो दिनांक 5 दिसम्बर, 2025 के भारत के राजपत्र में प्रकाशित हुआ था तथा जो सरकारी स्थान (अप्राधिकृत अधिभोगियों की बेदखली) अधिनियम, 1971 के उपबंधों के अनुसार श्री अविनाश जैन, समूह महाप्रबंधक (संचालन और रखरखाव) को नमो भारत कॉरिडोर/खंड, संचालन और निर्माण दोनों, के लिए एनसीआरटीसी के संपदा अधिकारी के रूप में नियुक्ति के बारे में है।

(दो) का.आ. 179(अ) जो दिनांक 13 जनवरी, 2026 के भारत के राजपत्र में प्रकाशित हुआ था तथा जो सरकारी स्थान (अप्राधिकृत अधिभोगियों की बेदखली) अधिनियम, 1971 के उपबंधों के अनुसार दिल्ली राष्ट्रीय राजधानी राज्यक्षेत्र और राष्ट्रीय राजधानी क्षेत्र दोनों में दिल्ली मेट्रो रेल कॉरपोरेशन के परिसरों के लिए श्री शिव ओम द्विवेदी, महाप्रबंधक/वाणिज्यिक विकास और श्री पी.के. शर्मा, मुख्य अभियंता/ट्रैक की डीएमआरसी के संपदा अधिकारियों के रूप में नियुक्ति के बारे में है।

[Placed in Library, See No. LT 6387/18/26]

कॉरपोरेट कार्य मंत्रालय में राज्य मंत्री; तथा सड़क परिवहन और राजमार्ग मंत्रालय में राज्य मंत्री (श्री हर्ष मल्होत्रा) : महोदया, मैं निम्नलिखित पत्र सभा पटल पर रखता हूँ:-

- (1) भारतीय राष्ट्रीय राजमार्ग प्राधिकरण अधिनियम, 1988 की धारा 37 के अंतर्गत अधिसूचना संख्या फा. संख्या 11011/19/2014-प्रशा. जो दिनांक 9 जून, 2025 के भारत के राजपत्र में प्रकाशित हुई थी तथा जिसमें दिनांक 30 दिसंबर, 2024 की समसंख्यक अधिसूचना का शुद्धिपत्र सम्मिलित है, की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।
- (2) उपर्युक्त (1) में उल्लिखित पत्र को सभा पटल पर रखने में हुए विलंब के कारण दर्शाने वाला विवरण (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT 6391/18/26]

सहकारिता मंत्रालय में राज्य मंत्री; तथा नागर विमानन मंत्रालय में राज्य मंत्री (श्री मुरलीधर मोहोले) : महोदया, मैं निम्नलिखित पत्र सभा पटल पर रखता हूँ:-

- (1) नागर विमानन मंत्रालय की वर्ष 2026-2027 की अनुदानों की विस्तृत मांगों की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।
- (2) कंपनी अधिनियम, 2013 की धारा 394 की उपधारा 1(ख) के अंतर्गत निम्नलिखित पत्रों की एक-एक प्रति (हिन्दी तथा अंग्रेजी संस्करण):-
- (क) (एक) एआई एसेट्स होल्डिंग लिमिटेड, नई दिल्ली के वर्ष 2023-2024 के कार्यकरण की सरकार

द्वारा समीक्षा के बारे में विवरण।

- (दो) एआई एसेट्स होल्डिंग लिमिटेड, नई दिल्ली का वर्ष 2023-2024 का वार्षिक प्रतिवेदन, लेखापरीक्षित लेखे तथा उन पर नियंत्रक-महालेखापरीक्षक की टिप्पणियाँ।

[Placed in Library, See No. LT 6392/18/26]

- (ख) (एक) होटल कॉर्पोरेशन ऑफ इंडिया लिमिटेड, नई दिल्ली के वर्ष 2023-2024 के कार्यकरण की सरकार द्वारा समीक्षा के बारे में विवरण।

- (दो) होटल कॉर्पोरेशन ऑफ इंडिया लिमिटेड, नई दिल्ली का वर्ष 2023-2024 का वार्षिक प्रतिवेदन, लेखापरीक्षित लेखे तथा उन पर नियंत्रक-महालेखापरीक्षक की टिप्पणियाँ।

[Placed in Library, See No. LT 6393/18/26]

- (ग) (एक) एआई एयरपोर्ट सर्विसेज लिमिटेड, नई दिल्ली के वर्ष 2023-2024 के कार्यकरण की सरकार द्वारा समीक्षा।

- (दो) एआई एयरपोर्ट सर्विसेज लिमिटेड, नई दिल्ली का वर्ष 2023-2024 का वार्षिक प्रतिवेदन, लेखापरीक्षित लेखे तथा उन पर नियंत्रक-महालेखापरीक्षक की टिप्पणियाँ।

[Placed in Library, See No. LT 6394/18/26]

- (घ) (एक) एलायंस एयर एविएशन लिमिटेड, नई दिल्ली के वर्ष 2023-2024 के कार्यकरण की सरकार द्वारा समीक्षा।

- (दो) एलायंस एयर एविएशन लिमिटेड, नई दिल्ली का वर्ष 2023-2024 का वार्षिक प्रतिवेदन, लेखापरीक्षित लेखे तथा उन पर नियंत्रक-महालेखापरीक्षक की टिप्पणियाँ।

[Placed in Library, See No. LT 6395/18/26]

- (ङ) (एक) रोहिणी हेलीपोर्ट लिमिटेड, नई दिल्ली के वर्ष 2023-2024 के कार्यकरण की सरकार द्वारा समीक्षा के बारे में विवरण।

(दो) रोहिणी हेलीपोर्ट लिमिटेड, नई दिल्ली का वर्ष 2023-2024 का वार्षिक प्रतिवेदन, लेखापरीक्षित लेखे तथा उन पर नियंत्रक-महालेखापरीक्षक की टिप्पणियाँ।

(3) उपर्युक्त (2) में उल्लिखित पत्रों को सभा पटल पर रखने में हुए विलंब के कारण दर्शाने वाले पाँच विवरण (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT 6396/18/26]

(4) (एक) रेल संरक्षा आयोग, नई दिल्ली के वर्ष 2024-2025 के वार्षिक प्रतिवेदन की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।

(दो) रेल संरक्षा आयोग, नई दिल्ली के वर्ष 2024-2025 के कार्यक्रम की सरकार द्वारा समीक्षा के बारे में विवरण (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT 6397/18/26]

(5) (एक) राजीव गांधी राष्ट्रीय विमानन विश्वविद्यालय, अमेठी के वर्ष 2024-2025 के वार्षिक प्रतिवेदन की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) तथा लेखापरीक्षित लेखे।

(दो) राजीव गांधी राष्ट्रीय विमानन विश्वविद्यालय, अमेठी के वर्ष 2024-2025 के कार्यक्रम की सरकार द्वारा समीक्षा के बारे में विवरण (हिन्दी तथा अंग्रेजी संस्करण)।

(6) उपर्युक्त (5) में उल्लिखित पत्रों को सभा पटल पर रखने में हुए विलंब के कारण दर्शाने वाला विवरण (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT 6398/18/26]

**THE MINISTER OF STATE IN THE MINISTRY OF MINORITY AFFAIRS; AND
MINISTER OF STATE IN THE MINISTRY OF FISHERIES, ANIMAL
HUSBANDRY AND DAIRYING (SHRI GEORGE KURIAN):** Hon. Chairperson,

with your permission, I rise to lay on the Table a copy of each of the following papers (Hindi and English versions):-

- (1) Detailed Demands for Grants of the Ministry of Minority Affairs for the year 2026-2027.
- (2) Output Outcome Monitoring Framework of the Ministry of Minority Affairs for the year 2026-2027.
- (3) Output Outcome Monitoring Framework of the Department of Fisheries, Ministry of Fisheries, Animal Husbandry and Dairying for the year 2026-2027.

[Placed in Library, See No. LT 6399/18/26]

12.03 hrs**COMMITTEE ON PETITIONS****4th Report**

श्री चन्द्र प्रकाश जोशी (चित्तौड़गढ़): महोदया, मैं बैंक खातों में न्यूनतम शेष राशि न रखने पर दंडात्मक शुल्क लगाये जाने के बारे में श्री परमेश्वरन कृष्ण अय्यर के अभ्यावेदन पर याचिका समिति का चौथा प्रतिवेदन (हिन्दी तथा अंग्रेजी संस्करण) प्रस्तुत करता हूँ।

12.04 hrs**COMMITTEE ON GOVERNMENT ASSURANCES****1st to 5th Reports**

श्री हरेन्द्र सिंह मलिक (मुजफ्फरनगर): महोदया, मैं सरकारी आश्वासनों संबंधी समिति के निम्नलिखित प्रतिवेदन (हिन्दी तथा अंग्रेजी संस्करण) प्रस्तुत करता हूँ:-

(एक) 'आश्वासनों को छोड़ दिये जाने के अनुरोध (माने गये)' के बारे में पहला प्रतिवेदन (18वीं लोक सभा)।

(दो) 'आश्वासनों को छोड़ दिये जाने के अनुरोध (न माने गये)' के बारे में दूसरा प्रतिवेदन (18वीं लोक सभा)।

(तीन) 'स्वास्थ्य और परिवार कल्याण मंत्रालय (स्वास्थ्य और परिवार कल्याण विभाग) से संबंधित लंबित आश्वासनों की समीक्षा' के बारे में तीसरा प्रतिवेदन (18वीं लोक सभा)।

(चार) 'रेल मंत्रालय से संबंधित लंबित आश्वासनों की समीक्षा' के बारे में चौथा प्रतिवेदन (18वीं लोक सभा)।

(पांच) 'उपभोक्ता मामले, खादय और सार्वजनिक वितरण मंत्रालय से संबंधित ' लंबित आश्वासनों की समीक्षा' के बारे में पांचवां प्रतिवेदन (18वीं लोक सभा)।

12.05 hrs

STANDING COMMITTEE ON FINANCE

29th Report

SHRI ARUN BHARTI (JAMUI): Hon. Chairperson Madam, with your permission, I rise to present to present the Twenty-ninth Report (Hindi and English versions) on Action Taken by the Government on the Observations /Recommendations contained in the Twenty-sixth Report of the Standing Committee on Finance on the subject 'Roadmap for Indian economic growth in light of global economic and geopolitical circumstances'.

12.06 hrs

**MOTION RE: REPORT OF THE JOINT COMMITTEE ON THE VIKSIT BHARAT
SHIKSHA ADHISHTHAN BILL, 2025 - EXTENSION OF TIME**

SHRIMATI DAGGUBATI PURANDESWARI (RAJAHMUNDRY): Madam Chairperson,
I rise to move the following motion:-

“That this House do extend time for the presentation of the Report of the
Joint Committee on the Viksit Bharat Shiksha Adhishthan Bill, 2025 upto the
first day of last week of the Monsoon Session, 2026.”

माननीय सभापति : प्रश्न यह है:

“कि यह सभा विकसित भारत शिक्षा अधिष्ठान विधेयक, 2025 संबंधी संयुक्त समिति के प्रतिवेदन को प्रस्तुत किए जाने के समय को मानसून सत्र, 2026 के अंतिम सप्ताह के प्रथम दिन तक बढ़ाती है।”

प्रस्ताव स्वीकृत हुआ।

12.07 hrs

**MOTION RE: REPORT OF THE SELECT COMMITTEE ON THE JAN
VISHWAS (AMENDMENT OF PROVISIONS) BILL, 2025– EXTENSION
OF TIME**

SHRIMATI MALVIKA DEVI (KALAHANDI): Hon. Chairperson Madam, I rise to move the following motion:-

“That this House do extend time for the presentation of the Report of the Select Committee on the Jan Vishwas (Amendment of Provisions) Bill, 2025 upto the 13th March, 2026.”

माननीय सभापति: प्रश्न यह है:

“कि यह सभा जन विश्वास (उपबंधों का संशोधन) विधेयक, 2025 संबंधी प्रवर समिति के प्रतिवेदन को प्रस्तुत किए जाने के समय को 13 मार्च, 2026 तक बढ़ाती है।”

प्रस्ताव स्वीकृत हुआ।

12.08 hrs**MATTERS UNDER RULE 377***

माननीय सभापति : माननीय सदस्यगण, जिन्हें आज नियम 377 के अधीन मामले उठाने की अनुमति दी गयी है, वे व्यक्तिगत रूप से 20 मिनट के भीतर मामले का अनुमोदित पाठ सभा पटल पर प्रस्तुत कर दें।

(i) Regarding various railway related issues/projects concerning Godda, Dumka, Deoghar and Pakur in Jharkhand

DR. NISHIKANT DUBEY (GODDA): Railways remain the only viable mode of long-distance travel and freight transportation for large parts of my region, particularly Godda, Dumka, Deoghar, and Pakur. I submit the following requests:

1. Expediting the Godda–Pakur Railway Line. The Godda–Pakur rail line has already been announced. 2. Basukinath–Jramu Rail Line (Dumka Coal Blocks). In Dumka district, six coal blocks already been allocated by the Government. 3. Deoghar–Chakai–Koderma Railway Line (Proposed since 1952). Pending since 1952. 4. Passenger & Long-Distance Train Connectivity Gaps Several critical passenger services are missing, especially in the afternoon and evening hours: a-Asansol–Howrah MEMU/Passenger to be extended up to Jasidih b-Introduction of a Jhajha–Jasidih–Howrah passenger train (around 5 PM slot) c- Vande Bharat Sleeper: Godda–Ranchi d- Vande Bharat Sleeper: Godda–Bhagalpur–Howrah e-.Direct train: Godda–Bengaluru f- Direct train: Godda–Surat g- Dumka–Delhi train via Basukinath, as Dumka currently has no

* Treated as laid on the Table.

direct Delhi connectivity. 5. Development of Multimodal Freight & Logistics Hubs to support coal, agriculture, and tourism-led growth: 1. Tulsitad – on the Patna–Howrah main section 2. Mahagama – on the Godda–Pirpainti section 3. Bhawanipur / Vikramshila – on the Vikramshila–Katoria line, with pit-head infrastructure. These hubs will: -Improve coal evacuation efficiency – Decongest Road networks -Act as catalysts for tourism.

(ii) Need to recognise 'Itkhori Festival' of Jharkhand as a National Festival

श्री काली चरण सिंह (चतरा) : मैं भारत सरकार का ध्यान अपने संसदीय क्षेत्र चतरा, झारखंड स्थित इटखोरी की ओर आकृष्ट करना चाहता हूँ। इटखोरी माँ भद्रकाली की ऐतिहासिक नगरी होने के साथ-साथ तीन प्रमुख धर्मों—हिन्दू, जैन एवं बौद्ध—का पावन संगम स्थल है। यह क्षेत्र धार्मिक, सांस्कृतिक और पुरातात्विक दृष्टि से अत्यंत महत्वपूर्ण माना जाता है। सन् 2015 से इटखोरी महोत्सव का आयोजन राज्य सरकार द्वारा राजकीय महोत्सव के रूप में किया जा रहा है, जिसमें देश-विदेश से हजारों श्रद्धालु एवं पर्यटक भाग लेते हैं। इस महोत्सव से न केवल क्षेत्र की प्राचीन विरासत को वैश्विक पहचान मिली है, बल्कि स्थानीय रोजगार, पर्यटन और सांस्कृतिक गतिविधियों को भी बढ़ावा मिला है। इटखोरी की ऐतिहासिक एवं आध्यात्मिक महत्ता को देखते हुए, मेरा विनम्र आग्रह है कि भारत सरकार इटखोरी महोत्सव को राष्ट्रीय स्तर पर मान्यता प्रदान करते हुए “राष्ट्रीय महोत्सव” घोषित करने पर उचित विचार करे, ताकि इस पावन स्थल का व्यवस्थित विकास हो सके और देश-विदेश के अधिकाधिक पर्यटकों को आकर्षित किया जा सके।

(iii) Need to strengthen market access for women led Self Help Groups (SHGs) in Deoria district and other tier-I and II cities of the country

SHRI SHASHANK MANI (DEORIA): I wish to draw attention to the importance of strengthening market access for women-led Self-Help Groups (SHGs), particularly in districts like Deoria and other tier-I and tier-II cities, where rural

livelihoods depend significantly on small-scale production. Under the Deendayal Antyodaya Yojana–National Rural Livelihoods Mission (DAY-NRLM), more than 10 crore rural women have been mobilised into over 90 lakh SHGs nationwide, with substantial credit linkage exceeding ₹10 lakh crore, demonstrating the scale of institutional empowerment achieved. The Government has already taken meaningful steps to expand marketing opportunities through initiatives such as SARAS Melas, the e-SARAS portal, the SARAS Collection on GeM, and partnerships with e-commerce platforms like Amazon, Flipkart, and Meesho, enabling SHG products to reach wider markets. At the district level, further support in branding, packaging, logistics, digital marketing skills, and aggregation through cluster-level federations can help SHGs transition from subsistence-based activities to sustainable enterprises. Strengthening local procurement linkages with institutions such as Anganwadi centres, schools, and cooperatives can also create stable demand. Such efforts will deepen women's economic participation and contribute meaningfully to inclusive rural development and self-reliance.

(iv) Need to provide internet services through Bharat Net alongwith installation of telephone towers in all the villages of Nabarangpur Parliamentary Constituency, Odisha

SHRI BALABHADRA MAJHI (NABARANGPUR): Nabarangpur Parliamentary Constituency, comprising whole of Nabarangpur and Malkangiri Districts and Kotpad Assembly segment of Koraput District, is one of the most backward areas in the country. Even though substantial developments have taken place

during the regime of this Government, mobile phone service and internet service infrastructure have not matched with the demand. Internet services to Panchayats through Bharat Net has reached only to a few villages because of the low-quality work executed by the then Government of Odisha, at the cost of the Central Fund. There is a need to rectify the half done /poor quality works. There is also a need to provide additional Mobile Telephone Towers to about 400 villages. Government may be requested to look into the problems.

(v) Need for a public-funded comprehensive and integrated Geriatric Care System in the country

SHRI BHARTRUHARI MAHTAB (CUTTACK): While India is often described as a young nation, recent data from the Reserve Bank of India shows a sharply diverging reality across States. Kerala and Tamil Nadu are projected to become ageing States by 2036, with elderly populations exceeding 20 per cent, while States such as Bihar, Uttar Pradesh and Jharkhand will continue to see growth in their working-age populations beyond 2031. States like Karnataka and Maharashtra lie in between, facing both growth and ageing pressures. The RBI has advised ageing States to rationalise subsidies to manage pension costs and youthful States to invest in human capital. However, this advice overlooks key political and social realities. Southern States face reduced Central tax devolution and possible loss of parliamentary representation, despite having successfully controlled population growth. At the same time, youthful States have not increased spending on education or healthcare, raising concerns about employability in an era of automation and artificial intelligence. Ageing in India

disproportionately affects women, many of whom lack pensions and financial security. With migration and nuclear families weakening traditional support systems, fiscal measures alone are insufficient. Fiscal consolidation alone cannot address this. India urgently needs a public-funded geriatric care system, expanded social pensions, and investment in the care economy. Without this, “graceful ageing” will remain a privilege of the wealthy, while millions of elderly citizens face dependency and neglect. The Government must act before the demographic dividend turns into a demographic burden. I urge upon the Government to treat elderly care as essential social infrastructure and act urgently.

(vi) Need to curb illegal mining activities

श्री मनसुखभाई धनजीभाई वसावा (भरुच) : प्रायः समाचार पत्रों और मीडिया के माध्यम से अवैध खनन की खबरें प्राप्त होती रही है। विगत दिनों अरावली पर्वत श्रृंखला में भी खनन संबंधी समाचार प्रकाशित हुए हैं। समस्त प्रकार के खनिज पदार्थ राष्ट्रीय संपत्ति है, सरकार को इसके अनाधिकृत दोहन को रोकने में हस्तक्षेप करना चाहिए। नदियों से बालू निकालने का भी वैधानिक तरीका निकालने की आवश्यकता है। राज्य सरकारों को अवैध खनन रोकने हेतु अवैध खनन के निकले खनिज पदार्थ, यंत्र-संयंत्र, मशीनरी, वाहन एवं गोदाम आदि पर नियंत्रण करने का अधिकार होना चाहिए। इस संबंध में सरकार से मेरा आग्रह है कि अवैध खनन को जड़ से खत्म करने के लिए सरकार द्वारा मुहिम चलाने व हस्तक्षेप करने की आवश्यकता है। इसके साथ ही उन अधिकारियों को भी सुरक्षा प्रदान की जानी चाहिए जो पूर्ण ईमानदारी से अवैध खनन रोकने का अपना कार्य कर रहे हैं।

**(vii) Need to set up a Tribal Cultural Academy in Tripura East
Parliamentary Constituency, Tripura**

SHRIMATI KRITI DEVI DEBBARMAN (TRIPURA EAST): I wish to draw attention towards an urgent matter concerning the cultural preservation and development of the tribal communities in my Parliamentary Constituency, Tripura East. Tripura is home to 19 communities with rich ancient languages, cultures, and traditions. Illustrious personalities like S.D. Burman, R.D. Burman, and Padma Shri awardee Mr. Chandra Jamatia have brought recognition to our tribal culture nationwide. I urge the Central Government to establish a 'Tribal Cultural Academy' in Tripura East. This will promote and showcase tribal culture, literature, and art globally, providing opportunities for future generations. The academy will boost socio-economic and cultural development of tribal communities, enhancing their identity and confidence.

(viii) Need for establishment of an airport in Udupi district, Karnataka

SHRI KOTA SRINIVASA POOJARY (UDUPI CHIKMAGALUR): UDUPI, one of the Coastal districts in the State of Karnataka is a major link in terms of tourism, fisheries and industry. It has been requested that an additional airport be established on Government land already purchased in Udupi district, as Mangaluru International Airport has limited scope for expansion. Udupi District possesses approximately 1,000 acres of available land that is ideally suited for airport development. The terrain is largely flat and free from major obstacles, enabling the construction of runways capable of handling large international aircraft safely and efficiently. At present, Coastal Karnataka region is dependent

on Mangalore International Airport, which offers limited international connectivity, primarily restricted to a small number of destinations such as Dubai due to its table top in nature. I would like to bring it to the notice of Government for strengthening global and domestic connectivity for Coastal Karnataka; boost to tourism, including spiritual, medical and educational tourism; Generate of employment opportunities; attract industrial and foreign investment; and balanced regional development and reduced congestion at existing airport at Mangaluru. In view of the above facts, the matter merits urgent consideration of the Government outlining its position and future roadmap.

(ix) Need to integrate Rajasthan specially Buchara Block in the state into National Critical Mineral Corridor

SHRI RAO RAJENDRA SINGH (JAIPUR RURAL): Rajasthan is among India's most mineral-rich States with mining activity spread over just 0.68% of its geographical area, reflecting both efficiency and immense untapped potential. Rajasthan's strategic importance is especially evident in copper, where it accounts for over 52-54% of India's reserves and contributes 41-43% of national copper concentrate production. With a global copper shortage expected from 2026 onwards, Rajasthan's mineral endowment assumes heightened national significance. Within this broader framework, the Buchara Block stands out as a critical mineral asset. Legally, it is a Protected Forest where diversion of forest land for mining is permissible under law with safeguards. Elevating it to a Conservation Reserve would prohibit all mining and allied industrial activity in and around the area, despite the block not fulfilling the statutory criteria of an

ecological corridor. Buchara hosts uranium occurrences identified by the Atomic Minerals Directorate, alongside world-class industrial minerals, supporting solar energy, defence and space sectors. Economically, the block's mineral reserves exceed 16 lakh crores, with potential to generate ₹5,000 crore in mining revenue, and create employment for nearly 50,000 people. Integrating Rajasthan, and Buchara in particular, into national Critical Mineral Corridors will strengthen resource security, reduce import dependence and support India's economic resilience.

(x) Need to start immigration service at the Kakrahwa Custom Post in Siddharthnagar district, Uttar Pradesh

श्री जगदम्बिका पाल (डुमरियागंज) : मैं सरकार का ध्यान उत्तर प्रदेश के सिद्धार्थनगर जनपद स्थित ककरहवा सीमा चौकी की ओर आकर्षित करना चाहता हूँ। वर्तमान में यह सीमा चौकी कस्टम संचालन के लिए खुली है, किंतु यहाँ अभी तक इमिग्रेशन सुविधा प्रारंभ नहीं की गई है। साथ ही, इस सीमा से भारी वाहनों, विशेष रूप से यात्री बसों एवं वाणिज्यिक मालवाहक वाहनों के आवागमन की अनुमति नहीं है, जिससे क्षेत्र की संभावित आर्थिक गतिविधियाँ सीमित रह जाती हैं। यदि ककरहवा सीमा चौकी को पूर्ण रूप से इमिग्रेशन एंट्री प्वाइंट के रूप में विकसित किया जाए तथा यहाँ से भारी वाहनों के आवागमन की अनुमति दी जाए, तो नेपाल स्थित लुम्बिनी आने वाले अंतरराष्ट्रीय एवं घरेलू पर्यटकों, यात्रियों तथा व्यापारियों को भारत में प्रवेश हेतु तेज, सुविधाजनक एवं भौगोलिक रूप से निकट मार्ग उपलब्ध हो सकेगा। इससे न केवल पर्यटन को बढ़ावा मिलेगा, बल्कि सीमा पार व्यापार एवं स्थानीय वाणिज्यिक गतिविधियों में वृद्धि होगी। सिद्धार्थनगर एक आकांक्षी जिला है, जहाँ इस सुविधा विस्तार से रोजगार सृजन, व्यापार संवर्धन और क्षेत्रीय आर्थिक विकास को नई गति मिल सकती है। अतः सरकार से अनुरोध है कि ककरहवा सीमा चौकी पर शीघ्र इमिग्रेशन सुविधा प्रारंभ करने तथा भारी वाहनों के आवागमन की अनुमति देने हेतु आवश्यक कदम उठाए जाएँ।

(xi) Need to promote underground mining activities in scheduled areas

डॉ. मन्ना लाल रावत (उदयपुर) : देश के अधिकांश प्रमुख खनन क्षेत्र जैसे कोयला, एल्युमिनियम और लौह अयस्क इत्यादि मुख्यतः जनजाति बहुल एवं अनुसूचित क्षेत्रों में स्थित हैं। इन क्षेत्रों में निवास करने वाले अधिकांश जनजाति समुदाय आज भी गरीबी, सीमित आजीविका अवसरों तथा सामाजिक-आर्थिक असमानता से प्रभावित हैं। इन समुदायों का जीवन एवं उपार्जन प्रकृति, वनों एवं लघु वन उपज पर आधारित है, जो उनकी सांस्कृतिक अस्मिता, आस्था एवं पारंपरिक जीवन पद्धति का अभिन्न अंग है। वर्तमान में अपनाई जा रही परंपरागत ओपन-कास्ट माइनिंग के कारण बड़े पैमाने पर भू-अधिग्रहण, दुखद विस्थापन, पर्यावरणीय क्षरण तथा सामाजिक असंतोष की स्थिति उत्पन्न हो रही है, जिससे जनजातीय समाज का जीवन चक्र प्रतिकूल रूप से प्रभावित हो रहा है। इसके विपरीत, अंडरग्राउंड माइनिंग कम भूमि उपयोग, न्यूनतम विस्थापन एवं पर्यावरण संरक्षण की दृष्टि से अधिक उपयुक्त विकल्प है, किंतु देश में इसका प्रचलन सीमित है। अतः 'विकसित भारत' के लक्ष्य एवं सरकार की 'सुधार एक्सप्रेस' की भावना के अनुरूप यह आग्रह है कि विशेष रूप से अनुसूचित क्षेत्रों में अंडरग्राउंड माइनिंग को बढ़ावा देने हेतु समर्पित नीति, आधुनिक तकनीक एवं आवश्यक संसाधनों की व्यवस्था की जाए, जिससे जनजातीय समुदायों की आजीविका, आस्था एवं पर्यावरण की रक्षा के साथ-साथ संतुलित एवं सतत खनन का मॉडल विकसित किया जा सके।

(xii) Need for comprehensive judicial reforms to address alleged perjury and pendency of cases in Indian courts

SHRI ATUL GARG (GHAZIABAD): I express deep concern over the pendency of approximately 5 crore cases in Indian courts, largely due to prolonged trials fuelled by perjury and false pleadings. Sections 215 and 379 of the BNSS create a procedural bar, making it difficult to initiate action against perjury, and allowing offenders to act with impunity. This lack of deterrence results in a negligible plea-bargaining rate of 0.11% in India, compared to over 90% in developed

jurisdictions. To restore the sanctity of the oath is essential to uphold the national motto 'Satyamev Jayate'. To address this, I urge upon the Government to constitute a High-Powered Committee to review procedural hurdles under Sections 215 and 379 of BNSS; bring legislative amendments to allow direct prosecution of perjury in cases of blatant false statements on affidavit; introduce a 'One-Time Amnesty Scheme' allowing litigants to withdraw or correct false statements without penal consequences; and implement strict minimum penalties and fast-track procedures for perjury convictions to create effective deterrence, encouraging genuine Plea Bargaining and reducing the burden on the judiciary. This would help transition from a culture of denial to a culture of truth in judicial proceedings.

**(xiii) Regarding alleged recovery and seizure of drugs in
Amravati, Maharashtra**

श्री बलवंत बसवंत वानखडे (अमरावती) : क्या सरकार को यह जानकारी है कि हाल ही में राजस्व खुफिया निदेशालय (DRI), अहमदाबाद की टीम द्वारा महाराष्ट्र के अमरावती शहर में गुप्त कार्रवाई करते हुए लगभग 7.5 करोड़ रुपये मूल्य की 5 किलोग्राम एमडी (नशीली) ड्रग्स जब्त की गई हैं, तथा यह कार्रवाई स्थानीय पुलिस की जानकारी एवं सहभागिता के बिना की गई ? यदि हाँ, तो जब एक केंद्रीय एजेंसी को इतनी बड़ी ड्रग्स तस्करी की सूचना प्राप्त हो सकती है, तो स्थानीय अमरावती पुलिस एवं राज्य सरकार द्वारा गठित एंटी नार्कोटिक्स टास्क फोर्स (ANTF) को इसकी जानकारी न होने के क्या कारण हैं; क्या सरकार इसे पुलिस तंत्र की गंभीर विफलता अथवा किसी स्तर पर मिलीभगत मानती है? क्या सरकार इस पूरे मामले की उच्चस्तरीय एवं स्वतंत्र जांच कराएगी तथा अमरावती पुलिस और संबंधित अधिकारियों की भूमिका की जवाबदेही तय करेगी? क्या सरकार यह सुनिश्चित करेगी कि ड्रग्स विरोधी कार्रवाई केवल छोटे विक्रेताओं तक सीमित न रहकर बड़े

तस्करों, संगठित नेटवर्क और अंतरराज्यीय गिरोहों के विरुद्ध भी प्रभावी एवं सख्त कार्रवाई की जाए? देश की युवा पीढ़ी को नशीले पदार्थों से बचाने हेतु केंद्र सरकार द्वारा भविष्य में क्या ठोस कदम उठाए जा रहे हैं?

(xiv) Need for upgradation of Palakkad Town Railway Station in Kerala into a Terminal before commissioning of Pitline Work Project therein

SHRI V. K. SREEKANDAN (PALAKKAD): Palakkad Town Railway Station is presently falls under a station category. The ongoing work on PITLINE is going to be completed by May 2026. Creation of one more PITLINE is also under active consideration. Once the PITLINE is commissioned, long distance trains to many parts of the country can commence and terminate from/at Palakkad Town Railway Station. Apart from that, already approved train services can also be commenced from there. All these going to make a great impact on Palakkad Town Railway Station, requiring expansion of it and upgrading it into a Terminal Station. The completion of PITLINE work will also pave the way for the quicker movement of goods trains as well. So, the expeditious action on the part of railways to upgrade Palakkad Town Railway Station into a Terminal is going to benefit Railways in a big way as far as the earning of revenue is concerned. Therefore, I urge upon the Government to direct the concerned to take action to upgrade Palakkad Town Railway Station into a Terminal, before commissioning the ongoing PITLINE work, so that no delay will be occurred to carry out other works that are needed for making Palakkad Town Railway Station a terminal.

(xv) Need to undertake various railway related issues/projects concerning Karur Parliamentary Constituency in Tamil Nadu

SUSHRI S. JOTHIMANI (KARUR): I wish to draw the attention of the Hon. Minister of Railways to the urgent transportation needs of my Parliamentary Constituency, Karur. Firstly, I request immediate stoppages for the Sengottai-Mayiladuturai Express at Ayyalur, the Palani Express at Palayam. At Manapara, stoppages are requested for the Tirupati-Rameswaram, Chennai-Kollam SF, Tiruchendur-Chennai, and Madurai-Okha trains. Crucially, I urge the Ministry to reopen Mandayur Railway Station in the Viralimalai assembly. This station is vital for nearly 5,000 students and professionals from Anna University, Bharathidasan University, IIM, and nearby IT hubs. Furthermore, there is a long-standing demand for a Day Train from Karur to Chennai and the introduction of a Vande Bharat service on the Karur-Chennai route. I also request the addition of First and Second AC coaches to the Mangalore-Chennai Express (via Karur) to improve passenger comfort. These measures will significantly boost regional connectivity and support the student community. I urge the Government to take prompt action on these requests.

(xvi) Regarding problems being faced by rubber growers in the country due to import of compound rubber under the India-ASEAN Free Trade Agreement

SHRI ANTO ANTONY (PATHANAMTHITTA): As per existing import policy, Natural Rubber attracts a 25% import duty. The Hon'ble Finance Minister had also announced in the Union Budget that compound rubber would be taxed at

par with Natural Rubber, as it essentially comprises NR mixed with additives and is often imported under a different HSN Code (4005 instead of 4001) to bypass regulations. However, compound rubber continues to enter the country at 0–5% duty due to provisions under the India-ASEAN Free Trade Agreement, particularly from countries such as Thailand, Indonesia, Malaysia, and Singapore. One of the primary reasons for this decline in NR prices is the excessive import of rubber into the country. While Natural Rubber is a key input for the tyre industry, major tyre manufacturers have been importing NR not only to meet their requirements but also, allegedly, to influence and suppress domestic raw material prices. An excessive import of rubber during the period April–December 2025 is 360500 metric tons taken place in the country. Therefore, I request the Government to take urgent steps to restrict import of compound rubber by misusing HSN code from ASEAN countries.

(xvii) Need to provide an alternative route in the vicinity of level crossing at Faridpur, Bareilly for pedestrian and vehicular traffic

श्री नीरज मौर्य (आंवला) : मेरे निर्वाचन क्षेत्र आंवला की नगरपालिका परिषद फरीदपुर, जनपद बरेली, उत्तर प्रदेश में रेलवे लाइन (क्रासिंग) पर ओवर ब्रिज का निर्माण कार्य चलने के कारण पूरा रास्ता बंद है। इस बंद रास्ते के स्थान पर कोई वैकल्पिक व्यवस्था ना देने के कारण आमजन व स्कूल बच्चों को रोज़ जान जोखिम में डालकर निकलना पड़ रहा है, जो अत्यंत गंभीर है। कभी कोई बड़ी दुर्घटना हो सकती है। अतः मैं सरकार से मांग करता हूँ कि तत्काल कोई वैकल्पिक आवागमन पैदल चलने हेतु शुरू किया जाए।

(xviii) Need to provide compensation to farmers who lost their crops due to thunderstorm and hailstorm in Uttar Pradesh

श्री सनातन पांडेय (बलिया) : मैं सरकार का ध्यान उत्तर प्रदेश में हाल ही में आए तूफान और ओलावृष्टि से बर्बाद हुई फसलों के मुद्दे की ओर दिलाना चाहता हूं। प्रदेश के कई जिलों में तूफान और ओलावृष्टि ने किसानों की फसलों को भारी नुकसान पहुंचाया है, जिससे उनकी आर्थिक स्थिति पर बहुत बुरा प्रभाव पड़ा है। मैं सरकार से अनुरोध करता हूं कि वह प्रभावित किसानों को तत्काल मुआवजा प्रदान करे और उनकी फसलों के नुकसान की भरपाई के लिए आवश्यक कदम उठाए। साथ ही, मैं सरकार से यह भी अनुरोध करता हूं कि वह किसानों को भविष्य में ऐसी आपदाओं से बचाने के लिए आवश्यक उपाय करे।

(xix) Need to take action to stop reported incidents of violence and discrimination meted out to Bengali migrant workers in different parts of the country

SHRI YUSUF PATHAN (BAHARAMPUR): I would like to highlight the increasing incidents of violence and discrimination being faced by Bengali speaking migrants across the country. Despite possessing valid identity documents, these workers are being branded as “Bangladeshis” and arbitrarily arrested and pushed out of their homes and workplaces. The attempt to stigmatise the use of Bangla has come even from public authorities referring to Bangla as “Bangladeshi national language”. Bangla is not just one of the 22 constitutionally recognised languages, but also a classical language - a status bestowed by the Union Government in 2024. This vile campaign against Bengali migrant workers have resulted in the repatriation of over 24,000 workers back to Bengal. Such hostility, hatred and harassment of migrant workers violate

the fundamental rights to equality under Art. 14 and prohibition of discrimination under Art. 15. Further, it goes against the constitutional guarantee of freedom of movement under Art. 19(1)(d), the right to reside and settle anywhere in the country under Art. 19(1)(e) and the right to livelihood under Art. 21. Hence, I request the Government to urgently intervene to stop this profiling and discrimination against Bengali migrant workers.

(xx) Need to run Rajdhani Express via Forbesganj, Raghapur and Darbhanga on newly developed Galgalia – Araria Section in Bihar

श्री दिलेश्वर कामैत (सुपौल) : डिब्रूगढ़ से नयी दिल्ली वाया कटिहार-बरौनी एवं वाया कटिहार-हाजीपुर होकर तीन राजधानी एक्सप्रेस(12423 / 12424 -20503 / 20504 -20505 / 20506) का परिचालन किया जाता है। उक्त तीनों में से किसी एक राजधानी एक्सप्रेस का परिचालन नवनिर्मित गलगलिया-अररिया रेलखंड होते हुए फारबिसगंज, राघोपुर तथा दरभंगा के रूट से परिचालन होने से आसाम, बंगाल, बिहार एवं उत्तर प्रदेश के कई जिलों तथा सीमावर्ती क्षेत्र की जनता को इसका सीधा लाभ मिलेगा तथा रेलवे के राजस्व में वृद्धि भी होगी। वर्तमान में उक्त ट्रेन का परिचालन कटिहार-बरौनी रेलखंड होकर किया जाता है, जबकि यह रेलखंड पूर्व से ही अत्यधिक परिचालन दबाव का सामना कर रहा है। अतः माननीय रेल मंत्री जी से आग्रह है कि जनहित में तीनों में से किसी एक राजधानी एक्सप्रेस का परिचालन नवनिर्मित गलगलिया-अररिया रेलखंड होते हुए फारबिसगंज, राघोपुर तथा दरभंगा के रूट से करने की कृपा की जाए।

(xxi) Need for integrated investigation into reported issues of missing women and girls in Maharashtra and other parts of country

SHRI ARVIND GANPAT SAWANT (MUMBAI SOUTH): I wish to draw the attention of the Government to the serious and persistent issue of missing

women across the country, as reflected in recent data of the National Crime Records Bureau. As per the NCRB's Crime in India 2023 report, 4,84,584 missing persons cases were registered in 2023, of which 3,24,763 were women, highlighting the disproportionate impact on women. Further, during the period 2019 to 2021, a large number of women and girls were reported missing from major States. Maharashtra reported 1,78,400 missing women and 13,033 girls, Madhya Pradesh reported 1,60,180 women and 38,234 girls, and West Bengal reported 1,56,905 women and 36,606 girls. This issue goes far beyond missing person complaints and is closely linked to human trafficking, sexual exploitation, forced labour and organised crime, posing a serious threat to women's safety and internal security. Despite the magnitude of the problem, there is a lack of updated, consolidated and outcome-based national data on tracing and rehabilitation. I urge the Ministry of Home Affairs to place updated State-wise data before the House, strengthen Centre–State coordination, improve investigation and recovery mechanisms in high-burden States, and ensure regular monitoring and transparent reporting.

(xxii) Need for a comprehensive policy to ensure posting of Government employees at the same or nearby places of posting of their spouses

SHRIMATI SUPRIYA SULE (BARAMATI): Guidelines from the Department of Personnel and Training have mandated that married central government employees be posted at the same or nearby stations, enabling them to lead a normal family life. However, no such spousal posting or transfer policy has been operationalised within AIIMS and other autonomous medical institutions under

the MoHFW. RTI disclosures reveal that over 2,231 employees, between 2019-2024, have resigned from various AIIMS institutions, with 757 female employees obtaining No Objection Certificates to appear for recruitment examinations at centres closer to their spouses. The absence of a spousal posting mechanism has an adverse effect on women employees, forcing many to resign or forgo promotions to manage the long-term separation, which violates Articles 14, 15, and 16 of the Constitution. The prolonged separation from spouses and children also affects the emotional and mental well-being of healthcare workers. The continuous resignations lead to recurring staff shortages and increased workloads for existing staff, adversely impacting patient safety, hospital efficiency, and overall healthcare delivery. It also triggers a continuous cycle of recruitment, training, and orientation. Hence, the Ministry should issue a uniform spousal transfer policy. It may consider establishing a centralised transfer board and a uniform portal to streamline the process.

(xxiii) Need to enhance the loan assistance for Self Help Groups (SHGs) to Rs. 20 lakh alongwith creation of new opportunities for their economic improvement

SHRI NAVASKANI K. (RAMANATHAPURAM): I urge the Government to take necessary steps to increase the loan assistance for Self-Help Groups (SHGs) to ₹20 lakh, so that poor and economically backward people at the grassroots level, who are engaged in cottage, small, and micro industries, can improve their livelihood and achieve economic development. I request that the Government directly procure the products manufactured by SHGs for the requirements of

government offices, government events, and related activities, thereby providing them assured support. Further, appropriate measures should be taken to promote SHG-made products and help in their commercialisation. To ensure effective implementation of Government schemes, I also request that a certain percentage of works allotted through tenders be reserved for Self-Help Groups, so that the women and men involved in SHGs can directly benefit from these opportunities. Additionally, I urge the Government to take steps to create opportunities for SHGs to improve their economic status by enabling them to establish and operate petrol pumps, gas cylinder distribution units, electric vehicle battery charging stations, agricultural storage warehouses, and similar facilities.

12.09 hrs

PAPERS LAID ON THE TABLE-Contd.

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY): Respected Madam, with your kind permission, I rise to lay on the Table:-

- (1) A copy of the Detailed Demands for Grants (Hindi and English versions) of the Department of Water Resources, River Development and Ganga Rejuvenation, Ministry of Jal Shakti, for the year 2026-2027.

[Placed in Library, See No. LT 6388/18/26]

- (2)
 - (i) A copy of the Annual Report (Hindi and English versions) of the Betwa River Board, Jhansi, for the year 2024-2025.
 - (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Betwa River Board, Jhansi, for the year 2024-2025.
- (3) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (2) above.

[Placed in Library, See No. LT 6389/18/26]

- (4) A copy each of the following papers (Hindi and English versions) under sub-section 1(b) of Section 394 of the Companies Act, 2013:-
 - (i) Statement regarding Review by the Government of the working of the National Projects Construction Corporation Limited, New Delhi, for the year 2023-2024.

- (ii) Annual Report of the National Projects Construction Corporation Limited, New Delhi, for the year 2023-2024, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.
- (5) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (4) above.

[Placed in Library, See No. LT 6390/18/26]

12.10 hrs

INDUSTRIAL RELATIONS CODE (AMENDMENT) BILL, 2026

माननीय सभापति : आइटम नम्बर-24. अब सभा औद्योगिक संबंध संहिता (संशोधन) विधेयक, 2026 पर विचार करेगी।

यदि सभा सहमत हो तो हम इस विधेयक पर विचार के लिए दो घंटे का समय निर्धारित कर सकते हैं।

अनेक माननीय सदस्य: हां।

माननीय सभापति : माननीय मंत्री जी।

श्रम और रोजगार मंत्री; तथा युवक कार्यक्रम और खेल मंत्री (डॉ. मनसुख मांडविया) : माननीय सभापति महोदया, मैं प्रस्ताव करता हूँ :

“कि औद्योगिक संबंध संहिता, 2020 का संशोधन करने वाले विधेयक पर विचार किया जाए।”

माननीय सभापति जी, ‘इंडस्ट्रियल रिलेशन कोड, 2020’ को पार्लियामेंट ने 28 सितंबर, 2020 को पारित किया था। जब यह कोड पारित किया गया था, तो उसके पहले ‘द ट्रेड यूनियन एक्ट, 1926’, ‘द इंडस्ट्रियल एम्प्लायमेंट एक्ट, 1946’ और ‘इंडस्ट्रियल डिस्प्यूट्स एक्ट, 1947’

ये तीन पुराने एक्ट्स थे। इन तीनों को समाहित करके एक नया कोड लाया गया। आज जब इंडस्ट्रियल रिलेशन कोड सरकार ने लागू किया, तो केवल एक छोटे से क्लैरिफिकेशन के लिए मैं इस सदन में आया हूँ। जब नया कोड लागू हुआ, तो वह इन तीनों एक्ट्स को रिपील करने का अधिकार सरकार को देता था और सरकार ने ऑलरेडी रिपील भी कर दिया, लेकिन यह एक्ट में शामिल हो जाए, इस उद्देश्य के साथ एक छोटा सा अमेंडमेंट था। यह एक्ट का भी पार्ट बन जाए, ऑलरेडी सरकार ने रिपील कर दिया है, लेकिन एक्ट में भी इस प्रावधान से क्लैरिफिकेशन आ जाए, इस उद्देश्य के साथ मैं एक छोटा सा अमेंडमेंट लेकर आया हूँ। मैं इस सदन से आग्रह करता हूँ कि इस अमेंडमेंट को स्वीकार करे और पारित करे।

माननीय सभापति : प्रस्ताव प्रस्तुत हुआ :

“कि औद्योगिक संबंध संहिता, 2020 का संशोधन करने वाले विधेयक पर विचार किया जाए।”

SHRI KODIKUNNIL SURESH (MAVELIKKARA): Thank you, Chairperson, for giving me the opportunity to participate in this Amendment Bill.

Today is not an ordinary day. Today, on 12th February, as we debate this Bill inside Parliament, crores of workers across India are on strike. Factories are silent. Transport systems are disrupted. Banks are partially shut. Public sector undertakings are witnessing mass participation in protests. This is not an agitation of a political nature. This is an agitation for the survival of poor workers. The Industrial Relations Code (Amendment) Bill, 2026 is not a reform. It is a regression. It is another chapter in the NDA Government's systematic dismantling of labour protections built over decades.

The Industrial Relations Code, the Code on Wages, the Social Security Code and the Occupational Safety, Health and Working Conditions Code were

passed in haste in 2020, during the pandemic. When workers were walking thousands of kilometres to reach their homes, instead of relief, the Government delivered deregulation. Instead of security, it delivered uncertainty.

Under the earlier law, factories employing more than 100 workers needed Government approval for retrenchment. The Government raised this threshold limit to 300 workers. Now, this amendment further strengthens that dilution. Let us understand what this means. About 70 per cent of manufacturing units fall below 300 workers. Lakh of workers can be terminated without prior approval. Closure decisions can be taken without meaningful scrutiny.

At a time when the unemployment rate among youth remains high, the Government is institutionalising insecurity. CMIE data has consistently shown elevated unemployment, especially among educated youth. Yet, instead of strengthening employment protection, the Government weakens it.

The Code imposes a mandatory 14-day notice for strikes, prohibits strikes during conciliation, and prescribes complex recognition rules for unions. In effect, it transforms the right to strike into a procedural maze. Dr. B. R. Ambedkar, the chief architect of the Indian Constitution, said:

“Industrial peace cannot be secured by suppressing the legitimate aspirations of labour.”

The Government believes that industrial peace can be manufactured through legal restriction.

This is not democracy. That is control. Today, over 90 per cent of Indian workforce is informal. Gig workers' number is in millions. Contract labour is

expanding rapidly. Yet, the Social Security Code provides no universal pension, no unemployment insurance, no strong employer contribution mandate for gig workers. Instead of universalising social security, the NDA Government has formalised informalisation.

Madam, regarding data on labour distress, let us place facts on record. Real wage growth for rural labourers has stagnated in recent years. Food inflation continues to affect working class and households. Female labour force participation remains uneven. Worker participation in trade unions has declined due to restrictive provisions. Meanwhile, corporate tax was reduced from 30 per cent to 20 per cent. Massive incentives were given to corporates. Public assets are being monetised. Chairperson, when corporates demand relief, they receive it overnight. When workers demand protection, they receive codes and conditions.

In my State, Kerala, our sector is facing problems after the labour codes, namely, cashew workers, coir workers, plantation workers, headload workers, traditional sector employees. These sectors survive because labour protection exists. Kerala's industrial relations history shows that strong unions do not destroy growth. They create social stability. By imposing centralised codes without fully respecting federal consultation, the Government weakens the States that have progressive labour tradition.

Madam, February 12th strike, that means today's strike, is a warning signal. Today's strikes include participation from central trade unions, public sector unions, bank employees, insurance employees, electricity workers,

transport workers, and unorganised labourers. They are together participating in the strike today. When such a broad alliance is mobilised, it signals policy failure. Instead of dialogue, the Government has chosen dominance. Instead of tripartite consultation, it has chosen notification governance.

Madam, in the UPA Government - the UPA Government was a pro-labour Government - we introduced MGNREGA guaranteed rural employment. Tripartite consultations were respected. Social security boards for unorganised workers were strengthened. Right to information empowered workers. The Food Security Act ensured household stability. Wage protections were improved. But the UPA believed that economic growth must walk with social justice. The UPA did not see labour as a hurdle; UPA saw labour as a partner.

The inspection to facilitation is weakening the enforcement. The shift from labour inspection to facilitator model weakens enforcement. Without strong inspections, safety violation increases, contractual exploitation rises, working hours expand without monitoring. India has witnessed industrial accidents repeatedly. Instead of strengthening enforcement, the Government reduced oversight. The public sector is also weakening simultaneously. PSUs are being privatised. Strategic sectors are opened. Permanent jobs are replaced with contracts. This is not reform. This is shrinking the secure employment base. If the Code was flawless, why there is a need for an amendment? Why there is retrospective clarification? Are we correcting draft error or correcting public backlash? Labour law cannot be an experimental policy. It determines livelihood security of crore and crores of workers.

There is an ideological divide between the UPA and the NDA. The NDA model emphasises deregulation, corporate concentration, weak unionisation, and flexible labour markets. The UPA Government and Congress party stand for inclusive growth, social protection, tripartite dialogue, and a commitment to the welfare State. These are the differences between the UPA and the NDA, between the Congress party and the BJP.

Madam, our demand is that the Industrial Relations Code (Amendment) Bill be withdrawn; that the 100-worker threshold limit for retrenchment approval be restored; that collective bargaining recognition be strengthened; that universal social security, including unemployment insurance, be guaranteed; that the right to strike be protected as a democratic instrument; and that mandatory tripartite consultation be ensured before any labour reform.

Chairperson Madam, on this 12th of February, that is, today, when workers across India are on strike, let Parliament not stand isolated from the people. A nation that weakens its workers weakens its future. You cannot build a developed India on insecure labour. Development without dignity is exploitation. Growth without protection is injustice. This Bill must be reconsidered. It must be reviewed. It must be withdrawn. Stand with the workers. The entire Opposition stands with the workers. Stand with justice. Stand with the Constitution.

Thank you.

श्री दर्शन सिंह चौधरी (होशंगाबाद) : माननीय सभापति जी, आज मैं औद्योगिक संबंध संहिता (संशोधन) विधेयक, 2026 के बारे में कुछ बातें सदन के समक्ष रखना चाहता हूँ।

सभापति जी, कंपनियों के नए इंडस्ट्रियल रिलेशनस कोड के बारे में जानकारी होना बहुत

आवश्यक है। इंडस्ट्रियल रिलेशन कोड, 2020 भारत की संसद के दोनों सदनों में पास हुआ और सितम्बर, 2020 में इसे महामहिम राष्ट्रपति जी की मंजूरी मिली। यह कोड अभी मौजूद तीन एक्ट्स यानी ट्रेड यूनियन एक्ट, 1926, इंडस्ट्रियल एम्प्लॉयमेंट स्टैंडिंग ऑर्डर, 1946 और इंडस्ट्रियल डिस्प्यूट एक्ट, 1947 को बदलकर, रद्द करके समेकित रूप से तैयार किया गया है। इससे देश के मजदूरों का हित होगा।

कंपनियों को नए आईआर कोड, 2020 के बारे में जानना चाहिए। इस कोड का मकसद प्रोग्रेसिव लेबर रिफार्म्स को लागू करके कर्मचारियों और मालिकों के अधिकारों की रक्षा करते हुए बिजनेस करने में आसानी लाना है। इसका मकसद इंडस्ट्री में सही विवाद सुलझाने के तरीकों में तालमेल करके तरक्की लाना है। कोड के नियम सीधे तौर पर ऑर्गेनाइजेशन पर असर डालते हैं। इनमें मुख्य रूप से कुछ एरियाज़ शामिल हैं जैसे ट्रेड यूनियन से जुड़े कानून, रजिस्टर्ड ट्रेड यूनियन के कैंसलेशन और इनकॉर्पोरेशन पर कमेटी बनाना, बातचीत करने वाली यूनियन को पहचानना, इंडस्ट्रियल जगह पर नौकरी से जुड़ी शर्तों के हिसाब से स्टैंडिंग ऑर्डर तैयार करना, रजिस्ट्रेशन करना, पालन करना, कर्मचारी, नौकरी और काम करने की शर्तों की परिभाषा, छंटनी और लेऑफ प्रॉसेस का मुआवजा, काम की शर्तों में बदलाव, बिजनेस बंद करने के नियम और इंडस्ट्रियल ट्रिब्यूनल बनाना। यह अपने आप में बहुत बड़ा कदम है। इससे न केवल पूरे देश की अर्थव्यवस्था सुधरेगी बल्कि मजदूरों को आगे लाने में सहायता मिलेगी। इसमें शिकायतों, इंडस्ट्रियल झगड़ों का निपटारा होगा और गैर-कानूनी हड़ताल एवं तालाबंदी का सॉल्यूशन होगा। एक समय था जब विपक्षी लोग और विरोधी विचारधारा के लोग नारे लगाते थे - 'चाहे जो मजबूरी हो, मांग हमारी पूरी हो'।

मैं धन्यवाद देना चाहता हूँ, चाहे इनको हम ट्रेड यूनियन के लीडर कहें या आदरणीय नेता कहें, आदरणीय दत्तोपन्त ठेंगडी जी को, जिन्होंने कहा था - 'देश हित में करेंगे काम और काम के लेंगे पूरे दाम'। इसे सही रूप देने का काम यदि किसी ने किया है तो इन्होंने ही किया है। इसमें गैर-कानूनी हड़ताल, तालाबंदी जैसे अपराधों की बनावट में हड़ताल करने वालों और लोगों की सुरक्षा

के लिए, गलत लेबर प्रेक्टिस की परिभाषा, एम्प्लायर और एम्प्लायर की ट्रेड यूनियन की तरफ से, वर्कर और वर्कर की ट्रेड यूनियन की तरफ से खास प्रोविजन्स किए गए हैं।

आईआर कोड, 2020 कुछ खास नियमों और कम्पनियों पर असर भी डालता है, जिसमें कर्मचारी और निश्चित अवधि के रोजगार को फिर से परिभाषित किया गया है। अब कर्मचारी का अर्थ किसी औद्योगिक प्रतिष्ठान द्वारा नियोजित कोई भी व्यक्ति, जो किराये या उसके नाम के लिए कोई कुशल, अर्द्धकुशल या अकुशल, मैनुअल परिचालन, पर्यवेक्षकीय, प्रबंधकीय, प्राशासनिक, तकनीकी, लिपिकीय कार्य करने के लिए नियोजित हो, चाहे रोजगार की शर्तों में स्पष्ट रूप से नियोजित हो, इसमें उपयुक्त रूप से सरकार द्वारा कर्मचारी घोषित किया गया व्यक्ति भी शामिल है। यह अपने आप में मजदूरों में उत्साह जगाने वाला होगा, लेकिन इसमें संघ के सशस्त्र बलों का कोई सदस्य शामिल नहीं है। निश्चित अवधि के रोजगार और एक निश्चित अवधि के रोजगार के अनुबंध पर कर्मचारी की नियुक्ति है। यह भविष्य में किसी भी विवाद या नियमित अनुपालन के लिए कर्मचारी या नियोक्ता को स्पष्टता और अतिरिक्त सुरक्षा प्रदान करती है।

आदरणीय मंत्री महोदय ने इसमें वर्कमैन का नाम बदलकर वर्कर कर दिया है, जिसमें उसका सम्मान भी रखा गया है। इसके लिए मैं उनको धन्यवाद देता हूँ। ऑर्गेनाइजेशन पर अब इंडस्ट्री में काम करने वाले सभी लोगों के लिए जेंडर न्यूट्रल रेफरेंस का इस्तेमाल कर सकते हैं।

आईआर कोड, 2020 स्ट्राइक, इंडस्ट्रियल डिस्प्यूट की साफ परिभाषा देता है। अब स्ट्राइक का मतलब है कि किसी भी इंडस्ट्री में काम करने वाले 50 प्रतिशत कर्मचारियों को मिलाकर काम बंद करना या मिलकर मना करना या आम सहमति से मना करना इंडस्ट्री के लिए बहुत जरूरी है। पहले कोई भी छोटे-छोटे समूह या दो-चार लोग मिलकर कहीं भी फैक्ट्री में जाकर इस तरह का काम कर देते थे। अब इस प्रकार का काम नहीं होगा। यह इंडस्ट्री के लिए और देश के लिए बहुत ही आवश्यक था। मैं इसके लिए धन्यवाद करता हूँ। यह इंडस्ट्री के लिए बहुत ही जरूरी है, क्योंकि कुछ झगड़े, जो नाखुश कर्मचारियों के हड़ताल में बदल जाते हैं, उससे प्रॉसेस में रुकावट आती है। इसलिए आईआर कोड कहता है कि कोई भी इंडस्ट्रियल जगह, जहां कम से कम 100 या उससे

अधिक मजदूर काम करते हैं, पिछले 12 महीनों में किसी भी दिन काम कर चुके हैं, वहां एक वर्कर्स कमेटी होनी चाहिए। इसके पहले वर्कर्स कमेटी काम नहीं करती थी। इसके लिए मैं धन्यवाद देता हूँ। वर्कर्स कमेटी को कर्मचारियों और मालिक के बीच अच्छे रिश्ते बनाने चाहिए। इस तरह के मामलों को संभालना चाहिए और हल निकालना चाहिए।

आईआर कोड, 2020 के मुताबिक 20 या उससे ज्यादा मजदूरों को काम पर रखने वाली हर इंडस्ट्रियल जगह पर अलग-अलग शिकायतों से होने वाले झगड़ों को सुलझाने के लिए एक शिकायत निवारण कमेटी होनी चाहिए। इसके पहले इस प्रकार के प्रावधान नहीं थे। अब छोटी फैक्ट्रियों में भी यह कमेटी काम करेगी। अब मजदूर सुलह अधिकारी के पास जाने की बजाए कमेटी के सामने अपनी शिकायत उठा सकता है, जिससे उनको त्वरित निदान मिल सकता है।

एक प्रावधान यह भी किया गया है कि इंडस्ट्रियल जगह पर, जहां रजिस्टर्ड ट्रेड यूनियन हो, जहां नेगोसिएशन यूनियन या नेगोसिएशन काउंसिलिंग हो सकती है। ऑर्गेनाइजेशन्स इस कदम का स्वागत करेंगे क्योंकि ट्रेड यूनियन्स को सेंट्रल लेवल पर मान्यता देने के लिए लम्बे समय से चली आ रही कानूनी दिक्कत खत्म हो जाएगी। आईआर कोड, 2020 लागू करते हुए यह कहता है कि हर इंडस्ट्रियल जगह, जहां 300 या 300 से ज्यादा वर्कर्स काम करते हैं या पिछले 12 महीनों से किसी भी दिन काम करते थे, उन्हें सर्टिफाइड स्टैंडिंग ऑर्डर बनाना और पालन करना होगा। इससे पहले इस प्रकार का सर्टिफिकेशन नहीं था। छोटे ऑर्गेनाइजेशन्स को स्टैंडिंग ऑर्डर से राहत मिलती है क्योंकि पहले से लागू हुए नियम के अनुसार एम्प्लॉइज लिमिट एक सौ से ज्यादा थी। अब आईआर कोड कहता है कि फाइनली सर्टिफाइड स्टैंडिंग ऑर्डर को सर्टिफाई, मोडिफाई या उनका पालन न करने पर कम से कम 50 हजार रुपए का जुर्माना लगेगा, जो दो लाख रुपए तक बढ़ाया जा सकता है, जिससे यदि किसी फैक्ट्री में अनावश्यक अवरोध आता है, तो उस पर हमेशा के लिए रोक लगेगी। लगातार जुर्म करने पर हर दिन दो हजार रुपए का एक्स्ट्रा जुर्माना लगेगा। फाइनली सर्टिफाइड स्टैंडिंग ऑर्डर का बाद में उल्लंघन करने पर चार लाख रुपए तक का जुर्माना और तीन महीने तक की जेल की सज़ा हो सकती है। यह अपने आप में ऐसा कानून है, जिससे हमारी संस्थाओं को और

मजबूती मिलेगी।

इसके साथ ही साथ संगठन पालन करने के बारे में ज्यादा सावधान रहना होगा। स्टैंडिंग आर्डर के साथ आईआर कोड, 2020 में सस्पेंशन की तारीख में 90 दिनों की समय सीमा दी गई है। अगर किसी नियोक्ता के पास उसके वर्कर द्वारा किए गए गलत काम की शिकायत की जाती है या आरोपों की जांच या पूछताछ पेंडिंग रहने पर सस्पेंड किया जाता है, तो कोई भी जांच या पूछताछ पूरी की जा सके। कमर्चरियों और नियोक्ताओं के लिए समय-सीमा दी गई है, जो विवाद को जल्दी सुलझाने के लिए एक फ्रेमवर्क बनाती है।

आईआर कोड, 2020 के अनुसार इंडस्ट्रियल ट्रिब्यूनल में अब दो सदस्य होंगे - पहला, ज्यूडिशियल सदस्य होगा और दूसरा, एडमिनिस्ट्रेटिव सदस्य होगा। अब इंडस्ट्रियल विवाद सुलझाना ज्यादा सही और निष्पक्ष होगा, क्योंकि पहले यह एक सदस्य वाले ट्रिब्यूनल द्वारा किया जाता था और उसमें मनमानी की संभावना होती थी। अब यह खत्म कर दिया गया है। सरकार को वर्कर रीस्कलिंग फंड के नाम से एक फंड बनना चाहिए, जिसमें इंडस्ट्रियल जगहों पर नियोक्ताओं का योगदान हो, जो छंटनी के ठीक पहले वर्कर द्वारा ली गई 15 दिनों की आखिरी सैलरी के बराबर हो। छंटनी का सामना कर रहे वर्कर्स के लिए यह प्रावधान एक वरदान है। अब उनके पास खुद को फिर से ट्रेन करने का विकल्प है। पहले ऐसा नहीं होता था। वर्कर्स रीस्कलिंग का कोई प्रावधान नहीं था।

आईआर कोड, 2020 में पहले नोटिस देने का प्रावधान था। जहां किसी भी इंडस्ट्रियल जगह पर काम करने वाला कोई भी व्यक्ति कॉन्ट्रैक्ट तोड़कर व हड़ताल करने से 60 दिन पहले या नियोक्ता को 14 दिन पहले नोटिस दिए बिना हड़ताल पर नहीं जाएगा। यह संगठन को अचानक होने वाले अनदेखे नुकसान से बचाता है। इंडस्ट्रियल कामकाज में एक स्ट्रक्चर लाएगा, जो पहले सिर्फ पब्लिक यूटिलिटी सर्विस इंडस्ट्री पर लागू होता था। अब वह इसमें लागू कर दिया गया है, इसलिए मैं माननीय मंत्री जी को धन्यवाद देता हूं।

कोड सेन्ट्रल या राज्य सरकार के लिए प्रावधान बनाता है। वे पब्लिक के हित में किसी भी

नए क्लास के इस्टैब्लिशमेंट को कोड के किसी भी या सभी के लिए छूट दे सकें। मैं कोड की इस पद्धति का स्वागत करता हूँ। औद्योगिक संबंध संहिता (संशोधन) विधेयक, 2026 पूरे भारतवर्ष में लागू होगा। अभी इसके लागू होने की असली तारीख नोटिफाइड नहीं की गई है, लेकिन दूसरे मौजूदा एक्ट के नाते किसी भी चीज को दूर करता है। अपने इंडस्ट्रियल नियमों और कानूनों के तौर पर सही तरीके से इसको सावधानी, असरदार या वैल्यू बेस्ड सलाह देगा।

माननीय सभापति महोदया, मैं एक और बात क्वोट करना चाहता हूँ। दिनकर जी ने एक बात कही थी, जो यहां पर फिट होती है -

“शांति नहीं तब तक जब तक सुख-भाग न सबका सम हो

नहीं किसी को बहुत अधिक हो और नहीं किसी को कम हो।”

लेबर्स को यथार्थ न्याय देने का काम किया गया है। आईआर कोड, 2020 ने यह किया है। मैं औद्योगिक संबंध संहिता (संशोधन) विधेयक, 2026 का पूर्णतया समर्थन करता हूँ।

श्री अफ़ज़ाल अंसारी (गाजीपुर) : सभापति महोदया, आपने मुझे औद्योगिक संबंध संहिता (संशोधन) विधेयक, 2026 पर अपने विचार व्यक्त करने का अवसर दिया है, उसके लिए मैं आपको धन्यवाद देता हूँ।

महोदया, हमारे यहां केवल इस संशोधन की सामग्री के बारे में चिंता नहीं हो रही है, बल्कि सरकार की विधायी कार्यशाली को लेकर भी प्रश्न उठ रहा है। वर्ष 2020 में सरकार ने बहुत दावे किए थे। कहा गया है कि श्रम संहिता एक ऐतिहासिक सुधार है। आज पांच वर्ष बीत गए हैं और उन प्रावधानों को संशोधित व निरस्त करने की नौबत आ गई है। यदि आप पहले चाहते, तो उन्हें ठीक कर सकते थे। यह सुधार नहीं है, बल्कि जल्दबाजी में बनाया गया एक कानून है और बाद में स्वीकार की गई एक गलती है। जब सरकार एक स्थिर श्रम कानून भी सही तरीके से नहीं बना पाती है, तो देश के मजदूर उसके वादों पर कैसे भरोसा करेंगे?

हमारे देश में जो मजदूर वर्ग है, उसमें लगभग 90 प्रतिशत असंगठित क्षेत्र में काम करने वाले मजदूर हैं। जिसे संगठित क्षेत्र कहा गया है, उसमें भी दोनों सेक्टर्स हैं। एक तरफ पब्लिक सेक्टर है

और दूसरी तरफ प्राइवेट सेक्टर है। सरकार ने अपने इस संशोधन विधेयक के माध्यम से, जो कुछ कमियां थीं, उन पर पर्दा डालने के लिए कुछ नए तरीके अपनाए हैं। जब छंटनी को आसान कर दिया गया है और यूनियन की आवाज का गला घोटने का प्रयास किया गया है, तब इससे स्पष्ट है कि इस संशोधन के बाद मजदूरों की स्थिति और कमजोर होगी।

भारत में श्रम नीति सिर्फ एक आर्थिक मामला नहीं है, यह एक सामाजिक न्याय का प्रश्न है। दुनिया ने देखा कि कोविड के समय मजदूर को अकेला छोड़ दिया गया था। अपनी गठरी-मुठरी, अपने बच्चे को गोद में समेटे किस तरह से दर-दर भटकता हुआ वापस अपने गांव को जाने के लिए मजदूर निकल पड़ा। सरकार ने उन मजदूरों के जाने की कोई व्यवस्था तो नहीं की, हां, उनके रास्ते में तमाम तरह की बाधाएं खड़ी की गईं। उन पर इस तरह से आक्रमण किए गए, जैसे वे कोई विदेशी घुसपैठिए हों। जगह-जगह रोककर उनके ऊपर लाठियां बरसाई गईं। उनके ऊपर कीटनाशक दवाओं का छिड़काव किया गया, जैसे वे इंसान नहीं, बल्कि कोई वस्तु हों। ऐसी स्थिति में हमारे देश के मजदूरों में इस सरकार के प्रति बहुत ही निराशा है। हर तरफ इस सरकार के रवैये से लोगों में दुख है और लोगों में सरकार के प्रति एक आक्रोश है।

श्रम संहिता उद्योग को ढील दी जा रही है और मजदूरों को असुरक्षा प्रदान की जा रही है। इसमें मजदूर की नौकरी सुरक्षित नहीं है। अब 300 तक की संख्या वाले कारखानों और कंपनियों में बिना सरकार की अनुमति से जब चाहे, जिसे भी निकाला जा सकता है। उसकी फरियाद सुनने वाला कोई भी नहीं है। मजदूरों की हड़ताल पर भी रोक है। उन पर अपनी आवाज उठाने पर भी इतना प्रतिबंध लगा दिया गया है कि मजदूर कराह करके रह जाता है। यह वह मजदूर है, जो सही मायनों में इस देश की बुनियाद है, इस देश की नींव है।

सभापति महोदया, हम यहां सदन में बैठते हैं, मजदूरों के हितों में बजट में प्रावधान करते हैं। समाधान लाने के प्रयास में सरकार बार-बार अपने ही बनाए नियमों में बार-बार संशोधन करती रहती है। मैं चार पंक्तियों के ज़रिए यह बात रखना चाहता हूं :-

“यह संसद है, यहां वायदों की खेती लहलहाती है,

बजट में खूबसूरत शब्दों के मोती सजाती है,
वहां फुटपाथ पर मजदूर की तकदीर सोती है,
और यहां कागज पर जन्नत रोज ही तामीर होती है।”

सभापति महोदया, हम तो यह कहना चाहते हैं कि मजदूर, जो अपना श्रम और अपना पसीना बहाता है, उसे जब आज अपने प्रांत में दो जून की रोटी नहीं मिल पा रही है, तो वह पलायन कर रहा है। हम उत्तर प्रदेश से आते हैं। उत्तर प्रदेश और बिहार की तो यह स्थिति है कि करोड़ों की संख्या में मजदूर अपने घर पर अपने बीमार मां-बाप को छोड़कर दो पैसे की रोज़ी के लिए घर से निकल जाता है, बाहर चला जाता है। हमारी सरकार ढिंढोरा पीटती है कि भर्ती इजरायल में हो रही है और भर्ती रशिया और यूक्रेन में हो रही है। वहां बम के गोले गिर रहे हैं, वहां बस्तियां खंडहर बना दी जा रही हैं। अपने जीवन को जोखिम में डालकर हमारा मजदूर उस दिशा में भी बढ़ रहा है, ताकि, वह किसी तरह से अपने परिवार की जिम्मेदारियों को निभा सके।

मैं अंत में इस सरकार से ये दो पंक्तियां भी कहना चाहता हूं :-

“ये हैं बुनियाद के पत्थर, इन्हें न छेड़ो तुम,
ये हटेंगे, तो इमारत भी दरक जाएगी।”

सभापति महोदया, इस सरकार को गंभीरता से इन मजदूरों के हितों में सोचना चाहिए। इन्हीं मजदूरों के परिश्रम का नतीजा है कि आज हमारे देश की 140 करोड़ की आबादी होने के बावजूद ये मजदूर, जिन्हें सरकार कोई रोजगार तो नहीं दे सकी, लेकिन, वे अपने श्रम, अपनी मेहनत के बल पर अपने परिवार को दो जून की रोटी देने का प्रयास कर रहे हैं। ऐसे में इस तरह के जो संशोधन लाए जा रहे हैं, इनमें इस बात का ध्यान रखा जाना चाहिए कि यदि उद्योगपतियों के हितों को ध्यान दिया गया और अगर मजदूरों के अधिकारों में कटौती की गई, उनके अधिकारों को नष्ट करने का प्रयास किया गया, तो यह सरकार एक बहुत बड़ी भूल करेगी, जिसे देश का मजदूर कभी माफ नहीं करेगा।

आपका बहुत-बहुत धन्यवाद।

SHRI KALYAN BANERJEE (SREERAMPUR): Hon. Chairperson, Madam, on behalf of my Party, I really oppose this Amendment Bill. I am continuing to say what Shri Afzal Ansari has just now said. The main Act has lost the force. The Industrial Relations Code has taken away the entire livelihood of the labourers of the country. What have we achieved? After agriculture, the main strength of the country is labourer. In this House, we never get the chance or scope to discuss about the labourers' fate and their condition at all, nor is the Labour Ministry's Budget discussed. This is the time today that we have got the chance.

Madam, the entire scenario has been changed within four to five years in India. There was a change from contract of service to contract for service. Now all the employers are more interested to give the contract for service. A contractor may be even the Government. The contract for service means it is directly coming under the employer. Because of this, the workers who are not appointed by the contractor neither get gratuity, nor provident fund, nor ESI, nor any other security in their service. After the Independence, the country brought the Constitution where there was not only security of employment but also social justice, irrespective of who is giving the employment. The earlier system of Government employment is gone. This is all privatization and then contract for service with Rs.8,000 to Rs.10,000 per month. Is the Government making joke of labourers in this country? Do they feel nice or happy? What protection have you given them in the Industrial Relations Code? All the safety measures of previous Labour Code, Industrial Disputes Act etc. have been taken away. All powers have been given to the employer.

My friend was talking about the punishment. What punishment are you talking about? Today, you bring the law for punishment of three months to six months just to impress the people. Next year, you will bring Jan Vishwas Bill to become friendlier with the industrialists and take away all kinds of punishment. What a peculiar situation of our country is! I must appreciate this. The world will appreciate how this Bill brought in the forum of Parliament controls the employer etc. and there will be punishment for six months, one year or two years. Within two or three years, the Jan Vishwas Bill will come. We will become friendlier with the industrialists and punishment will be removed.

You are absolutely making fun of the Parliament and of the country.

Madam, about the trade union, the Trade Union Act is going to be replaced. The Industrial Employment Standing Orders Act has been replaced and the Industrial Disputes Act, 1947 has also been replaced. I would like to ask what remains in the country itself? If you do not recognize the trade union itself, why are you afraid of the trade union? That means, you do not want democracy in the country. You do not want that some persons should be there who will be united together and fight against the employer and against the Government. You do not want this. You do not want that a member of the trade union shall espouse the cause of another member. You do not want the trade union to go the Tribunal and other places to fight the cases of the workers. You do not want the recognition of the trade unions. I would like to ask what remains.

Madam, now, I would come to the Industrial Employment Standing Orders Act. It speaks about the conditions of service for the employees. This has gone.

Then I would like to ask what remains.

Regarding the Industrial Disputes Act, I do not know whose idea is this and who has brought it. You are having a majority. Therefore, you will do whatever you would like to do. I cannot think about this. A workman's right under the Industrial Disputes Act, is so much recognized, but you have ignored everything. This is the unfortunate part.

मैडम, थोड़ा और समय दीजिए। लेबर में तो हम लोग कभी बोल नहीं सकते हैं। कभी डिस्कश भी नहीं हुआ। Sometimes you hear the criticism, you do not like it; I understand that.

I can tell you that these are your heydays. Every day will not be the heyday. You will regret. The day will come when the workers, the agricultural labourers will show their power by giving the mandate. Is this the way that the workers' rights are taken away? This is not the way the country's workers suffer during their services. Is this the way *Henry* rules will be made applicable? Is this the way the Government can remain in favour of the industrialists? Is this the way when the Government throws the workers from the country itself? My friend was talking about how much. It is 2.5 crore to 3 crore labourers who are working in the foreign countries. I would like to ask whether this is the achievement of Mr. Narendra Modi's Government? Is it सबका साथ-सबका विकास? 3 crore or 3.5 crore unskilled labourers are working. Go to Dubai or go to any place in the country, you will see that the labour force has gone. You have destroyed the labourers. You have destroyed the industries. You have destroyed the rights of the agriculturists. You have destroyed the rights of the labourers. You are only

running after the two industrialists from Gujarat.

दो गुजराती आये प्रधानमंत्री और गृहमंत्री आए । ...* ये चारों मिलकर देश चलाते हैं और कोई चीज नहीं है ।

****SHRI APPALANAIDU KALISSETTI (VIZIANAGARAM):** Respected madam,

I rise today to strongly support the Industrial Relations Code Amendment Bill, 2025 a reform that reflects the bold vision of our Hon'ble Prime Minister, Shri Narendra Modi ji. Under his leadership, India has modernised the foundation of India's economic architecture. The consolidation of 29 fragmented and colonial-era labour laws into four comprehensive Labour Codes mark one of the most significant governance reforms since Independence. These older laws were drafted between the 1930s and 1950s and were overlapping, contradictory, and litigation-prone. They created compliance burdens for industry and uncertainty for workers. The new framework replaces confusion with clarity, multiplicity with simplicity, and red tape with digital transparency.

The Industrial Relations Code, 2020, which replaced the Trade Unions Act of 1926, the Industrial Employment (Standing Orders) Act of 1946, and the Industrial Disputes Act of 1947, represents a decisive shift toward a modern labour governance system. For decades, employers struggled with multiple registrations and inspections, while workers often remained outside formal protections. Today, through single registration, single licence, and single return system, we are creating a regime that encourages modernisation and

* Not recorded as ordered by the Chair.

** English translation of the speech originally delivered in Telugu.

investment.

These reforms are not anti-worker as alleged by few members, they are pro-worker and pro-growth. For the first time in India's legislative history, gig workers, platform workers, migrant labourers, and those in the unorganised sector are recognised within the social security framework. Social security coverage has expanded substantially from 19% in 2015 to over 64% in 2025. This is not rhetoric; this is measurable progress. These reforms are transformative in a country where nearly 80% of the total workforce is engaged in the unorganised sector.

The Codes also recognise the changing nature of work in the 21st century. Our economy is increasingly digital, mobile, and platform-driven. The old Acts did not even acknowledge gig workers. Today, India's legal framework does. These reforms also aim to increase formal employment. For many years millions of workers lacked written contracts, minimum wage protection, and social security coverage. By simplifying compliance and encouraging formal hiring, we are incentivising businesses to bring workers into the organised sector.

The Codes also promote women's workforce participation. By removing outdated restrictions on night shifts, reinforcing equal pay provisions, and introducing safety-linked reforms, we are enabling women to participate more fully and safely in India's growth story. Honourable Chairperson, These national reforms find a strong and proactive partner in Andhra Pradesh under the dynamic leadership of Shri N. Chandrababu Naidu garu. Andhra Pradesh has always positioned itself as a reform-oriented, industry-friendly state.

The state has already aligned its laws with the new labour codes and amended provisions under the Factories framework in June 2025 to enhance industrial flexibility and improve Ease of Doing Business. This demonstrates administrative agility and policy foresight. Between 2020 and 2025, over 3.6 lakh MSMEs have been registered in Andhra Pradesh. The State aims to reach 12 lakh MSMEs by 2027. For a state aspiring toward Swarnandhra Vision 2047, simplified labour compliance is not just a reform — it is an economic necessity. Lower compliance costs, faster approvals, and digital processes allow small enterprises to focus on production, innovation, and job creation rather than paperwork.

Under Prime Minister Modi ji and Andhra Pradesh under Chandrababu Naidu garu work in alignment — this “double engine” sarkar accelerates growth, attracts investment, and generates employment. However, while supporting this Amendment Bill, it is equally important to address legitimate concerns with balance and responsibility. One key issue has been the increase in the threshold for prior government permission for layoffs and closures from 100 to 300 workers. While this provides flexibility to industry and encourages scaling up, a calibrated approach could further strengthen confidence. Sector-specific or phased implementation, combined with stronger severance pay, reskilling programs, and redeployment support, can ensure that flexibility does not come at the cost of worker security.

Similarly, the recognition of gig and informal workers under the Social Security framework is historic — but recognition must be backed by real

implementation. Contribution rates must be clearly notified. Benefit packages must be defined. A transparent funding pool involving government, employers, and platform companies must be operationalised. Digital registration should translate into tangible social protection on the ground.

Reform must be both growth-oriented and humane. Flexibility for enterprise and dignity for labour must move together. Respected madam, India today stands at a pivotal moment in its economic journey. We aspire to become a developed nation by 2047. That ambition requires modern labour markets, empowered workers, competitive industry, and cooperative federalism. The Industrial Relations Code Amendment Bill, 2025 strengthens this reform trajectory. It builds confidence among investors, provides clarity to employers, and extends protection to workers previously left outside the formal system.

Under the visionary leadership of Prime Minister Narendra Modi ji and with progressive states like Andhra Pradesh leading implementation on the ground, these reforms will not only simplify compliance, they will transform livelihoods. Let us move forward with confidence, compassion, and conviction.

Thank you Madam.

श्री अरविंद गणपत सावंत (मुम्बई दक्षिण) : माननीय चेयरमैन मैडम, मैं बहुत गंभीर और दुखी हूँ, क्योंकि यह सरकार बार-बार बता देती है कि हम कैसे धनवानों की सुरक्षा करते हैं, उद्योगपतियों की सुरक्षा कैसे करते हैं, न कि मजदूरों की सुरक्षा करते हैं। मुझे बहुत दुख है कि मैं जब मंत्री था, तभी भी यह लाने की कोशिश हुई थी, तब मैंने आदरणीय प्रधान मंत्री जी से कहा कि यह गलत होगा। पता नहीं उस समय उन्होंने मुझे आदर भाव से कहा कि यह गलत है, अभी मत लाना, सावंत जी से बात करके लाना। फिर भी जैसे मैंने दे दिया, तो यह वापस आ गया। आज इसमें जो भी प्रावधान

हैं, वे इतने खतरनाक हैं कि आगे चलकर आप ये जो तीनों कानून रिपील कर रहे हैं, Trade Unions Act, 1926; Industrial Employment (Standing Orders) Act, 1946; Industrial Disputes Act, 1947; Industrial Relations Code, 2020. इसका क्या परिणाम हुआ है, आपने देखा है या नहीं? मनसुख मांडविया जी मेरे मित्र हैं। मैं बहुत व्यथित अंतःकरण से बोल रहा हूं, क्योंकि मैं भारतीय कामगार सेना का अध्यक्ष हूं। वंदनीय शिवसेना प्रमुख बाला साहेब ठाकरे जी ने इसका निर्माण किया कि लोगों को रोजगार मिले, नौकरियां मिलें। आगे चलकर आदरणीय उद्धव जी ठाकरे साहब ने उसको इतना प्रभावित किया कि सबको सुरक्षा मिले। आपने ये दोनों चीजें ही हटा दीं। आज आप देखेंगे कि हमारी सरकार और पब्लिक सेक्टर्स में नौकरियां होती थीं। क्या आप अपनी छाती पर हाथ रखकर कह सकते हैं कि बैंकों में नौकरियां बढ़ गईं, इंश्योरेंस में नौकरियां बढ़ गईं? टेलीकॉम की क्या अवस्था है? एमटीएनएल जिंदा है या मुर्दा है, पता नहीं चल रहा है। लोग वहां काम करते हैं। मैं खुद वहां नौकरी करता था। आज मुंबई शहर में वहां 400 लोग हैं। सारा प्राइवेटाइजेशन हो गया है। हर एक चीज कॉन्ट्रैक्ट पर है।

मैडम, क्या आपको पता है कि खासकर तीन तरह की लेबर होती है। एक है केजुअल लेबर, दूसरी है कॉन्ट्रैक्ट लेबर और तीसरा होती है फिक्सड टर्म लेबर। क्या आपने कभी इनके बारे में सोचा? मैंने बताया था कि रक्षा मंत्री ने नेवल डॉक में जॉब्स दी हैं, पर उनकी प्रक्रिया अभी तक पूरी नहीं हुई है। 20 से 26 साल तक केजुअल लेबर- केजुअल का मतलब यह है कि मान लीजिए किसी को फर्नीचर बनाना है, काम पूरा हो गया, तो अब केजुअल काम खत्म हो गया, पर 20 से 26 वर्ष तक लोग केजुअल लेबर के रूप में काम कर रहे हैं। नेवल डॉक, गवर्नमेंट ऑर्गेनाइजेशन ने आज तक उनको परमानेंट नहीं किया। सबसे बड़ी दुख की बात यही है। कॉन्ट्रैक्ट लेबर के बारे में मान लीजिए कि मैंने अभी-अभी एक एग्रीमेंट कर दिया। एग्रीमेंट में उस कंपनी का नाम है। उस कंपनी के यहां 232 कर्मचारी हैं। मैंने पूछा कॉन्ट्रैक्टुअल कितने हैं, तो ढाई हजार कर्मचारी कॉन्ट्रैक्ट लेबर के रूप में काम कर रहे हैं। क्या उनके जीवन और भविष्य के बारे में कभी आपने सोचा? मैं आपसे एक सवाल पूछता हूं। एक कॉन्ट्रैक्ट लेबर है, हो सकता है कि वह किसी अच्छे प्राइवेट सेक्टर में हो या

आईटी सेक्टर में हो। उसे 50 हजार रुपये तनखाह मिलती है। वह बैंक में गया और बोला कि मुझे मकान लेना है। मकान लेने के लिए उसने कर्जा मांगा। मैडम जी, बैंक कहेगी कि दे देंगे, आपकी तनखाह अच्छी है, पर उससे पूछेगी कि क्या आप परमानेंट कर्मचारी हैं? तो वह कहेगा कि 'I am on a contract'. He will not get the loan. उसका पक्का घर जिंदगी भर नहीं होगा। क्या आपको पता है कि आज इंफोसिस, विप्रो, टीसीएस, अमेज़न, सभी ने कर्मचारियों को निकाला। उनका क्या हुआ, क्या कभी आपने सोचा? जो कर्मचारी वहां काम करते थे, उनको अच्छी नौकरी और तनखाह मिल रही थी। उनमें बहुत सारे लोगों की लव मैरिज हो गई। दोनों की तनखाह अच्छी है। मकान ले लिया, बड़ा घर ले लिया, फ्लैट ले लिया, शादियां हुईं। अब ऐसी परिस्थिति आई है कि उनमें जो कुछ भी बचे हैं, उनको कहते हैं कि 50 प्रतिशत तनखाह पर काम करो।

13.00 hrs

वे यह तनखाह लेकर कर्ज कैसे वापस करेंगे? कभी आपने यह सोचा है कि उन्होंने जो घर लिया है, वे उसका लोन कैसे वापस करेंगे? आपने हर एक को असुरक्षित कर दिया है। सबसे बड़ी बात यह है कि आपने हक तो छीन लिया है और असुरक्षित भी कर दिया है।

मैडम जी, आपको पता है कि फिक्स्ड टर्म में क्या होता है? मेरी नौकरी दो वर्ष के लिए लग गई। मझगांव डॉकयार्ड, मैं सरकारी उद्यमों का नाम लेकर कहता हूं। वहां लोग फिक्स्ड टर्म पर सात टर्म्स, यानी 14 वर्ष से सर्विस कर रहे हैं, लेकिन 14 वर्ष की नौकरी के बाद भी उनकी नौकरी परमानेंट नहीं हुई है। फिर उन्हें कहा जाता है कि आप एग्जाम दीजिए। जितनी वैकेन्सीज हैं, उतने लोगों को नौकरी में ले लेंगे। क्या आपने उनके जीवन के बारे में सोचा है? वे लोग शादी नहीं कर पाते हैं, क्योंकि उनकी जॉब परमनेंट नहीं है। पता नहीं कल वे बोल देंगे कि यह संस्थान बंद हो गया है। आपने ये कौन-से अपने तरीके अपनाए हैं कि हमारी जिंदगी से शाश्वतता ही छीन ली।

मैं एसईजेड के बारे में कहना चाहता हूं। आपका एसईजेड बहुत प्यारा है, क्योंकि यह उद्योगपतियों को चाहिए। वहां आपका लेबर लॉज ही लागू नहीं है। आप छाती पर हाथ रख कर कहिए कि एसईजेड में लेबर लॉज लागू है। वहां भी कानून नहीं है। सबसे बड़ी बात यह है कि ऐक्सिस

बैंक में लोग दस-दस वर्ष तक काम कर रहे हैं, लेकिन उनकी नौकरी परमानेंट नहीं हो पा रही है। वे उसी तनखाह पर काम कर रहे हैं। यहां क्या ग्रोथ है? विकसित का मतलब है – विकास, लेकिन विकास कैसे होगा? मैं दस वर्षों से उसी तनखाह पर काम कर रहा हूं। तनखाह बढ़ाने के लिए एग्रीमेंट नहीं है, लेबर लॉज नहीं हैं, ट्रेड यूनियन एक्ट से ट्रेड यूनियन नहीं बना सकते हैं, यूनियन से नेगोशिएट नहीं कर सकते हैं, यूनियन बात करने गई तो वे कहते हैं कि आप तो हमारी एम्प्लॉइज ही नहीं हैं। आप वेंडर से बात करें। वेंडर कहता है कि मैं यह देने के लिए तैयार हूं लेकिन मुझे यह बैंक नहीं देती है। आप बताइए कि हम क्या करें?

मैं स्टाफ सिलेक्शन कमीशन के बारे में कहना चाहता हूं। स्टाफ सिलेक्शन कमीशन सरकारी नौकरी देने वाला एक संस्थान है। हमारे मुंबई में इनकम टैक्स विभाग में 1200 लोग भर्ती हुए हैं। 1200 लोगों में सिर्फ तीन लोग मराठी, महाराष्ट्र के हैं। मैडम, आपको यह जानकर सरप्राइज होगा कि जो बाकी जो लोग वहां आए हैं, वे लोग टाइपिंग नहीं कर सकते हैं, अंग्रेजी नहीं लिख सकते हैं, फिर वे स्टाफ सिलेक्शन कमीशन में कैसे पास हुए हैं? मैंने इसकी इन्क्वारी मांगी थी, लेकिन आज तक आपने इसको नहीं किया है। एक ही गांव से, एक ही जगह से यह कैसे हो गया?... (व्यवधान)

मैडम जी, आप मुझे बोलने के लिए दो मिनट का समय दे दीजिए। यही तकलीफ है कि यह बहुत गंभीर विषय है। हमें कभी बोलने के लिए समय दे दीजिए। मैं अपनी बात दो मिनट में समाप्त करता हूं।

अभी मैं यहां दो-तीन मुद्दे रखना चाहता हूं। कल तक अगर किसी कारखाने में 100 कर्मचारी हों और उसे बंद करना है तो सरकार की अनुमति लेनी पड़ती थी। आपने क्या किया है? अगर वे 300 से कम होंगे तो उसे बंद कर दिया जाएगा। अगर किसी कारखाने में 299 कर्मचारी हैं और उसे बंद करना है तो इसके लिए आपकी परमिशन की भी जरूरत नहीं है। वे रास्ते पर आ गए। कभी तो आप सोचिए कि जेट एयरवेज के एम्प्लॉइज का क्या हुआ होगा, किंगफिशर के एम्प्लॉइज का क्या हुआ होगा, नोकिया के एम्प्लॉइज का क्या हुआ होगा? जो बंद हुए हैं, वहां के लोगों का क्या हुआ होगा? उनको 40 वर्ष की उम्र में कहां नौकरियां मिलेंगी? आपने ईएसआईसी को भी प्राइवेट करने

के लिए सोचा है। जो एम्प्लॉइज स्टेट इंश्योरेंस स्कीम के तहत आते हैं, उसे प्राइवेट करेंगे तो वह उनको कहां से पैसे देगी? एक दूसरी चीज है।... (व्यवधान) मैं एक-दो मिनट में अपनी बात खत्म करता हूँ।

आपने स्ट्राइक नोटिस के बारे में यह कर दिया है कि इसका नोटिस 60 दिन पहले देना है। ऐसे नहीं होता है। जब जुल्म होता है तो रिएक्शन होता है। Newton's Third Law: Action & Reaction states that "for every action (force) in nature there is an equal and opposite reaction".

If the management's action is wrong, the reaction is bound to happen in the company, आपने यह नहीं सोचा। इसलिए मैं आपसे इतना ही कहता हूँ कि आपने ईएसआईसी का प्राइवेटाइजेशन करने के लिए सोचा है। अगर आप ऐसा सोचेंगे तो मुझे लगता है कि आप यह जो कानून लाए हैं, आप इसको रिपील न करें, आप आपने कानून को रिपील करें। आप जो कानून लाए हैं, उस को ही रिपील करें। हमें जो पुराने हक दिए गए थे, आप हमारे कर्मचारियों और मजदूरों का हक छिनने के लिए जो कानून लाए हैं, मैं उसका निषेध करता हूँ। मैं चाहता हूँ कि सरकार अंतर्मुख होकर फिर दोबारा सोचे कि क्या नौकरियां उपलब्ध हैं? आप लोग 'रोजगार' शब्द का प्रयोग करते हैं। रोजगार और नौकरी में शाश्वत फर्क होता है। शाश्वतता से अशाश्वतता में ले कर जाने वाले आपके कानून का मैं निषेध करता हूँ। मैं इन्हीं विचारों के साथ अपनी बात समाप्त करता हूँ। धन्यवाद।

माननीय सभापति : सभा की कार्यवाही दो बजे तक के लिए स्थगित की जाती है।

13.04 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 Krishna Prasad Tenneti in the Chair)

INDUSTRIAL RELATIONS CODE (AMENDMENT) BILL, 2026- Contd.

श्री कौशलेन्द्र कुमार (नालंदा) : सभापति महोदय, आपने मुझे औद्योगिक रिलेशन कोड संशोधन विधेयक, 2026 पर चर्चा में भाग लेने की अनुमति दी, इसके लिए आपको बहुत-बहुत धन्यवाद।

सभापति महोदय, यह बिल औद्योगिक रिलेशन कोड 2020 में कुछ प्रावधानों के संशोधन के लिए प्रस्तुत किया गया है। यह बिल देश में श्रमिकों के हितों को ध्यान में रख कर बनाया गया है। इसके द्वारा श्रमिक कार्यबल बनाने, श्रमिकों के वेतन में सुविधा लाने, उनकी सुरक्षा एवं सामाजिक सुरक्षा और उसके पालन करने में सुधार लाने के लिए इस प्रस्ताव पर विचार किया जा रहा है।

सभापति महोदय, पहले वर्ष 2020 में श्रम कानूनों में काफी संशोधन किया गया था। 29 कानूनों को रद्द किया गया था और उसे चार कानूनों में समाहित किया गया था, किन्तु कानूनों की सही परिभाषा और स्पष्टता नहीं होने के कारण कुछ जटिलता उत्पन्न हो रही थी, कानूनी अड़चने आ रही थी। उन्हीं खामियों को दूर करने के लिए यह प्रस्ताव माननीय मंत्री जी ने यह विधेयक प्रस्तुत किया है, यह सराहनीय कदम है। इसमें श्रमिकों के कल्याण के प्रति सरकार की प्रतिबद्धता सिद्ध होती है।

सभापति महोदय, सर्वथा सत्य है कि हमारा श्रम शक्तिकरण, एक सशक्त, समृद्ध और आत्मनिर्भर भारत की आधारशिला है। हमारे माननीय प्रधानमंत्री जी की दूरगामी सोच के कारण आज देश में रोजगार में काफी वृद्धि हुई है। वर्ष 2017-18 में 47.5 करोड़ रोजगार उपलब्ध हुआ था, जो वर्ष 2024 तक करीब 64.33 करोड़ हो गया है। यानी छह वर्षों में करीब 16.83 करोड़ नौकरियां शुद्ध रूप से सृजन हुई है। इसी अवधि में 1.65 करोड़ महिलाओं को औपचारिक कार्यबल मिला है, यह आंकड़े बताते हैं।

इसके साथ ही साथ पिछले छह वर्षों में बेरोजगारी दर छह प्रतिशत से घटकर 3.2 प्रतिशत

हो गई है। यह समावेशी और सतत श्रम सशक्तिकरण पर सरकार के फोकस को दर्शाता है। श्रम के क्षेत्र में सकारात्मक दृष्टिकोण के कारण व्यापक सामाजिक, आर्थिक परिवर्तन हुआ है, जो अंतर्राष्ट्रीय गरीबी रेखा से नीचे रहने वाले लोगों के घटते अनुपात से सिद्ध होता है। इसके साथ ही देश में सामाजिक सुरक्षा प्रणाली में तेजी से विस्तार हुआ है और आज हमारे देश की सामाजिक और आर्थिक सुरक्षा प्रणाली विश्व स्तर पर सबसे बड़ी प्रणालियों में से एक बन गई है।

हमारे देश में ऐतिहासिक श्रम सुधार सुनिश्चित करता है कि श्रमिकों की सुरक्षा, सम्मान, स्वास्थ्य और कल्याणकारी उपायों तक पहुंच आसान हो जाए, जिससे निष्पक्ष और भविष्य के लिए तैयार श्रम प्रणाली के प्रति भारत की प्रतिबद्धता को बल मिले। सरकार द्वारा 29 श्रम कानूनों को चार व्यापक श्रम कोड में शामिल किया गया है जो मजदूरी संहिता 2019, औद्योगिक रिलेशन संहिता 2020 और व्यावसायिक सुरक्षा, स्वास्थ्य और कार्य परिस्थितियां संहिता 2021 है, इसमें देश के श्रमिकों के हितों और कल्याण के साथ-साथ एम्प्लायर के हितों का भी ध्यान रखा गया है, जो सराहनीय कदम है।

सभापति महोदय, 2020 के कानूनों में जो जटिलता थी, अब उसे दूर किया गया है। स्पष्टता के साथ नये कानून बनाने का प्रस्ताव है। मैं माननीय मंत्री जी द्वारा लाये गये इस प्रस्ताव का समर्थन करता हूँ।

SHRIMATI SUPRIYA SULE (BARAMATI): Sir, thank you very much. On behalf of the NCP (SP), I stand here to speak against the Industrial Relationship Code (Amendment) Bill, 2026.

Sir, with a heavy heart, I start this debate. Whether it is a coincidence or a destiny, I do not know what to say because today, the Central Trade Unions, public sector unions, bank employees, insurance employees, electricity workers, transport workers and unorganized labourers, are on strike today. This is the list of all the people who have built this nation for what it is today. All these people

are on strike today as we debate this Bill.

I have a lot of faith in this Government as well as the hon. Minister. I am not against privatization at all. Privatization, and the opening up of the economy was started under the leadership of Manmohan Singhji when he was the Finance Minister of this country under the leadership of the then Prime Minister Shri Narasimha Raoji. An insulated economy that we lived in was opened up and we became a global player. I do understand that Mansukh *bhai* wants to lead this; to have better investments; more people to get jobs for a better India; and to make it the fastest growing economy in the world. But, at what cost, is my question to him. Who has built this nation? Of course, they were the visionaries, people who dreamt of it, and large industrial homes. I am not speaking against them at all. But at the same time, it was the workers who built these companies. मेहनत किसने की, वहां के वर्कर्स का खून है, उनकी मेहनत है। जिन्होंने इस देश को थर्ड लाजैस्ट इकोनॉमी बनाया। उसमें सबसे बड़ा हाथ इस देश के किसानों, मजदूरों का रहा है और आज जो बिल लाया गया है, यह उन्हीं के खिलाफ है। मैं अभी किसानों के बारे में नहीं कहूंगी, यूएस डील में क्या हो रहा है, वह अलग बात है, उसकी अलग चिंता करेंगे। आज देश में कोई भी अखबार पढ़ें या चर्चा करें, तो ऐसा लग रहा है और एक ऐसा माहौल इस देश में बन रहा है कि गरीबों, शोषित, पीड़ित, वंचित किसानों को, जो काम करते जा रहे हैं, देश को आगे बढ़ाते जा रहे हैं, उनके खिलाफ यह सरकार है।

संजय जी और निशिकांत जी, सुनने का धैर्य रखिए। आप इस कोड में देखें। 5बी आईडीए, वर्ष 1947 में जब लाया गया था, तब 100 कर्मचारियों का था। 220 कोड 300 वर्कर्स थे, लेकिन आज केवल 100 हैं। मैं कुछ डेटा बताना चाहती हूँ, अनुराग जी, सुनिए। निशिकांत जी, संजय जी 2009 बैच कृपया सुनिए। आप मेरे बैच वाले ही हैं। वर्ष 2023-24 में इन्हीं की सरकार की रिपोर्ट है

। 2 लाख 12 हजार 990 फैक्ट्रीज़ में से 1 लाख 38 हजार 722 फैक्ट्रीज़ में 50 से कम मजदूर आज काम कर रहे हैं। इसमें से कितना प्रतिशत हो गया? अरविंद जी ने अभी कहा था, आप उस समय चेयर पर थे। उन्होंने कहा था कि जब रजिस्ट्रेशन ऑफ ट्रेड यूनियन होगा, मैं चाहूंगी कि मनसुख भाई इसका जवाब दें कि जब रजिस्ट्रेशन ऑफ ट्रेड यूनियन होगा, तो पहले लेस देन 50 अगर हो गया आज, जो पहले 20 नंबर था। अगर 20 कामगार आपके पास हैं, तो रजिस्ट्रेशन करना जरूरी नहीं है, लेकिन आज इन्होंने वह नंबर बढ़ाकर 50 कर दिया है। आप किसी मॉल, दुकान, बिग बास्केट या किसी भी दुकान में चले जाएं, अगर 50 लोग की जगह 49 हों, तो उनको कोई अधिकार नहीं रहेगा। ऐसे कैसे चलेगा, सर? एक जगह आप स्ट्राइक की बात कह रहे हैं। स्ट्राइक, जो कितनी एंटी डेमोक्रेटिक है। स्ट्राइक्स करना तो बंद ही कर देंगे। यहां तो एलओपी को भी नहीं बोलने देते। मुश्किल से एलओपी को सरकार ने बोलने दिया। अब ये मजदूरों को भी बोलने नहीं देंगे।

माननीय सभापति: मैडम, अब आप अपनी बात समाप्त कीजिए।

श्रीमती सुप्रिया सुले : यह लीगल फिक्स टर्म क्या है?... (व्यवधान)

कृपया, आप हमें यह बताइए कि इस लीगल फिक्स टर्म का मतलब क्या है, क्योंकि आपके पीरियोडिक लेबर फोर्स और एनुअल सर्वे ऑफ इंडस्ट्रीज कांट्रैक्ट वर्कर्स वाला है, Sir, it is a record that 42 per cent of employees in India today are only on contract, be it gig workers or be it insurance. What has been done for all these people? I want to remind this Government about a few issues, which my colleague Shri Arvind Sawant ji raised.

I represent the union at LIC as well as Mazagon Dock. We all do it. We all work for them. Privatisation is looming on them. सरकार यह बताए कि क्या इन्होंने अपने 11 साल के समय में एलआईसी में किसी को परमानेंट किया है? मझगांव डाक में यह कहा जाता है कि जब तक ऑर्डर नहीं है, तब तक नहीं मिलेगा।

सर, पीएसयूज को ऑर्डर नहीं मिलता है। मेरा पीएसयू से संबंधित एक सवाल और है। You

must know this. This country should also know this. It is a very alarming issue related to all the PSUs and contract labour. My friend, Shrimati Pratima Mondal, is a Member of the Committee. She is present in the House now. There is a Supreme Court verdict and DoPT guidelines are also there. After 45 days, no reservation policy is applicable to anybody who is employed in this contract. Is this not alarming? I would seek a clarification. I hope the Minister intervenes in this issue. We are with the Government. We want the industry. I represent one of the largest industrial States in this country. Shri T. R. Baalu ji is here. Tamil Nadu, Gujarat and others, all are one for the development of this country. In respect of job, all the largest investments are in Pune district, which is a district that I come from. But if this happens, what is the guarantee? I would like to quote Dr. B. R. Ambedkar here ... (*Interruptions*). I will just finish in 30 seconds, Sir. Democracy must protect the weakest and not make employment disposable. Labour is not a commodity, Sir. There are humans in this nation building. You have to give them dignity, safety and fairness. These are not only my words or the sentiment of the House. This is what our forefathers said and this is what Dr. B. R. Ambedkar ji stood for.

I take this opportunity to request this Government that please rethink. I am not against their capitalism thinking. We are for industry but not at making our workers and labours insecure. This India belongs to every citizen and every citizen has a fair right. If this Government is not going to protect the farmers and the poor of this country, we will not let them sit here. Even they may have numbers here. We will get to the streets and we will make sure that every person,

जो शोषित, वंचित और पीड़ित है, उनके लिए हम पूरी ताकत से लड़ेंगे। धन्यवाद।

DR. RANI SRIKUMAR (TENKASI): Hon. Chairperson, Sir, I rise to register my strong opposition to the introduction of the Industrial Relations Code (Amendment) Bill, 2026. The new labour codes are anti-labour and anti-social security.

Hon. Chairperson, Sir, major trade unions across the country have called for a nationwide strike today, even as this House takes up this matter. This reflects the accumulated frustration of the working class against what they perceive as a persistent anti-worker policy direction over the past decade. Instead of dismissing these voices, the Government must make sincere arrangements to hear the concerns of the workers and address their grievances.

Sir, let me come to the Bill properly. First, the most controversial change is the increase in the threshold for layoffs, retrenchment and closure from 100 to 300 workers. Establishments employing fewer than 300 workers no longer require prior Government permission to terminate or retrench employees. This amendment significantly weakens job security for a large section of the workforce. Second, the code imposes stricter conditions not only on the formation of the trade unions but also on the right to strike. Mandatory prior notice, prohibition of strikes during conciliation proceedings collectively dilutes the traditional bargaining power of trade unions. At a time when employment is increasingly shifting towards the gig and platform economy, a responsible Government should strengthen and not weaken the collective bargaining rights of the workers.

Further, if more than half of the employees of an establishment take casual leave simultaneously, it is now treated as a strike.

Such provisions make spontaneous and peaceful protests extremely difficult.

HON. CHAIRPERSON: Basheer ji, kindly be seated.

DR. RANI SRIKUMAR: It restricts the workers to go on a strike for their basic rights. It is against the fundamental rights of the workers.

After fighting a long battle during the British rule, our labourers got some of these benefits which they enjoy today and whereas you are refusing to extend them for our own people. This clearly shows that you are even ready to sacrifice the rights and welfare of our working class in order to promote corporate entities closer to you.

Introduction of the fixed-term employment allows easier hiring and firing policy which essentially legalises permanent temporariness in perennial and core jobs. Employers and corporates are endowed with an unrestricted power to replace permanent jobs with short-term contracts. This is aimed to destroy stable employment.

*We would like to emphasize that Muththamizh Arignar Dr. Kalaignar, former Chief Minister of Tamil Nadu, created a Welfare Board for the workers of our unorganized sector. Their rights were protected through that Welfare Board. We request that you also try to emulate and follow this Dravidian Model of

..... English translation of this part of speech was originally delivered in Tamil.

Governance and implement the same in other States of our country. Even if you claim that you have brought all these Schemes and laws to attract investments, such investments should not in any way affect the welfare and rights of our working class. Tamil Nadu Government too is attracting lots of investments, and is implementing them in a way that does not affect the interests of our workers.*

HON. CHAIRPERSON: Please conclude.

DR. RANI SRIKUMAR: Sir, the strength of any nation lies in the dignity and security of its working class. The Government must listen to the voices of the workers, engage in genuine consultation with the trade unions and ensure that economic reforms do not come at the cost of social justice.

Therefore, I urge the Union Government to reconsider the provision of this amendment and to act in a manner that truly protects the welfare, rights and dignity of the working people of this country.

माननीय सभापति : माननीय श्री रविंद्र वाइकर जी ।

श्री रविन्द्र दत्ताराम वायकर (मुम्बई उत्तर-पश्चिम) : धन्यवाद, सभापति महोदय । मैं आपका हृदय से आभार व्यक्त करता हूँ कि आपने मुझे 'औद्योगिक संबंध संहिता (संशोधन) विधेयक, 2026' पर अपने विचार रखने का अवसर दिया ।

महोदय, 11 फरवरी 2026 को हमारे केंद्रीय श्रम मंत्री श्री मनसुख मंडाविया जी ने इस विधेयक को सदन के पटल पर रखा । यह बजट सत्र के दौरान वित्त विधेयक के अलावा पेश किया जाने वाला पहला विधेयक है, जो इसकी महत्ता को दर्शाता है । इस संशोधन विधेयक की आवश्यकता क्यों पड़ी?

महोदय, जैसा कि हम जानते हैं कि वर्ष 2020 में हमारी सरकार ने 29 पुराने श्रम कानूनों को मिलाकर 4 नई लेबर कोड्स बनाई थीं । इनमें से एक महत्वपूर्ण कोड था-इंडस्ट्रियल रिलेशंस कोड,

2020'। इस कोड ने तीन पुराने और जटिल कानूनों की जगह ली थी। उनमें से पहला ट्रेड यूनियन एक्ट, 1926, दूसरा इंडस्ट्रियल एम्प्लॉयमेंट (स्टैंडिंग ऑर्डर्स) एक्ट, 1946 और तीसरा इंडस्ट्रियल डिस्प्यूट्स एक्ट, 1947 था। हालांकि, 2020 के कोड की धारा 104 में इन पुराने कानूनों को निरस्त करने का प्रावधान पहले से था, लेकिन सरकार को लगा कि भविष्य में कोई कानूनी दुविधा या confusion पैदा न हो जाए। कुछ लोग यह गलतफहमी पाल सकते थे कि पुराने कानूनों को हटाने की शक्ति कार्यपालिका को दी गई है, जबकि यह शक्ति स्वयं संसद के पास है, इसलिए भविष्य में किसी भी तरह की कानूनी पेचीदगी या व्याख्यात्मक विवाद, interpretational disputes से बचने के लिए और कानून को पूरी तरह स्पष्ट करने के लिए यह छोटा, लेकिन महत्वपूर्ण संशोधन लाया गया है। इसका उद्देश्य केवल कानूनी स्पष्टता (Legal Clarity) सुनिश्चित करना है, ताकि हमारे श्रमिकों और उद्योगों को अदालतों के चक्कर न काटने पड़ें। मोदी सरकार की उपलब्धियों का यानी श्रम सुधार और रोजगार, achievements का यह एक्ट है।

महोदय, यह संशोधन हमारी सरकार की उस बड़ी दृष्टि का हिस्सा है, जिसमें हम कानूनों को सरल, स्पष्ट और आधुनिक बना रहे हैं। विपक्ष अक्सर रोजगार पर सवाल उठाता है, लेकिन आंकड़े गलत नहीं बोलते। मैं आंकड़ों के बारे में बोलना चाहता हूं। जहां तक रोजगार में वृद्धि की बात है। वर्ष 2017-18 में देश में रोजगार का आंकड़ा 47.5 करोड़ था, जो वर्ष 2023-24 में बढ़कर 64.33 करोड़ हो गया है। यानी पिछले 6 वर्षों में हमने लगभग 16.83 करोड़ नई नौकरियां जोड़ी हैं।

महोदय, बेरोजगारी में कमी हुई है। इसी अवधि में बेरोजगारी दर 6 प्रतिशत से घटकर 3.3 प्रतिशत रह गई है, जो एक बड़ी उपलब्धि है।

इसमें महिलाओं की भागीदारी बढ़ी है। 1.56 करोड़ नई महिलाएं फॉर्मल वर्कफोर्स (औपचारिक कार्यबल) का हिस्सा बनीं हैं, जो 'नारी शक्ति' के उदय को दर्शाता है।

महोदय, जहां तक सामाजिक सुरक्षा की बात है तो आज भारत की 64.3 प्रतिशत आबादी यानी 94 करोड़ लोग किसी न किसी सामाजिक सुरक्षा योजना के दायरे में हैं। वर्ष 2015 में यह आंकड़ा सिर्फ 19 प्रतिशत था। आज हम वैश्विक स्तर पर सामाजिक सुरक्षा कवरेज में दूसरे नंबर

पर हैं।

महोदय, अन्त में, मैं सरकार के समर्थन के साथ-साथ श्रम सुधारों को और प्रभावी बनाने के लिए तीन रचनात्मक सुझाव देना चाहता हूँ।

मेरा पहला सुझाव है कि कार्यान्वयन में तेजी आए। हालांकि हमने चार लेबर कोड्स बना दिए हैं, लेकिन राज्यों के स्तर पर इनके रूल्स को लागू करने में अभी भी देरी हो रही है। केन्द्र सरकार को सभी राज्य सरकारों के साथ मिलकर एक 'डेडलाइन' तय करनी चाहिए ताकि देश भर में एक समान कानून लागू हो सके और 'ईज ऑफ डूइंग बिजनेस' का असली लाभ सभी को मिल सके।

मेरा दूसरा सुझाव है कि गिग वर्कर्स के लिए स्पष्टता हो। आज के डिजिटल युग में लाखों युवा ओला, उबर, स्विगी और ज़ोमैटो जैसे प्लेटफॉर्म पर काम कर रहे हैं। ई-श्रम पोर्टल पर उनका रजिस्ट्रेशन एक अच्छी शुरुआत है, लेकिन हम उनके लिए 'न्यूनतम वेतन' को वेरिफाई करें। 'काम के घंटे' जैसे मुद्दों पर और अधिक स्पष्ट नियम बनाने की जरूरत है ताकि उनका शोषण न हो।

मेरा तीसरा और अंतिम सुझाव है कि इसका कौशल विकास से जुड़ाव हो। श्रम कानूनों का असली फायदा तभी मिलेगा जब हमारा श्रमिक स्किल्ड वर्कर होगा। उद्योगों की मांग के अनुसार आईटीआई और कौशल विकास केन्द्रों के पाठ्यक्रम को लगातार अपडेट किया जाना चाहिए। हमें अप्रेंटिसशिप को और बढ़ावा देना चाहिए ताकि युवा पढ़ाई के साथ-साथ कमाई और हुनर भी सीख सकें।... (व्यवधान)

DR. M. K. VISHNU PRASAD (CUDDALORE): Thank you, hon. Chairperson Sir, for allowing me to speak on the Industrial Relations Code (Amendment) Bill, 2026.

Sir, there are three types of Industrial Labour Acts, that are, the Trade Unions Act, 1926, the Industrial Employment (Standing Orders) Act, 1946, and the Industrial Disputes Act, 1947. All these three Acts have been consolidated

and replaced by a new Code called the Industrial Relations Code, 2020. The repeal has occurred by operation of Section 104 of the Code itself. There is a possibility of confusion later on. So, in order to avoid that, this is being enacted.

In one way, I would like to say that since coming to power, the Modi Government has pursued a wider restructuring of the labour regime that has shifted away from enforceable rights and protections, towards a framework of pro-market reforms in the name of ease of doing business. Even as the economy has expanded in headline terms, wage outcomes and protections for workers have remained weak. This is not the result of any policy change, but a broader reshaping of how the BJP Government approaches work, labour, and employment.

The effects of this shift are most visible where the majority of workers are located in informal and precarious employment relationships, with limited bargaining power and uneven enforcement on the ground. The new Labour Codes reflect the broader trend of the Modi Government which has repeatedly prioritised the market over labour, people and the environment. These Codes exacerbate the unequal relationship between labour and capital, making available cheap, docile labour for corporations and Government's cronies. This Government is going on weakening labour protection in the name of ease of doing business.

Under the old Industrial Disputes Act, 1947, employers needed Government approval for lay-offs and closures once a firm had 100 plus workers. The new Industrial Relations Code raises this threshold to 300 workers. This

means that a vast majority of enterprises can now lay-off workers without State oversight, weakening job security and tenure protections.

The main point is to increase centralisation. Under the earlier regime, States largely drove minimum wage-setting through their own notifications and wage schedules, responsive to local prices and living costs.

The new Code mandates the Union Government to fix a national floor wage below which no State can set its minimum wage, thereby shifting the balance itself to the Centre.

This Government has failed immensely to account for the unorganised sector. The issue of gig workers is a very important one. As the gig economy grows, the promises of flexibility and entrepreneurship have translated into precarious work with minimal pay, zero job security, no statutory benefits, and an intense allure of immediate income. Individuals are entering the gig economy at a rapid rate. Finally, the welfare of the unorganised sector is being totally ignored in this Modi Government.

The Labour Code-2025 speaks of comprehensive labour wages, social security, and industrial relations. In Tirupur, which is famous for the textile industry, the imposition of taxes by America has caused heavy damage to our workers. The Tirupur textile industry has now gone to the dogs.

Seafood exporters are suffering a great deal. Many workers in seafood manufacturing are equally suffering because of the American economic taxes imposed on us.

श्री जगदम्बिका पाल (डुमरियागंज) : अधिष्ठाता महोदय, मैं आपका अत्यंत आभारी हूँ कि आपने

मुझे औद्योगिक संबंध संहिता (संशोधन) विधेयक, 2026 पर बोलने का मौका दिया। आज हमारी सरकार देश के करोड़ों श्रमिकों की स्थिति में सुधार के लिए यह विधेयक लेकर आई है। हमारी सरकार ने देश के बिखरे और जटिल कानूनों को कोडिफाई करके वर्ष 2020 में चार कानूनों को बनाया। आज हमारे श्रम मंत्री जी अमेंडमेंट के रूप में इंडस्ट्रियल रिलेशन कोड (अमेंडमेंट) बिल 2026 लाए हैं। उसका उद्देश्य सीधा-सीधा है। The Industrial Relations Code, 2020 replaces three key labour laws, viz, the Trade Unions Act, 1926, the Industrial Employment (Standing Orders) Act, 1946, and the Industrial Disputes Act, 1947. ये जो तीन अलग-अलग कानून हैं, उनको रिपील करके दी इंडस्ट्रियल रिलेशन कोड (अमेंडमेंट) बिल बनाया गया। उसमें कोई एम्बिगुइटी न हो, फ्यूचर में कोई अनसर्टेंटीटी न हो, उसकी एक लीगल सर्टेंटीटी और कंटीन्यूटी हो, इसके लिए मंत्री जी सुधार और अमेंडमेंट बिल लेकर आए हैं। मैं माननीय मंत्री जी का बहुत-बहुत स्वागत करता हूँ। यह देश के श्रमिकों के हक एवं हकूक में है। आज आप देखेंगे कि दुनिया में हर देश के श्रमिकों के आंदोलन का इतिहास रहा है। अगर इसे देखा जाए तो आज पूरी दुनिया में केवल भारत ही नहीं, बल्कि पूरी मानव की सभ्यता को देखा जाए, वर्ष 1789 में जब फ्रांस की क्रांति हुई तो उस समय वहां के मजदूरों ने दासता और शोषण की जंजीरों को तोड़ने का काम किया।

वर्ष 1886 में शिकागो में जब श्रमिक आंदोलन हुआ, उन्होंने कहा कि दुनिया के मजदूर एक हों। आठ घंटे के कार्यदिवस की बात की गई। फिर 1917 में रूस की क्रांति ने श्रमिकों को सत्ता और अधिकार की परिभाषा दिलायी। आप यकीन कीजिए कि अगर आज तक यह दुनिया के श्रमिकों के सुधार में ये क्रांति के रूप सबसे बड़े तीन आंदोलन माने जाते हैं, तो आप यकीन कीजिए कि वर्ष 2002 में जिस समय लेबर कमीशन और लॉ कमीशन ने कहा था। उस समय अटल बिहारी वाजपेयी जी की सरकार थी। उस समय जो दूसरा राष्ट्रीय श्रम आयोग बना था, उन्होंने साफ कहा था कि आज भारत के मजदूरों और श्रमिकों के हितों की रक्षा के लिए जितनी जटिलताएं हैं, उन श्रमिकों की न सोशल सिक्योरिटी है, न उनका वर्क कल्चर है, न उनकी वेजेज व पेमेंट्स हैं। इन सारी चीजों पर

उन्होंने एक सुधार की आवश्यकता कही थी। इसको अटल बिहारी वाजपेयी जी ने आगे बढ़ाया था।

फिर यूपीए की 10 साल की सरकार आई, लेकिन उस समय कोई काम नहीं हुआ। जबकि वर्ष 2019 में कोविड की महामारी आई, जब पूरी दुनिया और भारत अपने घरों में थी। उस समय भी कन्याकुमारी से कश्मीर तक अगर किसी ने खाना पहुंचाने का काम किया है, तो उस कोविड में भी मालगोदाम के मजदूरों ने लोडिंग और अनलोडिंग का काम किया। लॉकडाउन के अंतर्गत जब हवाई जहाज ग्राउंडेड हो गए, रेलवे गाड़ियां खड़ी हो गईं, बसें और कारें खड़ी हो गईं, उस समय नरेन्द्र मोदी जी ने तय किया कि श्रमिकों को उनकी मेहनत का फल मिले। जिस तरह से उन्होंने भारत के श्रमिकों के लिए यह जिम्मेदारी श्रम मंत्री जी को दी। श्रम मंत्री जी ने 29 कानूनों को कोडिफाई और रिपील किया। इसको चार कानून के रूप में जिस तरह से बनाया है, अभी तक अगर दुनिया के इतिहास में तीन क्रांति मानी जाती थीं, तो यह दुनिया के श्रमिकों के सुधार में चौथी क्रांति होगी।

आप डिग्निटी ऑफ लेबर की बात करते हैं। हम कहते हैं कि यह जो हमारे श्रमिक हैं यही विकास की चेतना के मील के पत्थर हैं। हम नरेन्द्र मोदी जी के नेतृत्व में विकसित भारत में रहेंगे। आज उन श्रमिकों की डिग्निटी ऑफ लेबर की बात करते हैं, लेकिन अभी तक श्रमिकों को क्या माना जाता था कि जैसे वह श्रमिक केवल काम देने वाले लोग हैं। मैं आज पूरे विश्वास के साथ कह सकता हूँ कि जो श्रम संहिता है, आने वाले इतिहास में इसे श्रमिक हित में एक नई आधुनिक संतुलित क्रांति के रूप में देखा जाएगा। इसके लिए मैं बहुत-बहुत बधाई देना चाहता हूँ। श्रमिकों को केवल अपनी मेहनत बेचने वाला व्यक्ति माना जाता था, आज जिस तरीके से उन्हें एक अवसर दिया गया है।

आखिर हमारी दीदी भी बोल रही थीं। दीदी आप इतना पढ़ती हैं और हर बिल पर बोलती हैं। मेन ऑब्जेक्ट क्या है? मेन ऑब्जेक्ट यह है कि जो कोडिफाई किया और 07 नवम्बर, 2025 में अगर यह कानून पहली बार लागू हो गया, तो इसमें आगे कोई कन्फ्यूजन न हो, तो सेविंग क्लॉज है। उस सेविंग क्लॉज को माननीय मंत्री ला रहे हैं, केवल संशोधन इसी का है। सेविंग क्लॉज इसलिए लाया जा रहा है कि पुराने कानून जो रिपील किए, नया कानून ला रहे हैं। एक ट्रॉन्जेक्शन फेज़ होता

है। आपके बराबर में श्री अरविन्द सावंत जी श्रमिक नेता बैठे हुए हैं। उस ट्रॉन्जेक्शन फेज में उन श्रमिकों के हकों की हिफाजत और हितों की रक्षा करने के लिए, उनके अधिकारों की रक्षा करने के लिए, सोशल सिक्योरिटी की रक्षा करने के लिए, वर्कर्स की रिप्रेजेंटेटिव कहीं खत्म न हों। इसलिए इस कोड को नोटिफाई किया जा रहा है और इसको इम्प्लीमेंट किया जा रहा है।

मुझे लगता है कि यह स्वतंत्र भारत में सही मायने में वर्ष 1947 से जो श्रम कानून लागू थे, किस तरह से हमारे उन आंदोलनों में श्रमिक लड़े और कितने श्रमिकों ने अपनी जान दे दी। ... (व्यवधान) अभी माननीय निशिकान्त दुबे जी ने नाम लिया था कि चलती हुई फैक्टरियां रुक गईं। ... (व्यवधान) आज हम नए फ्रेमवर्क में ओरिजनल बिल में सेविंग क्लॉज को लागू करेंगे। इसमें कोई कन्फ्यूजन न हो। ... (व्यवधान) हमारे चारों कोड वैलिड हों। वर्कर्स के राइट्स पर कोई उंगली न उठ सके। मैं समझता हूँ कि लीगल टर्म, Mr. Premachandran, if you have patience, I can say in one sentence only.

HON. CHAIRPERSON: Sir, kindly address the Chair.

... (*Interruptions*)

SHRI JAGDAMBIKA PAL: This amendment Bill provides a statutory ground to the labour. अगर हम लीगल फ्रेम में स्टेट्यूटरी बैकग्राउंड श्रमिकों को देने जा रहे हैं, तो आपको इसका स्वागत करना चाहिए। आप हमेशा श्रमिकों की बात करते हैं। आखिर वर्ष 2020 के पहले भी पेमेंट की डेफिनेशन क्या थी? पेमेंट के डेफिनेशन में कितनी दिक्कत थी। चाहे कभी कोई एम्प्लॉयर पेमेंट कम दे, अधिक दे या निकाल दे।

आज गिग वर्कर्स की बात हो रही है। मैं तो माननीय श्रम मंत्री जी से कहना चाहता हूँ और वे मोदी जी के नेतृत्व में काम कर रहे हैं, चाहे गिग वर्कर्स हों, रेलवे माल गोदाम के श्रमिक हों, चाहे सेल्स में काम करने वाले लोग हैं, जो अनस्किल्ड लेबर्स हैं, गोदी में काम करने वाले जो श्रमिक हैं, उन श्रमिकों के हितों की रक्षा करने का काम इस सरकार ने किया है।

HON. CHAIRPERSON: You have exceeded your time. Kindly conclude.

श्री जगदम्बिका पाल : आप आइए, मैं आपको समझा दूंगा। यह केवल कानूनी परिवर्तन नहीं है, बल्कि यह सामाजिक चेतना का परिवर्तन है। आप यकीन करिए कि स्वतंत्र भारत में जो सबसे बड़ा परिवर्तन हो रहा है, चारों श्रम कानूनों को बदला गया है, इसके पीछे क्या सोच है। जो पहले के श्रम कानून थे, उनकी जगह पर यूनीफॉर्म डेफिनेशन्स हों, डिजिटल अनुपालना हो या सिंपलीफाइड रजिस्ट्रेशन हो। ... (व्यवधान)

माननीय सभापति : कृपया आप अपनी बात समाप्त करिए।

श्री जगदम्बिका पाल : महोदय, अभी तो मैंने शुरू किया है। इसलिए मैं कहना चाहता हूँ, क्योंकि यह विषय बहुत ही महत्वपूर्ण है। आज हमारे देश के श्रमिकों की आवाज सुनी जानी चाहिए। आज मोदी जी की सरकार इतना काम कर रही है। आज उनके ऑक्यूपेशनल सेफ्टी, हेल्थ और वर्किंग कंडीशंस के लिए स्पष्ट रूप से से कानून बनाया गया है। अगर आप वर्ष 2020 के कानून को देखें, सुरक्षित कार्य-स्थल हो, उसको भी कानूनी अधिकार दिया गया है। ऑक्यूपेशनल सेफ्टी, हेल्थ और वर्किंग कंडीशंस हैं। सामाजिक सुरक्षा संहिता, 2020 है। अरविंद जी, क्या आपने कभी इसको पढ़ा है? दीदी, क्या आपने कभी सामाजिक सुरक्षा संहिता, 2020 को पढ़ा है?

HON. CHAIRPERSON: Please conclude. Please do not address the hon. Member. My request to you is not to address any Member.

... (Interruptions)

श्री जगदम्बिका पाल : गिग वर्कर्स को दिया है, प्लेटफॉर्म वर्कर्स को दिया है। ... (व्यवधान)

HON. CHAIRPERSON: Please address the Chair. Kindly address the Chair. Kindly conclude.

SHRI JAGDAMBIKA PAL: Sorry, I will address the Chair. वे मुझे टोक रहे थे। ... (व्यवधान)

अधिष्ठाता महोदय, मैं आपको बताना चाहता हूँ कि यह सदन बहुत चिंता कर रहा था, जब कांग्रेस पार्टी और यूपीए की सरकार थी, तब इन्होंने गिग वर्कर्स की चिंता नहीं की थी। तब इन्होंने

प्लेलफॉर्म वर्कर्स की चिंता नहीं की थी।

HON. CHAIRPERSON: Kindly conclude.

श्री जगदम्बिका पाल : माननीय श्रम मंत्री जी, अभी जवाब देंगे। वे बहुत विस्तार से जवाब देंगे। तब इन्होंने असंगठित क्षेत्र के वर्कर्स की चिंता नहीं की थी। मैं भी कई श्रमिक संगठनों के साथ जुड़ा हुआ हूँ। आज मैं कहना चाहता हूँ कि आप सामाजिक सुरक्षा संहिता, 2020 को पढ़िए। नरेन्द्र मोदी जी की सरकार ने गिग वर्कर्स के लिए एक कानून बनाया है। उन्होंने असंगठित क्षेत्र के वर्कर्स के लिए काम किया है। हमारे देश में अभी तक उनके लिए कोई श्रम कानून नहीं बना था। They were not covered under the Wages Act. उन श्रमिकों के हक-हकूक की हिफाजत के लिए तथा उनके हितों की रक्षा के लिए पहली बार इस तरह के कानून बनाए गए हैं। उनमें स्पष्टता है।

HON. CHAIRPERSON: You have exceeded your time.

Shri Arun Bharti.

... (Interruptions)

माननीय सभापति : अरुण भारती जी, कृपया आप बैठ जाइए।

श्री जगदम्बिका पाल जी, कृपया आप अपनी बात समाप्त करिए।

... (व्यवधान)

श्री जगदम्बिका पाल : अभी तक श्रमिकों को बड़े शहरों में सेफ्टी मिलती थी, लेकिन उनको टू और श्री टियर सिटीज़ में कोई सेफ्टी नहीं मिलती थी। आज इन कानूनों में सुधार के बाद मुंबई में 8.8 प्रतिशत, कोलकाता में 8.9 प्रतिशत, उदयपुर में 55.3 प्रतिशत, कोल्हापुर में 56.3 प्रतिशत, गोवा में 23 प्रतिशत और विजयवाड़ा में 20 प्रतिशत जॉब्स में बढ़ोतरी हुई है। आज टू और श्री टियर सिटीज़ में श्रमिकों को सुरक्षा नहीं मिलती थी, लेकिन अब वहां भी उनको सुरक्षा दी गई है। मैं यह बताना चाहता हूँ कि फिर से लोग काम पर वापस आ रहे हैं।

श्री अरुण भारती (जमुई) : सभापति महोदय, आपने मुझे बोलने का अवसर प्रदान किया है, इसलिए मैं आपको धन्यवाद देना चाहता हूँ। मैं लोक जन शक्ति पार्टी (रामविलास) और उसके राष्ट्रीय अध्यक्ष

श्री चिराग पासवान जी के संदर्भ से इस सदन का ध्यान दो विषयों की तरफ आकृष्ट कराना चाहता हूं। कांग्रेस की जो फ्रेट इक्विलाइजेशन पॉलिसी थी, जिससे बिहार और उत्तर प्रदेश जैसे राज्यों का औद्योगिक भविष्य छीन लिया गया था। इसका परिणाम यह हुआ कि बिहार, पूर्वांचल और उत्तर प्रदेश के लोगों को पलायन करना पड़ा और उन्हें बाहर जाकर काम करना पड़ा। जब हमारे मजदूर दूसरे राज्यों में जाते हैं, जबकि हमारे पास कोयला और लोहे जैसे खनिज हैं। जब वे दूसरे राज्यों में जाकर काम करते हैं, तो वे वहां की अर्थव्यवस्था को गति देते हैं।

वही श्रमिक वहां के स्थानीय राजनीति के कारण अपमानित किए जाते हैं। महाराष्ट्र में, तमिलनाडु में, केरल में अगर किसी विशेष स्थान के मजदूरों को प्रताड़ित किया जाता है, तो बिहार और उत्तर प्रदेश से आए हुए मजदूरों को ही किया जाता है।

सभापति महोदय, ऐसे में जब हम राइट टू डिग्निटी की बात कर रहे होते हैं तो बिहार और उत्तर प्रदेश के मजदूरों की भी राइट ऑफ डिग्निटी होनी चाहिए। श्रम ही राष्ट्र का सम्मान है। भारत का नागरिक जहां भी काम करे, उसकी गरिमा और सुरक्षा की गारंटी होनी चाहिए।

सभापति महोदय, मोहम्मद गजनवी के बारे में हम लोगों ने पढ़ा है कि उसने भारत पर कई बार अटैक किया और यह भी पढ़ा है कि हर बार जब वह आक्रमण करता था, तो एक राजा उसे रोक देता था। लेकिन, बहुत लोगों को नहीं पता है कि उस राजा का नाम महाराजा सुहेलदेव पासी था। महाराजा सुहेलदेव पासी जी ने और उन जैसे वीरों ने गजनवी जैसे विदेशी आक्रमणकारियों से डट कर मातृभूमि की रक्षा की। उनकी वीरता और निष्ठा की परंपरा में पासवान समाज और पासी समाज को गांव की सुरक्षा और प्रहरी की जिम्मेदारी दी गयी। उन्हें दफादार और चौकीदार की परंपरा में प्रमुख रूप से शामिल किया गया। यह समाज ईमानदारी से सदियों तक बलिदान दे कर अपने दायित्व को निभाता रहा, लेकिन आज विडम्बना यह है कि यही समाज अपने अधिकार के लिए, अपने आजीविका के लिए संघर्ष कर रहा है। यह केवल एक सामाजिक मुद्दा नहीं है। यह न्याय की, सम्मान की और संविधान के मूल सिद्धांतों की परीक्षा है।

सभापति महोदय, वीरांगना ऊदा देवी पासी जी, जो 1857 के विद्रोह में लखनऊ के सिकंदर

बाग में अकेले 32 से ज्यादा अंग्रेजों को मार डालती हैं, उनको सम्मानित करने का काम हमारे पार्टी के संस्थापक स्वर्गीय रामविलास पासवान जी करते हैं। ऐसे में बहुत जरूरत है कि इनके सम्मान की, इनके आजीविका की रक्षा की जानी चाहिए।

धन्यवाद।

SHRI MADDILA GURUMOORTHY (TIRUPATI): Chairperson Sir, thank you for giving me the opportunity to speak on the Industrial Relations Code (Amendment) Bill, 2026.

This amendment to the Industrial Relations Code, 2026 is a small Bill with big implications for India. It offers welcome legal clarity, but also leaves important gaps that we must recognise.

I would like to recollect a few positive aspects of this Bill. Firstly, the Bill confirms that the three old labour laws already stand repealed under Section 104 of the Code, closing any ambiguity about whether repeal depended on Executive discretion. This reduces scope for forum shopping and technical litigation that can delay projects and jobs.

Secondly, this Bill boosts ease of doing business. With one Code and one repeal clause, investors see a clearer compliance map instead of three overlapping statutes. For key hubs like Visakhapatnam, Sri City, Kopparthy and Krishnapatnam, that clarity supports long-term investment and industrial planning.

Thirdly, the savings provisions ensure past awards, settlements and proceedings remain valid. Workers and unions in sectors such as ports, SEZs, MSMEs and services in Andhra Pradesh can be assured that modernisation

does not erase their existing entitlements.

A self-executing repeal clause strengthens India's image as a rule-based, predictable jurisdiction, which is critical when global value chains are looking at India as an alternative for manufacturing and services.

I have a few concerns about this Bill. There are a few amendments which are technical. It does not address daily concerns in India like contract labour misuse, delayed wages, safety lapses and informal work that weaken workers' security.

Labour-intensive sectors like textiles, construction, electronics, logistics, remain precarious. This Bill clarifies the law, but does not create new safeguards or faster remedies for them.

A single national Code can overlook State-specific realities for example, disputes around land, rehabilitation and SEZ employment. Without simplified communication, legal aid and union-level outreach, the clarity that investors see on paper may not translate into real understanding for ordinary workers about what is protected and how to claim their rights.

Before I conclude, this clarified framework of repeal and savings is not an academic exercise. It is the legal ground on which very real battles of jobs and livelihoods are being fought in places like the Vizag Steel Plant.

This situation is grim at Vizag Steel Plant, where around 4,000 to 4,500 contract workers were suddenly removed. It shows how critical it is that every worker and every employer clearly understands which law applies, what rights survive, and how disputes will be resolved. This experience in Vizag tells us that

a unified and unambiguous Industrial Relations Code can be a powerful instrument to ensure that restructuring and efficiency do not come at the cost of chaos, uncertainty and avoidable conflict for workers and management.

Finally, I support this Bill.

***SHRI K. RADHAKRISHNAN (ALATHUR):** Sir, as far as our country is concerned, today is turning into a most significant day of struggle. All the labour organisations except BMS are with the Strike. The soul of BMS is with the struggle. Earlier the honourable members have pointed out why the strike is being conducted by labourers today. So, I don't want to talk at length about it. Sir today crores of labourers have come out to protest against the anti-labour policies of the Indian government. As we know, Indian labourers have fought during the British regime in India to make laws in favour of labourers. After the Indian Independence also labourers have fought for their rights successfully. The working class secured many rights through sacrificial struggles during both the British era and subsequently after independence. This was achieved by changing the long-standing notion that workers are destined only to toil, and in its place establishing the realization that they too deserve to live with dignity in this society.

These are the rights that the NDA Government has been trying to systematically eliminate since coming to power. That is why in 2019-20, they decided to do away the existing laws favouring labourers by introducing 4 labour

* English translation of the speech originally delivered in Malayalam.

codes.

It was decided in 2019-20, but we know that by strong struggle and protest it got postponed. These are those same rules, the regulations of that law that are going to be implemented starting from November 21, 2025. During this time, the government is trying to make an amendment in the same. Are they able to clearly explain to the people why this legal amendment was introduced? Or are they able to convince the workers what benefit the Labor Code brings to the them? Can they even convince the rest of the country? The Government is attempting to impose a labour law that is unwanted by both the working class and the country in general. It is clear for whom this amendment is. We know that it is for the Indian corporates, foreign corporates and elites by exploit the labourers.

This Government has not adopted a stance aimed at protecting the interests of the working class. Perhaps, when we evaluate this government when history evaluates it and ask which was the most anti-worker government in history, it is going to be judged that it is the NDA government ruling from 2014 to 2026. Sir, I would like to remind you of something. Indian farmers gained their rights by fighting against the Britishers. If the working class and farmers of India were able to drive out the British the empire on which the sun never set then there is absolutely no doubt that this working class can correct the wrong policies of this Government.

The Government is adopting an arrogant attitude, thinking they can move forward by sidelining the working class and eliminating them. That is why the

Government is moving forward with such anti-worker stand. The struggle that has emerged in the country today is proof that if they are not prepared to correct these anti-worker policies, our nation will take up even greater battles to force a correction. It is not merely the workers alone. The whole country is showing solidarity for their struggle. Because this amendment is neglecting the rights of labourers. We are witnessing a scene where everyone who realizes that our rights are being denied is rallying behind this struggle. As I mentioned earlier, it was the working class and farmers of India who brought the British Empire to its knees. But today, the Central Government is adopting a stand of servitude to the American Empire. Yesterday, a major discussion regarding this took place during the budget session. Instead of adopting positions that protect the interests of our country and its people, they are adopting positions to protect the interests of American imperialism. They are implementing things in our country exactly as dictated by them. This Government is not adopting a stance to provide rights or benefits to crores of people. Instead, more and more people are realizing that it is adopting a stance meant to destroy them. You cannot deceive the people for long; you cannot deceive them forever. Nor can you continue to make people fight one another in the name of caste, religion, and faith. Rising above caste, religion, and beliefs, a powerful struggle is emerging in our country against these policies that are targeting the people.

HON. CHAIRPERSON: Please conclude sir.

***SHRI K. RADHAKRISHNAN:** There is an extremely powerful struggle going on in our country against these hostile policies transcending caste, religion, and faith. I firmly believe that you, Mr. Chairman, will also declare your solidarity with this struggle. After all, you are someone who rose from the working class. Those who stand with the labourers should declare solidarity for this struggle. I am declaring full solidarity with this struggle on behalf of myself and my party, and by opposing this bill, I conclude my speech.

श्री मलविंदर सिंह कंग (आनंदपुर साहिब) : सभापति महोदय, आज आपने मुझे इतने अहम अमेंडमेंट बिल पर बोलने का मौका दिया है, इसके लिए आपका बहुत-बहुत धन्यवाद। पहले यह सरकार तीन एंटी फॉर्मर्स बिल लेकर आई, उसके बाद डेढ़ साल तक किसान सड़कों पर रहा और संघर्ष करता रहा। पंजाब ने उसकी अगुवाई की और उसके बाद सरकार को तीनों कानून वापस लेने पड़े, क्योंकि किसान की रोजी-रोटी का सवाल था।

सर, अग्निवीर के माध्यम से लाखों नौजवानों के फ्यूचर से खिलवाड़ किया गया, जो देश की सेवा करना चाहते थे। हमारे नौजवान लम्बे समय से और आज भी संघर्ष कर रहे हैं, क्योंकि अग्निवीर के माध्यम से न सिर्फ एम्प्लायमेंट, बल्कि जो नौजवान देश की सेवा करना चाहते हैं, उन्हें भी रोका जा रहा है। अभी हमने पूरे सेशन के दौरान देखा कि इंडिया और यूएस में ट्रेड डील हुई है, जिसके माध्यम से पूरे देश के किसानों को, खास करके जो डेयरी किसान हैं उनकी रोजी-रोटी को बिल्कुल खत्म करने की साजिश हो रही है। अभी तक सरकार नहीं बता पायी है कि उस पर क्या दबाव है?

सर, अभी इंडस्ट्रियल रिलेशन कोड के माध्यम से वे मजदूर, जो इस देश की बुनियाद हैं, इस देश के डेवलपमेंट में, इस देश की तरक्की में अगर सबसे बड़ा किसी का योगदान है, तो हमारे मजदूर भाइयों का है, लेकिन जिस तरीके से इस कोड के माध्यम से चाहे वह समय की बात हो, 8 घंटे से

* English translation of the speech originally delivered in Malayalam.

12 घंटे, मुझे लगता था इसको और डिसीप्लीन करने की जरूरत थी, उनको परमानेंट रोजगार देने की जरूरत थी, लेकिन सरकार यह कह रही है कि अगर किसी इंडस्ट्री में 300 से कम एम्प्लॉई हैं, चाहे वे 299 भी हैं, तो उनको विथआउट नोटिस निकाल दिया जाएगा। यह उस वर्ग के साथ अन्याय है, जो सबसे ज्यादा मेहनत इस देश के लिए करता है और जिसको बेहतरी की जरूरत भी है। आज सरकार को चाहिए कि उसकी बेहतरी के लिए काम करे। इसके साथ जो उनका डेमोक्रेटिक राइट, उनकी ट्रेड यूनियन है, उस पर भी लगाम लगा दी गई। ट्रेड यूनियन के माध्यम से वे अपने अधिकारों की लड़ाई लड़ते थे, लेकिन इसमें जिस तरह का पैमाना रखा गया है कि अगर किसी यूनियन के 50 से कम मेंबर हैं, तो वह यूनियन रजिस्टर्ड नहीं हो सकती, यह उनके साथ सरासर अन्याय है। मुझे लगता है कि हमारे संविधान का जो बेसिक स्ट्रक्चर है, यह उसकी स्प्रिट के खिलाफ है। इसी तरीके से आज जरूरत थी कि जो मिनिमम वेजेज हैं, उनके लिए एक मिनिमम वेजेज निर्धारित किया जाता, लेकिन इस कोड के माध्यम से जो 'इंडस्ट्रियल रिलेशन अमेंडमेंट कोड, 2026' है, इसके माध्यम से जो मिनिमम वेज है, उसे भी खत्म कर रहे हैं। आज जरूरत इस बात की है कि इसे प्रेस्क्राइब करते, एक पालिसी बनती और जो मजदूर हैं, जो अनऑर्गेनाइज्ड तरीके से काम कर रहे हैं, उन्हें एक मिनिमम वेज दिया जाता। मुझे ऐसा लगता है कि यह जो कोड है, जो अमेंडमेंट सरकार लेकर आ रही है, यह मजदूरों के, गरीबों के खिलाफ है। सरकार को इसे वापस लेना चाहिए। मैं इसके विरोध में यहां पर खड़ा हुआ हूँ। आपने मुझे इस अहम बिल पर बोलने का मौका दिया, बहुत-बहुत धन्यवाद।

SHRI E.T. MOHAMMED BASHEER (MALAPPURAM): Hon. Chairperson, at the outset, I express my heartfelt solidarity with the working class struggling today for their legitimate rights. I wish them all the best. I wish to say that for the last 15 years, I myself have worked as an industrial worker, that too in a chemical company. I know their sorrows, their difficulties, and I have seen their tears. With that experience, I would like to say in totality that I am totally against this Bill.

Now what is going to happen? You have given open general license for

the employer to do things in accordance with their rights. They can do hire and fire activity; they can go to any limit. Similarly, collective bargaining power is the most useful weapon a worker can have, a union can have. You are diminishing that also. Similarly, you have to understand what is going to happen to job security. Once this legislation is implemented, bargaining power will not be there, negotiations will be according to their liking. All these things will take place. Similarly, you can do a lot of concession for the employer. But at the same time, as collectively pointed out by my friends, working class who contributed tremendously for the wealth of this nation should not be disarmed. That is what I want to say.

15.00 hrs

Similarly, you can do a lot of concession for the employer class. But at the same time, as correctly pointed out by my friends, the working class who contributed to the creation of wealth of this nation, should not be disarmed. That is what I would like to say. You have done a lot of things. Now, there is the lay-off. You have given a liberal attitude for declaring lay-off according to the desire of the employer. That is also a very, very difficult thing. You have given a lot of concessions. You have given a lot of general kinds of things.

Sir, I would like to say that you have made obstacles and hurdles in front of the trade union movement. Getting registration by the trade union has become a difficult task. I would like to know what you are doing for this. That is a right. They fought as correctly mentioned by my friend Mr. Radhakrishanan. It is a very glorious history. They fought and got all these kinds of things. That is what you

want to spoil now.

Similarly, I would like to ask why contracts are going on. The working class is fully aware. Now, there is a myth that trade unions are responsible for the militancy they are using, and that is the reason for its non-implementation in industries, etc. That is the false statement. Working class which is fully aware that they must do that kind of intervention and we are for the growth of the industry. That is one thing. The other thing is to consider the working class contribution. If you are not regarding that, I would say that, it is a thankless attitude towards them.

Now, I would like to come to the employment situation in the country. The country is now facing highest unemployment situation in the history of the country. That is the thing going on. Fixed contracts are going on. In respect of contracts, systematic kind of a thing is not there. There is *ad hocism*. They are not given permanent employment. They are using all these kinds of tricks. What is happening? If that is there, they can be exploited like anything. Management can do and the employer can do anything and pay them on per piece basis. These kinds of things are developing in our country.

Now, I would like to come to the permanent job. If they introduce this kind of *ad hocism*, workers right will not be regarded. The management knows that this can be used as a weapon against them, Similarly, you are giving all kinds of concessions, which is improper. We all know that.

Then there is one more burning issue. You have forgotten it. When you are trying to protect the right of the employer, you are forgetting the rights of the

workers. Now, regarding the safety risks at workplace, a lot of accidents are taking place. Nobody takes care of these things. As I told you in the beginning, there is the problem of wage exploitation. Hit and health hazard is another problem. Similarly, there are labour laws. We say that by bringing the Child Labour Prohibition Act, we have solved all the problems. The child labour still remains and it needs to be addressed.

Regarding the sufferings of unrecognized worker, my learned friend has explained that. That has also to be addressed. The issue of widespread occupational diseases from the industry also needs to be addressed. The closure of industries is also happening without even the notice is given. There is an issue of denial of minimum wages. That also needs to be addressed. So, what I would like to say is that the employer is a part, the employees are also a part. You should not forget the rights and responsibilities of the employees. You should not forget their contribution to this nation. You are really showing a thankless kind of attitude against the workers. I express my vehement objection to these kinds of activities.

I conclude. Thank you very much.

श्री सुदामा प्रसाद (आरा) : सभापति महोदय, आपने मुझे बोलने का अवसर दिया, इसके लिए मैं आपको धन्यवाद देता हूँ। मैं इस विधेयक के खिलाफ बोलने के लिए खड़ा हुआ हूँ। सरकार ने जो चार श्रम कानून बनाए हैं, वे दरअसल भारत के श्रमिकों की गुलामी के दस्तावेज हैं। यह मजदूरों के शोषण और उत्पीड़न को बढ़ावा देने वाला विधेयक है। पूंजीपतियों के हाथों में इन कानूनों के जरिए हंटर थमाया गया है, इसलिए मैं इसका विरोध करता हूँ।

महोदय, आज पूरे भारत में इन कानूनों को खत्म करने, वापस लेने के लिए और पुराने मनेरगा

कानून की बहाली के लिए आम हड़ताल हो रही है। इसमें करोड़ों किसान मजदूर शामिल हैं। मेरी गुजारिश है कि उनकी मांगों को पूरा किया जाए और उनका सम्मान किया जाए क्योंकि ये लोग ही इस देश को चला रहे हैं।

महोदय, यह कितनी विडम्बना की बात है कि कहा जा रहा है कि वर्ष 1926 का कानून औपनिवेशिक है इसलिए इसे खत्म कर रहे हैं। पहले के कानूनों में सौ मजदूरों को कारखानों में यूनियन बनाने का अधिकार था, अब इसकी संख्या 300 कर दी गई है। पहले दस प्रतिशत मजदूरों की संख्या के आधार पर यूनियन बनाने का अधिकार था, अब इसे 51 प्रतिशत कर दिया गया है। पहले हड़ताल करने के लिए कारखानों में नोटिस देने का समय दो सप्ताह था, अब इसे बढ़ाकर दो महीने कर दिया गया है। यह बिल न्यूनतम मजदूरी के बारे में कुछ नहीं कहता है कि मजदूरों को कितनी मजदूरी देंगे। अब महीने के हिसाब से नहीं, दिन के हिसाब से नहीं बल्कि घंटे के हिसाब से मजदूरी देंगे। हायर एंड फायर कह रहे हैं, लिखो-फेंको। अब इनके लिए मजदूर लिखकर फेंकने की चीज हो गई है। दरअसल इन कानूनों का मतलब एक ताकतवर इंसान के हाथ-पैर बांधकर किसी आदमखोर शेर के सामने डालना है, जब उसका मन करेगा, खा लेगा। इसीलिए मैं इसका विरोध कर रहा हूँ और हड़ताल भी इसीलिए हो रही है।

महोदय, ग्रामीण इलाकों में काम के अधिकार को लेकर खेत मजदूर और ग्रामीण मजदूर हड़ताल पर हैं। मेरी आपसे गुजारिश है और आपके माध्यम से सरकार से गुजारिश है कि आप इनका सम्मान करें क्योंकि यही किसान और मजदूर खेतों में अनाज पैदा करते हैं। इनकी मेहनत से ही खेतों में हरियाली दिखाई देती है। जब इन मजदूरों के पास काम नहीं होता है, तब ये लोग ही कलकारखानों की चिमनियों से धुआं निकालते हैं और महानगरों में बड़ी-बड़ी बिल्डिंगें बनाते हैं। मेरी गुजारिश है कि आप इनके श्रम का सम्मान करें। मैं आपसे फिर अपील करता हूँ कि आप सरकार को हिदायत दें कि इन कानूनों को वापस ले।

आपने मुझे बोलने का मौका दिया, इसके लिए बहुत-बहुत धन्यवाद।

***DR. D. RAVI KUMAR (VILUPPURAM):** Hon. Chairman Sir, Vanakkam. This Bill denies as well as goes against the bona-fide intention of our forefathers who created our Constitution. Moreover, our revolutionary leader and the framer of our Constitution Dr Ambedkar was also a Labour Member during the British rule. Dr Ambedkar restored several rights of the Indian working class including the right to join a Trade Union, right for standard working time as eight hours a day, the right to Strike, and the rights of women workers.

This Bill completely snatches away all these rights. Today, crores of workers and farmers across India are protesting against this Bill. While expressing my solidarity with all those agitating workers in the first instance I oppose this bill. Clause 25 of this Bill states that a notice about Strike should be issued 14 days in advance. This clause was earlier only in a few companies. Today, it has been extended to all industries and companies. Similarly, in Clause 23 of this Act, it is said that once reconciliation has begun, the right to strike does not exist. That too is a deprivation of rights of these workers. Although the right to strike has been granted. This Bill has created a situation where no worker can engage in strike from now on.

Apart from that, it is said that for getting recognition, a Trade Union should have 51% of workers as its members. This provision therefore cancels the recognition of all recognized Trade Unions at one go. Apart from that anybody can become part of the Negotiation Council even if they have 10 Or 20 Members.

* English translation of the speech originally delivered in Tamil.

This provision can pave way for the employers to create a Trade Union favourable to them, and to control and curtail the rights of the workers. This is completely snatching away all the rights of our workers.

15.09 hrs

(Shri N. K. Premachandran *in the Chair*)

Not only that, this Bill, which says that if workers commit mistakes, they can be dismissed. As defined in Section 38, on the contrary, if employers make mistakes, they can only be fined with a small penalty. I would like to point out that this is also completely against the existing Trade Union rights. Not only that, it has given employers an opportunity to employ temporary workers under the name of fixed-term employment. At the same time, the rights of permanent workers have been denied by way of removing their rights for forming Trade Union. This has created a situation where workers will no longer be employed permanently in any industry or an enterprise.

Our Hon. Prime Minister, during the year 2014, promised that he would create permanent employment opportunities for 2 crore people every year. But I would also like to point out that this Bill is creating such a situation where there will be no permanent employment opportunities in industrial enterprises. This shows that they have completely violated their own promise. In addition, at the time of drafting the legal framework that creates these labour groups, domestic workers have been left out. There are approximately two and a half crore domestic workers in India. They are neither included in the Industrial Disputes Act, nor in the Minimum Ages Act.

In 1978, a bench headed by Justice V. R. Krishna Iyer defined labour,

expanded it, and made a recommendation to include everyone under its purview. But so far, more than two-and-a-half crore domestic workers do not come within the definition or purview of labour. Neither the minimum wage nor their working hours are defined for them. It is also pointed out that this is against the decisions of the Indian International Labour Organization, and they should be given due recognition. They should also be given adequate protection.

Hon. Supreme Court has recently left this responsibility to vest with the State governments. The Union Government, which interferes with the rights of the State Government in other matters, should take responsibility for the protection of rights of domestic workers besides formulating appropriate rules for this purpose. Thank you for this opportunity. Vanakkam.

***SHRI SELVARAJ V. (NAGAPATTINAM):** Vanakkam. I look at the Industrial Relations Code Amendment Bill, 2026, which we are discussing in this Lok Sabha today, as a continuation of a legal attempt to take away the fundamental rights of the working class of the country. With great concern, on behalf of the Communist Party of India, I register my strong opposition to this Bill.. The government's concern for legal clarity through this Amendment Bill seems to be a completely wrong priority in today's socio-economic environment. When crores of workers in the country are on strike and are raising slogans about their livelihood, job security and union rights, the government, is not addressing their immediate problems. Rather the Government is engaged in technical changes

* English translation of the speech originally delivered in Tamil.

including explanation for repealing old laws, and in all it ignores the real essence of labour welfare. More than legal clarity, what is needed today is clarity about rights. Today, crores of workers in the country are on a general strike. They are not just on strike. What they are asking for is very simple and fair: to repeal all four Labour Codes. But, this government is not only reluctant to listen to the real concerns of the Trade Unions, but also ignoring their strike by removing all the rights which are hard earned. This bill will reduce the right of workers to strike; weaken the right to form trade unions; eliminate permanent employment opportunities; and give unlimited freedom to the employers. The government's action of anarchically tabling this Bill to justify the four Labour Codes that constitute the framework of capitalist domination is strongly condemnable. The rights of workers in this country were not achieved in a day. They are the result of several struggles held generation after generation. The eight-hour work for a day, minimum wage, safety regulations, Trade Union rights – all these are historical achievements earned after shedding blood and sweat of the workers. Today, this Bill ignores that history. The workers who are fighting on streets today are not the Parties in the Opposition. They are the productive force of this country. A government that does not listen to them ignores the very essence of democracy. Democracy is not just about winning elections, rather democracy is about listening to the voice of the people. This Bill is not only being brought at the wrong time but also with the wrong motive. Trying to impose a law against the workers on the very day of the general strike reveals the arrogance of this government and its attitude towards the workers. Therefore, this Industrial

Relation Code (Amendment) Bill should be withdrawn immediately. Wide ranging consultations should be held with the Workers' Unions.

In addition to demanding a complete review of Labour Codes, I present before you a poem written by the great poet Mahakavi Bharathi about industry and workers.

“You can melt Iron; design machines,
Extract juice from sugarcane and
Dive into the sea and catch hold of a worthy pearl.
Shed the sweat on this earth and
Perform one thousand jobs,
I sing in praise of you,
You yourself an artistic work created by Lord Brahma.
Make earthenware pots, Cut the tree and make land even,
Give me vegetables to eat, and cultivate by ploughing.
Make milk and ghee, and Weave the thread for a dress.
Angels gone to heaven will protect you; as you protect this world.
Compose songs and poems, besides dance of Bharathanatyam.
You show the truth of the subject matter,
And see and collect the scriptures.
Increase virtues in the country, and feed them with pleasures.
You are the God visible to the eyes of human.”

They are bringing this Bill which is against the thoughtful poetry of Mahakavi Bharathi. I strongly condemn that act.

Thank you. Vanakkam.

श्री राजू बिष्ट (दार्जिलिंग) : माननीय सभापति महोदय, आपका बहुत-बहुत धन्यवाद ।

अभी सदन में, अपोजिशन के कुछ माननीय सांसदों ने नये श्रम कानून के बारे में कई गलत आंकड़े और तथ्य रखे । मैं उन आंकड़ों को सही करने का प्रयास करूँगा । चूंकि मैं बंगाल से आता हूँ और बंगाल के लोगों की आंकड़ों के ऊपर यादाश्त बहुत मजबूत होती है । हालांकि, मैं टीएमसी के नेताओं की गारंटी नहीं लेता हूँ ।

मैं सबसे पहले आपको बहुत-बहुत धन्यवाद देना चाहूँगा कि आपने मुझे इंडस्ट्रियल रिलेशन्स कोड (अमेंडमेंट)बिल, 2026 पर अपने विचार रखने का अवसर दिया ।

हम सब जानते हैं कि आज़ादी के बाद बहुत लम्बे समय तक श्रमिकों का इस देश में शोषण होता रहा । इन 75 वर्षों में से कांग्रेस ने 60 वर्षों से ज्यादा तक राज किया । कांग्रेस के शासन में श्रमिक वर्ग कभी भी उनकी प्राथमिकता में नहीं था । यह सच्चाई है । वर्ष 2020 में, मोदी जी के नेतृत्व में, जो नया श्रम कानून पारित हुआ, उसके कारण 50 करोड़ से ज्यादा श्रमिकों को आज सम्मान से जीने का अधिकार भारतीय जनता पार्टी की सरकार ने दिया ।

पहले के जो श्रम कानून थे, वे लगभग 29 अलग-अलग प्रकार के कानूनों के जंजाल थे । उन सभी को चार कानूनों- the Code on Wages; the Code on Social Security; Occupational Safety, Health and Working Conditions Code; and Industrial Relations Code में समाहित थे, जो इसी सदन में पारित हुए । इसके कारण श्रमिकों को अनेक फायदे हुए । अभी बहुत-से लोग यहां पर गलत जानकारियां रख रहे थे । श्रमिकों को जो फायदे हुए हैं, उनको मैं आपके समक्ष रखना चाहता हूँ ।

इस नये कानून में गारंटी दी गई है कि टाइमली वेजेज़ मिलेंगे । नैशनल लेवल पर एक फ्लोरवेज़ होगा । कोई भी मिनिमम वेजेज़ हो, श्रमिकों को उस फ्लोरवेज़ से कम वेजेज़ नहीं दिया जाएगा । इस नये कानून के अन्दर, श्रमिकों को अपॉइंटमेंट लेटर की गारंटी भी दी गई है । महिलाओं के लिए बराबर काम के लिए बराबर भुगतान की भी व्यवस्था की गई है । इसमें 50 करोड़ श्रमिकों को सोशल

सिक्युरिटी की गारंटी दी गई है। जो फिक्स्ड टर्म एम्प्लॉइज हैं, उनके लिए ग्रेच्युटी भी मिलेगी।

इसमें यह भी गारंटी दी गई है कि जिनकी 50 वर्ष से अधिक की आयु है, उनका एनुअली हेल्थ चेकअप होगा। ईएसआईसी का कवरेज भी सभी को मिलेगा। मैं बंगाल के दार्जिलिंग से आता हूँ। वहां विशेषकर दार्जिलिंग के चाय और सिनकोना बागानों के श्रमिकों को इससे बहुत लाभ होगा।

महोदय, मुझे यह बताते हुए बहुत दुख हो रहा है कि आज पश्चिम बंगाल में अनस्किल्ड लेबर्स के लिए भी मिनिमम वेजेज 350 रुपये हैं, लेकिन बागान श्रमिक अधिनियम, 1951 के अंतर्गत चाय बागान में काम करने वाले श्रमिकों को मात्र 250 रुपये मिलते हैं।

15.20 hrs

(Shri Krishna Prasad Tenneti *in the Chair*)

इस नए कानून के पारित होने के बाद उनको कम से कम 350 रुपये की मजदूरी मिलेगी। इस नए कानून में बागान श्रमिक अधिनियम, 1951 को हटा दिया गया है, क्योंकि अंग्रेजों ने इस कानून को बनाया था, जोकि कई सालों से श्रमिकों को लूट रहा था। इस कानून को नए कानून में समाहित कर दिया गया है। अब समय पर उनको पेमेंट मिलेगा, ग्रेच्युटी भी मिलेगी और चाय बागानों के श्रमिकों को हर साल बोनस के लिए आंदोलन नहीं करना पड़ेगा। नए कानून की यह खासियत है।

महोदय, मैं आपके माध्यम से इस सदन के समक्ष चाय बागानों की कुछ समस्याओं को रखना चाहता हूँ। विशेषकर नॉर्थ पश्चिम बंगाल के 30 से ज्यादा चाय बागान बंद हो गए हैं। वे चाय बागान बिना किसी अनुपालना के बंद हो जाते हैं, शेयर होल्डिंग पैटर्न चेंज नहीं होता है। उसके बावजूद कोई भी ओनरशिप चेंज कर लेता है और बागान किसी अन्य मालिक के हाथ में चला जाता है। जो चाय बागान बंद हो गए हैं, वहां के लोग पलायन करके अलग-अलग क्षेत्रों में काम करने के लिए जा रहे हैं। वहां के जो लोकल बाशिंदे हैं, वे पलायन कर रहे हैं। टीएमसी सरकार बहुत ही आसानी से रोहिंग्याओं और बांग्लादेशी घुसपैठियों को चाय बागानों में बसा रही है। ... (व्यवधान)

महोदय, मैं आपको बताना चाहता हूँ कि इनको बहुत तकलीफ हो रही है। लॉर्ड कर्जन ने जियोग्राफी के आधार पर पश्चिम बंगाल को बांटा था, टीएमसी और ममता दीदी डेमोग्राफी के आधार पर पश्चिम बंगाल को बांट रही है। ... (व्यवधान) मैं आज आपके समक्ष उसकी सच्चाई रखना चाहूंगा

। चाय बागानों की 30 प्रतिशत जमीनें मालिकों को होटल्स और रिजॉर्ट्स बनाने के लिए दे दी गई हैं, लेकिन दार्जिलिंग के चाय बागान सन् 1860 से कार्यरत हैं। इतने वर्षों के बाद भी चाय बागानों के श्रमिकों को जमीनें नहीं दी गई हैं। टीएमसी सरकार लगातार उनके साथ मनमानी कर रही है।

... (व्यवधान)

महोदय, मैं आपके माध्यम से बताना चाहता हूं कि वह जमीन हमारे अपने पुरुषों की है। इन जमीनों पर हमारा अधिकार है और वह जमीन हमें मिलनी चाहिए। ... (व्यवधान) मैं आपसे डरने वाला नहीं हूं। आप मुझे धमकाइए मत। ... (व्यवधान) मैं टीएमसी से नहीं डरता हूं। पश्चिम बंगाल की 10 करोड़ जनता भी आपसे नहीं डरती है। आपने पश्चिम बंगाल को लूटने का काम किया है।

... (व्यवधान)

माननीय सभापति : राजू जी, आप चेयर को संबोधित करते हुए बोलिए।

... (व्यवधान)

श्री राजू बिष्ट : महोदय, ये मुझको धमका रहे हैं। इनको लगता है कि कहीं भी इनकी चल जाएगी। मैं डरने वाला नहीं हूं। मेरे अंदर भी एक गोरखा का खून दौड़ रहा है। ... (व्यवधान)

महोदय, मैं आपके माध्यम से इस सदन के समक्ष एक अहम मुद्दा रखना चाहूंगा। वर्ष 2023-24 के बजट सेशन के दौरान मोदी जी ने चाय बागानों के श्रमिकों, विशेषकर महिलाओं और बच्चों के लिए एक हजार करोड़ रुपये आवंटित किए थे। उसमें असम के लिए 600 करोड़ रुपये आवंटित थे। असम ने अपने श्रमिकों और महिलाओं को 600 करोड़ रुपये दे दिए हैं। पश्चिम बंगाल के पास 400 करोड़ रुपये पड़े हुए हैं। पश्चिम बंगाल सरकार वह पैसा श्रमिकों को नहीं दे रही है, क्योंकि चाय बागानों के लोगों के बीच मोदी जी पापुलर हो जाएंगे। इनको इस बात का डर लग रहा है। इनको यह नहीं पता है कि मोदी जी ऑलरेडी पश्चिम बंगाल में ममता दीदी से ज्यादा पापुलर हैं।

महोदय, मैं आपके माध्यम से भारत सरकार से यह निवेदन करता हूं, विशेषकर माननीय मंत्री जी यहां बैठे हुए हैं, नॉर्थ पश्चिम बंगाल में चाय बागानों में 5,00,000 से अधिक श्रमिक कार्यरत हैं। जो 400 करोड़ रुपये हैं, हरेक चाय बगान के श्रमिकों को टी बोर्ड और डीबीटी के माध्यम से यह पैसा

सीधे उनके खाते में भेजने का काम किया जाए। मैं आपके माध्यम से यह निवेदन करना चाहता हूँ।
... (व्यवधान)

माननीय सभापति : राजू जी, आप 30 सेकेंड्स में अपनी बात पूरी करिए।

श्री राजू बिष्ट : महोदय, मैं नेपाली भाषा में कुछ बात कहना चाहता हूँ।

*People from our area Darjeeling, Terai and Doors are demanding justice for a long time.

Sir I am speaking in Nepali, my mother tongue.

As a result, many agitation took place in the region. We were hoping that our aspirations will be realised through the autonomous body GTA. However, the Government of West Bengal has not allowed any effective management of the GTA. Gorkhaland agitation started once again in 2017.

This region is very sensitive from the point of view of national security as it shares land borders with Bangladesh, Nepal and Bhutan, which is very near to China. Thousands of Rohingyas, and illegal Bangladeshi immigrants have intruded into this area during the last decade and unfortunately, the ruling party in the State has been using them as a “vote bank”.*

श्री हनुमान बेनीवाल (नागौर) : माननीय सभापति महोदय, मैं आपको धन्यवाद देता हूँ कि सदन में आज औद्योगिक संबंध संहिता (संशोधन) विधेयक, 2026 पर हो रही इस चर्चा में आपने मुझे बोलने का मौका दिया है।

सभापति जी, यह केवल एक विधेयक पर नहीं, बल्कि देश के करोड़ों श्रमिकों के भविष्य को लेकर चिंता की बात है, जिस पर सारे वक्ता यहां बोल रहे हैं।

*..... * English translation of this part of speech originally delivered in Nepali.

महोदय, यह सच है कि उद्योगों को सरल नियम चाहिए। यह भी सच है कि निवेश और रोजगार बढ़ाने के लिए सुधार की आवश्यकता है। लेकिन, मेरा सरकार से यह प्रश्न है कि क्या सुधार का अर्थ श्रमिक अधिकारों को कमजोर करना है? क्या विकास का अर्थ सामाजिक सुरक्षा का क्षरण है?

सभापति महोदय, मैं आपके माध्यम से सरकार से कहना चाहता हूँ कि यह विधेयक तकनीकी संशोधन के नाम पर श्रमिक अधिकारों को ज्यादा कमजोर करने की दिशा में एक और कदम है। सरकार यह कहती है कि यह विधेयक स्पष्टता के लिए है। यदि ऐसा है, तो देश भर के ट्रेड यूनियन क्यों इसका विरोध कर रहे हैं? क्या कारण है कि श्रमिक असुरक्षित महसूस कर रहे हैं?

सभापति जी, सरकार का तर्क है कि यह विधेयक छोटा सा है। मैं एनडीए सरकार से पूछना चाहता हूँ कि आपका यह विधेयक आकार में जरूर छोटा हो सकता है। लेकिन, हमारी अर्थव्यवस्था की जो रीढ़ है, यह विधेयक श्रमिक वर्ग के अधिकारों और सुरक्षा से जुड़ी बड़ी-बड़ी समस्याओं को दरकिनार करता है। इसलिए, आप श्रमिकों के उन मौलिक मुद्दों को क्यों छोड़ रहे हैं, जिनके कारण न केवल श्रमिक वर्ग, बल्कि पूरा औद्योगिक माहौल असंतुलित हो गया है।

सभापति महोदय, सरकार श्रम कोड्स में बदलाव लेकर आई है। इसके कारण बड़ी चिंता यह है कि श्रम कोड्स में किए गए बदलावों ने श्रमिकों के मौलिक अधिकारों को कमजोर कर दिया है। कई श्रमिक समूह अब अपने बुनियादी अधिकारों, जैसे सामूहिक सौदेबाजी, उचित वेतन, संरक्षित नौकरी और हड़ताल के अधिकार को खोता हुआ महसूस कर रहे हैं। यह कोई छोटी बात नहीं है। इसलिए, सरकार को ऐसे बदलाव करने से पहले संविधान की मूल भावना का अध्ययन करने की आवश्यकता है।

सभापति जी, मैं इस विधेयक पर चर्चा करते हुए केवल राजनीतिक मतभेद व्यक्त नहीं कर रहा हूँ, बल्कि मैं संविधान की उस व्याख्या की ओर सदन का ध्यान आकर्षित कर रहा हूँ, जिसे स्वयं माननीय सुप्रीम कोर्ट ने समय-समय पर स्पष्ट किया है।

सभापति महोदय, अनुच्छेद-14 हमें समानता का अधिकार देता है। यदि श्रमिकों की परिभाषा

संकुचित कर दी जाती है और बड़ी संख्या में कामगार कानूनी सुरक्षा से बाहर हो जाते हैं, तो यह समानता के सिद्धांत पर प्रश्न उठाता है।

सभापति जी, अनुच्छेद-19(1)(c) हमें संघ बनाने की अनुमति देता है। ट्रेड यूनियन बनाना और सामूहिक सौदेबाजी करना मौलिक अधिकार है। यदि हड़ताल के लिए कठोर पूर्व-शर्तें, नोटिस अवधि और दंडात्मक प्रावधान अत्यधिक कड़े किए जाते हैं, तो यह इस अधिकार को व्यवहार में निष्प्रभावी बना देता है। हड़ताल करने का अधिकार 'मजदूर का हथियार' माना जाता है। इसलिए, मेरा आग्रह है कि इसमें संशोधन करके आप नए सिरे से विचार करें।

सभापति महोदय, अनुच्छेद-21 हमें जीवन और गरिमा का अधिकार देता है। सुप्रीम कोर्ट ने अनेक निर्णयों में कहा है कि 'जीवन' का अर्थ केवल अस्तित्व नहीं, बल्कि, गरिमापूर्ण जीवन है। नौकरी की असुरक्षा, मनमानी छंटनी और विवाद निवारण में देरी, ये गरिमा के अधिकार को प्रभावित करते हैं। इसलिए, आप लोग यह विधेयक लाकर संविधान की मूल भावना और इन अनुच्छेदों की अवमानना कर रहे हैं।

सभापति महोदय, अब मैं राज्य के डायरेक्टिव प्रिंसिपल्स की बात करूंगा। आर्टिकल-38 सामाजिक, आर्थिक और राजनीतिक न्याय की बात करता है। आर्टिकल-39 आजीविका के साधनों की सुरक्षा की बात करता है। आर्टिकल-43(A) उद्योगों में श्रमिकों की भागीदारी की बात करता है। इसलिए मैं आपके माध्यम से माननीय मंत्री जी से कहना चाहता हूं कि आर्टिकल-38, 39 और 43(A) केवल सजावटी शब्द नहीं हैं। ये आर्टिकल्स शासन की दिशा तय करते हैं। यदि आप यह विधेयक पास करवा लेते हैं, तो श्रमिकों की भागीदारी और सुरक्षा के जो राइट्स उन्हें संविधान ने दिए हैं, उन्हें न केवल आप कमजोर कर रहे हैं, बल्कि, आप संवैधानिक आदर्शों से भी दूर जा रहे हैं। इसलिए, आपको मंथन करने की जरूरत है। ... (व्यवधान)

सर, मैं कहूंगा कि आप मेरा थोड़ा विशेष ध्यान रखें। ... (व्यवधान) राजस्थान के उद्योगों में सीमेंट फैक्ट्रियां, रिफाइनरी जैसे क्षेत्रों में मजदूरों के हितों की अवहेलना से जुड़े कई मामले समय-समय पर सामने आते हैं। वहां मौत हो जाती है। अगर वे मजदूर आंदोलन नहीं करेंगे, तो उनकी बात

कोई भी कॉर्पोरेट या दूसरे लोग नहीं मानेंगे। आंदोलन और हड़ताल के माध्यम से ही वे लोग, जो मृतक होता है, उसके परिवार को न्याय दिलाते हैं, उन्हें मुआवजा दिलाते हैं।

मंत्री महोदय, मैं अपने राज्य राजस्थान की दूसरी बात करूँ, तो श्रमिक कानूनों में सुधार, श्रमिक पंजीकरण, सामाजिक सुरक्षा योजनाएं और सिलिकोसिस नीति सरकार द्वारा लागू की गई है। लेकिन, जमीनी स्तर पर इनके प्रभावी क्रियान्वयन की आवश्यकता है। सबसे ज्यादा भ्रष्टचार श्रम विभाग के कार्यालयों में व्याप्त है।

सभापति जी, मेरा आपके माध्यम से सरकार से आग्रह है कि हम उद्योग विरोधी नहीं हैं, हम निवेश विरोधी नहीं हैं, हम सुधार विरोधी नहीं हैं, लेकिन हम श्रमिक विरोधी कानून स्वीकार नहीं कर सकते हैं। भारत की अर्थव्यवस्था की रीढ़ मजदूर, कर्मचारी, कारखाना कर्मी, संविदा श्रमिक, गीग वर्कर, इन सबके अधिकारों की रक्षा करना इस सदन का कर्तव्य है। कोई भी विकास तब ही सार्थक है, जब वह न्यायपूर्ण हो। विकास तब ही सही है, जब वह समावेशी हो।

सभापति महोदय, मैं सरकार से यह भी आग्रह करता हूँ कि विधेयक पर पुनर्विचार करे और विधेयक को संसदीय स्थायी समिति के पास भेजा जाए। ट्रेड यूनियनों, उद्योग संगठनों और राज्य सरकारों के साथ व्यापक परामर्श किया जाए।

सभापति महोदय, हड़ताल और सामूहिक सौदेबाजी से जुड़े प्रावधानों में संतुलन लाया जाए। औद्योगिक न्यायाधिकरणों की समयबद्ध स्थापना सुनिश्चित की जाए। श्रमिक भागीदारी को वास्तविक रूप दिया जाए।

अंत में मैं माननीय मंत्री जी से एक मांग करना चाहता हूँ। मेरे संसदीय क्षेत्र नागौर में तीन डॉक्टरों की ईएसआईसी डिस्पेंसरी का प्रस्ताव लंबित पड़ा है। मेरा अनुरोध है कि आप उसे जल्द से जल्द स्वीकृति दिलवाने के निर्देश जारी करें।

सभापति महोदय, मैं आखिर में यह कहना चाहूंगा कि उद्योग लग रहे हैं, रिफाइनरीज़ आ रही हैं, फैक्ट्रियां आ रही हैं, जगह-जगह आप जमीन अधिग्रहित कर रहे हैं, नौकरियां आप दे नहीं रहे हैं। इसलिए, मेरा आग्रह है कि स्टेट्स और दिल्ली स्थानीय लोगों के लिए 80 प्रतिशत रोजगार का

कानून बनाएं। जो संविदा कर्मी आप लगा रहे हैं, उनका क्या भविष्य है? उनका क्या फ्यूचर है? इस बारे में भी सरकार को ठोस नीति बनाने की आवश्यकता है।

हम इस विधेयक का विरोध करते हैं और मांग करते हैं कि इसे वापस भेजना चाहिए।

SHRI N. K. PREMACHANDRAN (KOLLAM): Thank you very much, Mr. Chairperson, Sir. I rise to support the millions of workers who are on the streets of India as a part of the all India strike by the workers against the implementation of these four Labour Codes, as these four Labour Codes are taking away the basic democratic right of the workers to form the association, to strike and to have the collective bargaining capacity.

The basic democratic right of the workers is the collective bargaining. If you go through the Industrial Relations Code and other Codes, the collective bargaining right is the basic fundamental right of the workforce, which is being taken away. The right to strike is being restricted and also so many other provisions are there by which anti-labour programmes, policies and provisions are being initiated by the implementation of the Labour Codes.

First of all, I humbly demand from the hon. Minister and the Government to withdraw all the Labour Codes and to have a consensus of the workers, because today the strike is being called by ten trade unions recognised by the Government of India, other than Bharatiya Mazdoor Sangh (BMS). All the ten central trade unions are today on the strike except BMS. I feel that BMS is also having reservations on the four Labour Codes. This is my authentic information. ... (*Interruptions*) In such a situation, I would like to urge upon the Government to look into the matter because it is a very sensitive and genuine cause of the

workforce.

As Shri E. T. Mohammed Basheer ji has rightly said, the workforce is contributing to the economic growth. They are contributing to the wealth of the country, but unfortunately the most neglected section of this Government during the 11 years of this Government is none other than the workforce of the country. That has to be rectified. That is my first point.

Sir, Now, I am coming to this Bill. Shri Jagdambika Pal ji was talking that the confusion has arisen because of the implementation of this Labour Code. How has this confusion arisen? I am also seeking a ruling from you regarding this point because this is a legislative process. Sir, there is the Act of 2020. In Section 104 of the Industrial Labour Code, 2020, there is a provision for repeal. By virtue of Section 104 of the original Bill which was passed by Parliament, you know that all these three Acts are repealed. Now, why is the Government coming again with a repeal clause? The Government has to answer. Sir, it is a grave mistake committed by the Ministry and by the Government. Who is responsible for it? Shri Jagdambika Pal ji was saying that there is such a confusion. I would like to know from the hon. Minister because hon. Chairperson, you may kindly see, all these four Labour Codes were passed without having proper and fruitful discussion in the House. That is the reason this error has crept in. Suppose, the Bill was discussed in Parliament, definitely we would have raised this issue. What is the issue? According to and by virtue of Section 104 of the original Act which was passed by Parliament, repeal power is delegated to the Executive. That is the issue.

Sir, I would like to quote a reference to Delhi Laws Act, 1951, the Presidential Reference under Article 143 of the Constitution. The Supreme Court has very specifically stated that the repealing of an Act is an essential legislative function that cannot be delegated because it is absolutely in the domain of Parliament. Only Parliament can repeal a Bill. By virtue of Section 104 of the Act, the Government has entrusted the power to the Executive to repeal a Bill, which means it is totally illegal and unjustifiable. It cannot be implemented. That is the reason why the hon. Minister is now coming with a fresh Bill so as to amend and repeal these clauses. ... (*Interruptions*) Sir, I am seeking a ruling also on this issue.

Further, I have seen an amendment today. The Government is coming with an amendment – not the Government but a Member from the Treasury Benches. Dr. Daggubati Purandeswari ji is coming with an amendment. I notice that it has already been circulated. Kindly go through that notice also. Again, it is going to create confusion. At the time of moving that amendment, I can very well substantiate that point. I may be given time at that time.

It is a grave mistake committed by the Labour Ministry. That is the reason why the hon. Minister has come here.

What is the meaning of 'limits of delegated legislation'? Delegating legislation does not mean that they can be repealed by the Executive. It is the power and the domain of Parliament which is taken away by the Act. This is the reason why the Government is not implementing the actual Labour Code.

Regarding labour reforms, I would say that the interests of the workers

are totally ignored. It is against the Fundamental Right, Article 19(c). The Code claims to bring greater labour market flexibility. Now, if a management had to declare layoff, they cannot do it now due to the clause of 300 workers under the new provision. That means 85 per cent of the industrial establishments will be outside the ambit of this law.

There is a hire-and-fire policy. Similarly, the Standing Orders are not applicable to so many establishments. The appropriate Government, whether Central or State, can issue orders by which the Standing Orders are not applicable to the Government. In conclusion, it is totally anti-labour and anti-poor. Once again, I demand the Government to consider the demands of the trade unions, the workforce of the country. They are contributing to the wealth of the country. That has to be taken into consideration. I would request the Government to withdraw this Labour Code.

एडवोकेट चन्द्र शेखर (नगीना) : धन्यवाद सभापति जी कि आपने मुझे "औद्योगिक संबंध संहिता (संशोधन) विधेयक, 2026" पर मेरी बात रखने का मौका दिया।

"किसी को क्या बताएं कितने मजबूर हैं हम,

पर इतना समझ लीजिए मजदूर हैं हम।"

सभापति जी, मजदूर का पसीना सूखने से पहले उसको उसकी मजदूरी मिल जाए यह बहुत महत्वपूर्ण है। मैं बाबा साहब अंबेडकर जी को धन्यवाद दूंगा कि उन्होंने 15 अगस्त, 1936 को इंडियन लेबर पार्टी बनायी और मजदूरों की लड़ाई की शुरुआत की। वर्ष 1942 में जब वे लेबर मिनिस्टर थे, तो 12 घंटे से घटाकर 8 घंटे काम किया, महिलाओं के लिए मातृत्व लाभ दिया और लेबर को सामाजिक सुरक्षा दिलाने का काम किया।

सभापति जी, अब मैं बिल पर आता हूं। यह कहा जा रहा है कि यह केवल एक "तकनीकी

संशोधन" है, लेकिन जब बात श्रमिकों के अधिकारों, औद्योगिक संतुलन और करोड़ों परिवारों के भविष्य की आएगी, तब कोई भी संशोधन केवल तकनीकी नहीं होता। हर शब्द का असर होता है, हर प्रावधान का परिणाम होता है। महोदय, वर्ष 2020 में सरकार ने 29 श्रम कानूनों को चार श्रम संहिताओं में समाहित किया। उस समय भी विपक्ष ने कहा था कि सुधार के नाम पर श्रमिकों की सुरक्षा कमजोर न की जाए। महोदय, यह विधेयक कहता है कि पुराने कानून ट्रेड यूनियन अधिनियम, 1926, औद्योगिक विवाद अधिनियम, 1947 और औद्योगिक रोजगार अधिनियम, 1946 का निरसन वैधानिक रूप से हुआ है, लेकिन मैं सरकार से पूछना चाहता हूँ कि क्या इन पुराने कानूनों में मौजूद श्रमिक सुरक्षा प्रावधानों का मूल्यांकन किया गया है? क्या राज्यों और श्रमिक संगठनों से व्यापक परामर्श हुआ है? क्या स्थायी आदेश अधिनियम के तहत श्रमिकों को मिलने वाली सुरक्षा कमजोर नहीं हुई है? जिनके लिए कानून लागू किया, उनसे आपने कोई चर्चा की है? ट्रेड यूनियंस हड़ताल पर क्यों हैं?

सभापति जी, औद्योगिक संबंध संहिता, 2020 के तहत 300 तक कर्मचारियों वाले प्रतिष्ठानों को छंटनी और तालाबंदी के लिए पूर्व अनुमति की आवश्यकता से मुक्त कर दिया गया है। पहले यह सीमा 100 थी। देश में 70 परसेंट से अधिक औद्योगिक इकाइयाँ 300 से कम कर्मचारियों वाली हैं। इसका मतलब बहुत बड़ी संख्या में श्रमिक अब बिना सरकारी अनुमति के छंटनी का सामना कर सकते हैं। 300 कर्मचारियों की सीमा के तहत यदि छंटनी आसान होती है, तो सबसे पहले असुरक्षित वर्ग प्रभावित होंगे, जिनमें एससी, एसटी और ओबीसी के श्रमिक बड़ी संख्या में हैं।

मेरा संसदीय क्षेत्र नगीना अपनी विश्वप्रसिद्ध लकड़ी नक्काशी उद्योग के लिए जाना जाता है। वहाँ हजारों कारीगर, छोटे उद्योगों में काम करते हैं। श्रमिक और पारंपरिक हुनर से जुड़े परिवार इस कानून से प्रभावित होंगे। हमारे क्षेत्र की अधिकांश इकाइयाँ 50 से 250 कर्मचारियों के बीच हैं। यदि 300 की सीमा के तहत छंटनी की अनुमति बिना पूर्व स्वीकृति के दी जाती है, तो इन छोटे उद्योगों में कार्यरत श्रमिकों की नौकरी की सुरक्षा पर सीधा असर पड़ेगा। यह कानून उद्योग को हायर और फायर की छूट देता है।

सभापति महोदय, देश के औद्योगिक और असंगठित क्षेत्र में बड़ी संख्या में एससी, एसटी और ओबीसी के श्रमिक कार्यरत हैं। सरकार यह सुनिश्चित करे कि औद्योगिक विवाद समाधान तंत्र, ग्रीवांस रिड्रेसल कमेटी और ट्रेड यूनियन संरचनाओं में इन वर्गों का पर्याप्त प्रतिनिधित्व रहेगा। रोजगार निवेश से आता है, निवेश मांग से आता है, मांग आय से आती है और आय स्थिर रोजगार से आती है।

सभापति महोदय, हम सुधारों के विरोधी नहीं हैं, हम अस्पष्टता के विरोधी नहीं हैं, लेकिन हम यह चाहते हैं कि श्रमिकों के अधिकार सर्वोपरि हों, रोजगार सुरक्षा सुनिश्चित हो, यूनियनों की स्वतंत्रता बनी रहे, राज्यों की भूमिका सम्मानित हो।

नगीना के कारीगर केवल मजदूर नहीं हैं, बल्कि वे हमारी सांस्कृतिक विरासत के संरक्षक हैं। उनके हाथों की कारीगरी भारत की पहचान है। यदि औद्योगिक कानूनों में बदलाव से उनके रोजगार की स्थिरता प्रभावित होगी तो यह केवल आर्थिक नहीं, बल्कि सांस्कृतिक क्षति भी होगी।

महोदय, मैं अपनी बात को खत्म करते हुए कहना चाहता हूँ कि यदि सरकार वास्तव में श्रम सुधार को समावेशी बनाना चाहती है, तो उसे यह सुनिश्चित करना होगा कि एससी, एसटी और ओबीसी श्रमिकों को सामाजिक सुरक्षा, बीमा, पेंशन तथा न्यूनतम वेतन का पूर्ण संरक्षण मिले।

अगर हम उनके साथ होने वाले अन्याय पर लड़ने का अधिकार ही छीन लेंगे तो फिर वे कैसे अपनी बात को कह पाएंगे। जब हमें यहां मौका नहीं मिलता है या कोई बात होती है तो हम भी तो विरोध करते हैं। आप विरोध का अधिकार छीन कर, इतना समय लागू कर देंगे तो पूंजीपति उनको मार देगा। क्या सरकार पूंजीपतियों के बारे में सोचेगी या करोड़ों मजदूरों के बारे में, जिनके कंधों से देश बना है? इसलिए मैं इसको अपोज करने के लिए खड़ा हुआ हूँ। मैं आपके माध्यम से सरकार से आग्रह करता हूँ कि वह इसमें उचित संशोधन करे, जिससे श्रमिकों का नुकसान न हो, उनके साथ अन्याय न हो। धन्यवाद, जय भीम, जय भारत।

श्री अब्दुल रशीद शेख (बारामूला) : चेयरमैन सर, आपका बहुत-बहुत शुक्रिया।

“उठो मेरी दुनिया के गरीबों को जगा दो

खाक-ए-उमरा के दर-ओ-दीवार हिला दो
जिस खेत से दहक्राँ को मयस्सर नहीं रोजी
उस खेत के हर खोशा-ए-गन्दुम को जला दो ।।”

चेयरमैन साहब, पब्लिक सेक्टर की हालत क्या है, मैं आपको अपनी मिसाल से बताता हूँ। वर्ष 2008 में मैं भी पब्लिक सेक्टर में काम करता था। जब मैंने 14 साल के बाद नौकरी छोड़ी तो वर्ष 2008 से आज 2026 आ गया है और अभी तक मेरे कुछ एरियर्स वहां बकाया हैं। आप उससे अंदाजा लगा सकते हैं कि मजदूर की हालत क्या है? मेरे प्रोफेट का कहना है कि मजदूर को मजदूरी पसीने आने से पहले दी जाए। क्या वजह है कि आज मजदूर से उसके स्ट्राइक करने का हक भी हम छीन रहे हैं। आप यह जानकर हैरान हो जाएंगे कि आज जम्मू कश्मीर में जो कैजुअल लैबरर्स फैक्ट्रियों में, कारखानों में लगे थे, वे हजारों की तादाद में हैं, आज वे हड़ताल नहीं कर रहे हैं। उनके बच्चों की ऐज आज 20-22 साल हैं और वे कैजुअल लैबरर्स 50 को क्रॉस कर चुके हैं। अभी तक वे रेगुलर नहीं हो रहे हैं। मैं सरकार से गुजारिश करूंगा, मिनिस्टर साहब के लिए इसमें अमेंडमेंट लाना पॉसिबल नहीं होगा, लेकिन फ्यूचर के लिए कम से कम एक नेशनल पॉलिसी लाए। कैजुअल लैबरर्स, डेली वेजर्स, चाहे कारखानों में काम करने वाले लोग हों या सरकारी विभागों में काम करने वाले लोग हों, उनका रेगुलराइजेशन हो। वे लोग जो दर-बदर की ठोकरें खा रहे हैं, उनका चूल्हा कम से कम जले।

इसी तरह से करनाह से लेकर कन्याकुमारी तक जो पोर्टर्स बॉर्डर पर काम करते हैं, चाहे वे किसी भी फौज में हों, चाहे बीएसएफ में हों, जब उन्हें कुछ होता है तो उनके राइट्स बिल्कुल भी प्रोटेक्टेड नहीं हैं। अभी जम्मू कश्मीर के बारामूला में दो पोर्टर्स काम करते-करते उनकी जान चली गई, उनको मामूली मुआवजा मिलता है। उनको कोई कंपनसेशन नहीं मिलता है। हम सरकार से यह गुजारिश करेंगे कि जो पोर्टर्स बॉर्डर पर काम करते हैं, उनके राइट्स को प्रोटेक्ट करे। इसी तरह से जो अनस्किल्ड लेबर्स हैं, यहां मिनिमम वेजेज की बात हो रही है, 350 रुपये में क्या आता है? आप यहां देखिये कि जब हम पार्लियामेंट में बाथरूम में जाते हैं तो वहां पर जो मुलाजिम लोग हैं, वे हर बार एमपी को सलाम करते हैं और उनको ठीक तनख्वाह नहीं मिलती है। वह भी अनऑर्गेनाइज्ड

सेक्टर है। हमें कम से कम ऐसे लोगों का ख्याल रखने की जरूरत है। सबसे बड़ी बात है कि अगर कारखाने में किसी मजदूर का एक्सीडेंट हो जाए, तो उनके लिए लेबर कोड तो हैं, लेकिन काम होता नहीं है। आपकी जो अदालतें हैं, आपने जो लेबर कोर्ट्स डेजिग्नेट किए हुए हैं, उसमें जो स्टेट कमिश्नर (लेबर) या बाकी लोग हैं, उनको लगता है कि उनकी पोस्टिंग बेकार जगह पर है। वे वहां पर टाइम पास के लिए जाते हैं। हमारी सरकार से यह गुजारिश होगी कि जब एक्सीडेंट में किसी मुलाजिम का, मजदूर का या कारकुन की बाजू कटती है, किसी का पांव कटता है, उसे दर-बदर की ठोकरें खानी पड़ती हैं तो मेहरबानी करके उनकी तरफ ख्याल दिया जाए।

आखिर में मैं सरकार से यही गुजारिश करूंगा कि जैसे चंद्रशेखर जी ने जबर्दस्त बात कही कि जब हमारी बात नहीं सुनी जाती तो हम भी वेल में आते हैं। जब आप मजदूरों का गला काटेंगे, आपने इसमें मजदूरों की संख्या 100 से 300 की है और मान्यता 51 परसेंट कर दी है। ... (व्यवधान) सर, मैं सिर्फ 30 सैकेंड में अपनी बात कनक्लूड कर रहा हूं। मेरी सरकार से इतनी गुजारिश है कि मजदूरों का गला मत घोंटिये। चाहे महल आपका बने या महल किसी का बने, उसमें मजदूरों का खून-पसीना लगा होता है। अगर हम उनकी मेहनत की कद्र न करें, तो वह बहुत बड़ा अन्याय होगा। आपका बहुत-बहुत शुक्रिया।

माननीय सभापति: श्री उमेशभाई बाबूभाई पटेल जी। आपको दो मिनट का समय दिया जाता है।

श्री उमेशभाई बाबूभाई पटेल (दमन और दीव) : महोदय, मैं आज Industrial Relations Code (Amendment) Bill, 2026 पर चर्चा में भाग लेने के लिए खड़ा हुआ हूँ और इस अवसर पर अपने केंद्र शासित प्रदेश की गंभीर औद्योगिक समस्याओं को सदन के समक्ष रखना चाहता हूँ।

महोदय, यह बिल केवल कानून का संशोधन नहीं है, बल्कि यह भारत के श्रमिकों, उद्योगों और औद्योगिक शांति से सीधे जुड़ा हुआ विषय है। हमारे प्रदेश में औद्योगिक इकाइयों की स्थिति आज बहुत दयनीय है। एक समय था जब टैक्स बेनिफिट और सस्ती बिजली दरों के कारण हमारे प्रदेश में बड़ी संख्या में उद्योग स्थापित हुए थे।

लेकिन आज स्थिति यह है कि टैक्स बेनिफिट समाप्त हो चुके हैं, बिजली विभाग के निजीकरण

के बाद बिजली के दाम बेतहाशा बढ़ गए हैं। परिणामस्वरूप उद्योग हमारे प्रदेश से पलायन कर रहे हैं। MSME इकाइयां बंद होने की कगार पर हैं। श्रमिक बेरोजगार हो रहे हैं।

सभापति महोदय, यदि उद्योग ही नहीं बचेंगे, तो औद्योगिक संबंध संहिता किसके लिए बनेगा? मैं सरकार से स्पष्ट और ठोस मांग करता हूँ कि हमारे प्रदेश को GST में विशेष राहत दी जाए। केंद्र सरकार अपनी 50 प्रतिशत GST हिस्सेदारी ले, लेकिन राज्य की 50 प्रतिशत GST माफ की जाए, क्योंकि हम केंद्र शासित प्रदेश हैं और यह मांग पूरी तरह न्यायसंगत है।

सभापति महोदय, औद्योगिक संबंध किसी भी देश की आर्थिक रीढ़ होते हैं। मजबूत उद्योग, सुरक्षित श्रमिक, स्थिर अर्थव्यवस्था के संतुलन के बिना कोई भी देश विकसित नहीं हो सकता। मैं यह मानता हूँ कि औद्योगिक विवादों के लिए तुरंत समाधान की बात स्वागतयोग्य है। ईज ऑफ डूइंग बिज़नेस के साथ इंडस्ट्रियल पीस का उद्देश्य सही है। एकीकृत कोड से कानूनी जटिलता कम होगी। यह सुधारात्मक कदम है, लेकिन महोदय, कुछ गंभीर प्रश्न हैं, जिनके उत्तर देश के मजदूर जानना चाहते हैं। सरकार से मेरे प्रश्न हैं कि क्या इस संशोधन में ट्रेड यूनियनों और श्रमिक संगठनों से पर्याप्त परामर्श किया गया था, क्योंकि बिना मजदूर की आवाज़ सुने बना कानून जमीन पर कैसे टिकेगा? क्या हड़ताल और तालाबंदी के अधिकार के संशोधन से श्रमिकों के संवैधानिक अधिकार और सीमित नहीं हो जाएंगे? क्या यह बिल उनके हितों की वास्तविक सुरक्षा करता है या फिर यह केवल कागज़ी प्रावधान बनकर रह जाएगा? क्या यह संशोधन राज्यों से व्यापक परामर्श के बाद लाया गया है या फिर यह भी वन-साइज-फिट्स-ऑल नीति का उदाहरण है?

सभापति महोदय, मैं यह स्पष्ट करना चाहता हूँ कि मैं उद्योग विरोधी नहीं हूँ, मैं सुधार विरोधी भी नहीं हूँ, लेकिन मैं मजदूर विरोधी कानून का समर्थन भी नहीं कर सकता। देश का मजदूर मशीन नहीं है, आँकड़ा नहीं है। वह भारत की अर्थव्यवस्था का निर्माता है। यदि श्रमिक असुरक्षित होगा, तो उद्योग अस्थिर होंगे और अंततः देश को नुकसान होगा।

सभापति महोदय, मैं सरकार से मांग करता हूँ कि इस बिल को जेपीसी को भेजा जाए। इस बिल पर व्यापक चर्चा की जाए और यह सुनिश्चित किया जाए कि श्रमिकों के अधिकार सुरक्षित रहें,

उद्योगों को स्पष्ट और निष्पक्ष नियम मिलें, औद्योगिक शांति जबरदस्ती नहीं, संवाद से बने।

सभापति महोदय, अंत में विकसित भारत का सपना तभी साकार होगा, जब विकास की दौड़ में मजदूर पीछे न छूटे। इन्हीं शब्दों के साथ, मैं अपनी बात समाप्त करता हूँ। साथ ही मैं एक विनती भी करना चाहता हूँ। जब कभी भी ऐसे बिल आएंगे, तो उन पर व्यापक चर्चा की जाए, औपचारिकता न हो, क्योंकि ये बिल हमारे भारत के संविधान की नींव होते हैं।

ADV. FRANCIS GEORGE (KOTTAYAM): Thank you, Sir, for giving me this opportunity to speak on the Industrial Code (Amendment) Bill. The Government says that this is only a clarificatory Bill to avoid future unwarranted complications.

How do these complications occur? Or how come a situation arose where the Government suspected a complication. We aspire to be a Viksit Bharat in 2047.

We aspire to be a Viksit Bharat by 2047. There will be lakhs and lakhs of industrial establishments and millions of workers in this country. Then only we can become a Viksit Bharat, a developed India.

In that case what do we need? We need a flawless labour code in the country.

It will take care of all concerns of the industrial workers.

We need a law which will protect the interests and demands of the labourers. Why does the Government come up with an amendment? The Government says under Section 104.....

By virtue of Section 104 of Industrial Code Bill of 2020, the earlier laws of 1926, 1946, 1947 vintage, those Bills were already automatically repealed.

*So there are some doubts regarding the Statement of Objects and Reasons.

..... English translation of this part of speech was originally delivered in Malayalam.

What is said in this clause? Section 5(1) says that....*

That means those who fall within the salary bracket up to Rs.18,000 will only be considered as workers. But it will be decided by the Government from time to time. That means the status of a worker depends on the decision of any future Government. That should not be there.

Secondly, Clause 6 says that the negotiating union means that the union should have 51 per cent of the workers in that union.

Also, Clause 16 states that for lay off, prior permission is required only if there are 300 or more workers, whereas the former provision was only '100'. Now it has been raised from 100 to 300. Then only the prior permission is required to lay off workers.

Sir, also Section 17 talks of reskilling fund for retrenchment and that 15 days wages will be deposited by the employer. I would request for an amendment to the Government. The Government should also contribute an amount equivalent to 15 days or more of wages to this reskilling fund.

Also, Section 20 is about power of the Government to give exemption in public interest from any of the provisions of this law. This defeats all the rights or protection that has been given to the workers in this legislation.

HON. CHAIRPERSON: Sir, please conclude.

ADV. FRANCIS GEORGE: Sir, since the Government can go to any extent to exempt, citing public interest to the provisions of this law, this cuts at the very root of the good intentions, if there are any, of this legislation. So, I would request the hon. Minister to rethink on all these things and come with suitable

amendments to the kind of retrograde regulation that has been brought in by the Government. Thank you, Sir.

श्री राजकुमार रोट (बांसवाड़ा) : सभापति महोदय, आपने मुझे औद्योगिक संबंध संहिता (संशोधन) विधेयक, 2026 पर बोलने का अवसर प्रदान किया है, इसके लिए मैं आपको धन्यवाद देता हूँ। यह जो बिल आया है, तो इस बिल का देश भर के मजदूरों यूनियनों द्वारा विरोध किया जा रहा है। इस बिल के माध्यम से यह कहा जा रहा है और यह हकीकत भी है कि मजदूरों के जो अधिकार हैं, उनके साथ कंपनियों में जो शोषण, अत्याचार और भेदभाव होता है, उनको कम मजदूरी दी जाती है, वहां पर किसी की हत्या हो जाती है, वहां शोषण होता है, उनके राइट्स को कहीं न कहीं कमजोर करने के लिए जो बिल आया है, हम इस बिल का विरोध करते हैं।

माननीय सभापति महोदय, मजदूरों का दर्द मालिक नहीं समझ सकता है। मजदूरों का दर्द समझना है, तो मजदूर बनकर सोचिए। मजदूरों का दर्द एक मजदूर ही समझ सकता है, मालिक नहीं समझ सकता है।

माननीय सभापति महोदय, मैं जिस क्षेत्र से आता हूँ, वह डूंगरपुर, बांसवाड़ा संसदीय क्षेत्र है। इस क्षेत्र से अधिकतर लोग बाहर जाते हैं। मैं अहमदाबाद, गुजरात और हिम्मतनगर के बारे में माननीय मंत्री महोदय से विशेष कर आग्रह करना चाहूंगा कि अभी जो स्थिति बन रही है कि वहां दो ऐसे प्रकरण आए हैं कि वहां जो कंपनी मजदूरी कराती है, वह उनका शोषण करती है। अगर कोई व्यक्ति गलती करता है तो वह उसकी हत्या कर देती है और वह उसे वहीं दफना देती है। हमारे गुजरात के डूंगरपुर जिले के बेलवा पंचेलका के ईश्वर रोट के राजपुर, मेहसाणा में मृत्यु हो गई और उसको वहीं दफना दिया गया। मतलब मजदूर के परिवार तक उसकी बॉडी भी नहीं जाने दी गई। वही सेम घटनाक्रम, भीलवाड़ा का रमेश भील, जो महाराष्ट्र के नासिक में मजदूरी कर रहा था, वह जिस कंपनी में, जिस ठेकेदार के यहां मजदूरी कर रहा था, उसी ठेकेदार ने उसकी हत्या कर दी और वहीं उसको दफना दिया गया। मतलब, देश के अंदर मजदूरों के ऐसे हालात हैं। ऐसे-ऐसे कई प्रकरण हैं। ये दो लेटेस्ट प्रकरण आए हैं कि जो मजदूर जहां पर काम कर रहा था, वहीं पर उसको दफना दिया गया और

परिवार को बॉडी तक नहीं मिली है। यह कंडीशन आ रही है।

मैं इस बिल के माध्यम से कहना चाहूंगा कि यहां पर हमारे एक रेलवे मिनिस्टर साहब भी बैठे हुए हैं। हमने रेलवे से सफर किया। जो वहां सामान सप्लाई करता है, उस व्यक्ति ने आकर बताया है। मैंने कहा कि आपको कितनी सैलरी मिलती है? उसने कहा कि सर क्या बताएं? सर, यह जानना जरूरी है कि उसने क्या कहा? उसने कहा कि आज से तीन साल पहले मुझे 18,000 रुपए मिल रहे थे। आज कितने मिल रहे हैं तो उसने कहा कि मुझे 12,000 रुपए मिल रहे हैं। कोई किंग नाम की कंपनी है। उस कंपनी वाले ने मजदूरी की रेट कम कर दी है। आप घंटी बजाएं, उससे पहले हम कहना चाहेंगे कि जो मजदूर जिस कंपनी में काम कर रहे हैं, उस कंपनी में उनका बीमा होना चाहिए। उनकी सुरक्षा के सारे संसाधन होने चाहिए। कार्य दिवस में कार्य समय 8 घंटे हैं। कई कंपनियां उनसे 10 घंटे से 12 घंटे तक काम करवा कर उनका शोषण कर रही हैं, उन पर अत्याचार कर रही हैं। मैं चाहूंगा कि इस बिल को रोका जाए और जिन मजदूरों के लिए यह लाया जा रहा है, एक बार उनकी मजदूर यूनियनों के साथ बैठक की जाए कि उनकी क्या समस्या है, उनकी क्या भावना है, वे क्या चाहते हैं और उन पर पुनः विचार किया जाए।...(व्यवधान)

माननीय सभापति महोदय, जो विशेष कर जो डूंगरपुर-बांसवाड़ा से मजदूरी के लिए जा रहे हैं, वे अपने बच्चे को लेकर जा रहे हैं। ऐसा प्रावधान भी होना चाहिए कि जो मजदूर वर्ग जिस इलाके में काम कर रहे हैं, जहां बड़ी-बड़ी बिल्डिंग्स हैं, इन बिल्डिंग्स को चमकाने का काम गरीब तबका, आदिवासी, दलित और पिछड़े समुदाय वर्ग के लोग करते हैं। इन समुदायों के साथ बच्चे भी जा रहे हैं तो उनके लिए शिक्षा की भी व्यवस्था होनी चाहिए। उनको सुरक्षा मिलनी चाहिए। ऐसी कंपनी और ऐसे ठेकेदारों पर बैन लगाना चाहिए, जो मजदूरों का शोषण करते हैं।...(व्यवधान) प्रतापगढ़, हमारे आदिवासी इलाके के लोगों को आज भी बंधक बनाकर उनका शोषण किया जाता है। पूरे एरिया को बंद किया जाता है और उनका शोषण किया जाता है। अभी राजस्थान की पुलिस प्रतापगढ़ के मजदूर को महाराष्ट्र से छुड़ा कर लाई है। ऐसे-ऐसे अत्याचार हो रहे हैं। इन पर रोक लगाई जाए। सरकार इन पर ध्यान दे। मजदूर सिर्फ वोट का साधन नहीं है। इस देश में मजदूर वर्ग को भी जीने

का अधिकार है।...(व्यवधान) वे देश के मालिक हैं।...(व्यवधान)

डॉ. मनसुख मांडविया : माननीय चेयरमैन सर, इंडस्ट्रियल रिलेशन कोड-2020 में बहुत छोटा अमेंडमेंट था। आज से छह साल पहले यह पारित हुआ। आज से ढाई महीने महीने पहले यह लागू हो गया। मैं केवल एक लीगल क्लेयरिटी के लिए इसे सदन के सामने लाया हूँ। यह चर्चा हुई कि कोड वापस ले लो, इससे कामगारों के हित डूब जाएंगे, इससे बहुत बड़ा अन्याय हो जाएगा। कुल मिलाकर चार कोड पर डिबेट में चर्चा हुई। मुझे लगता है कि यह मेरे लिए अवसर है कि मैं अच्छे तरह से रिप्लाय कर पाऊँ।

यहां यह भी बताया गया कि सभी श्रम संगठनों बंद की कॉल दी है। कुछ श्रम संगठनों ने विरोध किया होगा। लेकिन 17 राष्ट्रीय श्रम संगठनों ने कहा है कि ऐसी कोई बंद कॉल नहीं करनी चाहिए। लेबर के हित में यह कोड लाया गया है, केवल जब कोड लाया गया तब, पहले के तीन एक्ट थे, ट्रेड यूनियन एक्ट 1926, इंडस्ट्रियल एम्प्लायमेंट एक्ट, 1946 और इंडस्ट्रियल डिस्प्यूट्स एक्ट, 1947, यह स्वाभाविक है कि यहां अच्छी बात हुई कि कार्यपालिका के पास यह अधिकार नहीं होना चाहिए जो शक्ति हमको दी थी।

हम उस शक्ति के अनुसार चलाते थे और कोई दिक्कत नहीं थी। लेकिन पार्लियामेंट का अधिकार होना चाहिए और इस क्लेयरिटी के साथ इसे कोड में भी लाएं और पार्लियामेंट को भी उसमें शामिल कर ले। जो पुराना एक्ट है, वह ऑलरेडी रिपील हो गया, रिपील करने का अधिकार कार्यपालिका को है, यह अधिकार एक्ट में होना चाहिए ताकि भविष्य में कोई लीगल इश्यू न खड़ा हो जाए। इसलिए एक छोटा सा अमेंडमेंट लेकर आया हूँ, उसके बारे में 29 सदस्यों ने विस्तार से अपनी बात रखी और बहुत अच्छा ऑब्जर्वेशन दिया। कई माननीय सदस्य अभी यहां हैं और कई चले गए हैं।

अरुण जी ने कहा कि तमिलनाडु में टेक्सटाइल इंडस्ट्री दिक्कत में है, आप अमेरिका से ट्रेड डील कर रहे हैं। टेक्सटाइल हमारा एक्सपोर्ट होता है, उसमें अमेरिका भी है, अगर वहां सामान जाएगा तो टेक्सटाइल के कामगारों को फायदा होगा या नहीं? उसको फायदा होना है। उसका विरोध

करना और उसके खिलाफ कमेंट क्यों करना? यहां एन.के.प्रेमचन्द्रन जी बैठे हैं। वामपंथी दल के सदस्यों ने भी अपनी बात रखी है, आप केरल में गवर्नमेंट में हैं।

मैंने केरल में अभी थोड़े दिन पहले ईएसआईसी की मेडिकल कॉलेज दी। मैंने मेडिकल कॉलेज इसलिए दी ताकि वहां के युवाओं को मेडिकल कॉलेज में अध्ययन करने का अवसर मिले। वहां जब मेडिकल कॉलेज चालू होगा तो दो-तीन सौ लोगों को रोजगार भी मिलेगा। प्रेमचन्द्रन जी ने बोर्ड में मेरे सामने प्रस्ताव रखा था, मैंने उसे अप्रूव किया। एनएमसी द्वारा मेडिकल कॉलेज को एप्रूव करने के लिए एसेंशियल सर्टिफिकेट आवश्यक होता है। प्रेमचन्द्रन जी ने रिक्वेस्ट किया, उन्होंने प्रधानमंत्री जी से कहा, मुझे भी कहा। राज्य सरकार ने मेडिकल कॉलेज चालू करने के लिए एसेंशियल सर्टिफिकेट नहीं दिया, लेकिन वे कामगार की बात करते हैं? श्रमिकों की बात करते हैं? आपको श्रमिकों के बारे में बात करने का कोई अधिकार नहीं है। मलविंदर सिंह जी ने कहा कि उसमें मिनिमम वेजेज नहीं मिलेगा। आप इस कोड का अध्ययन करेंगे तो आपको पता चलेगा, आज तक मिनिमम वेजेज सेंट्रल गवर्नमेंट एक एडवाइजरी के रूप में तय करती थी, सभी स्टेट को लागू करना या नहीं करना, यह उनके ऊपर डिपेंडेंट था। कई स्टेट बहुत कम मिनिमम वेजेज रखते थे।

16.00 hrs

लेबर कोड में हमने यह सुनिश्चित किया है कि हम स्टैचुट्री बैंकिंग के साथ फ्लोर वेज लाएंगे। कोई भी राज्य उसके नीचे वेज नहीं देगी। अभी बिष्ट जी भाषण दे रहे थे। मैं उनके क्षेत्र नॉर्थ-ईस्ट बंगाल में गया था। वहां पर बागान के कामगार मुझसे मिले और कहा कि महिला और पुरुष को न तो समान वेतन मिलता था, न महिला के कार्यस्थल में कोई अच्छी फैसिलिटी थी। यह लेबर कोड महिला और पुरुष को समान वेतन की गारंटी देता है। आप किस तरह से इसका विरोध करेंगे। इसी वजह से आज बंद का इफेक्ट नहीं दिखा, यह आपने भी देखा होगा। आपने कितनी भी मेहनत की, लेकिन देश नरेंद्र मोदी जी के साथ खड़ा रहा, आपके साथ नहीं रहा। देश सच्चाई के साथ खड़ा रहेगा। यदि आप सच होते, तो देश रोड पर होता, हम सच हैं, इसलिए देश नरेंद्र मोदी जी के साथ है। इस तरह का पॉलिटिकल विरोध नहीं चलता है।...(व्यवधान)

महोदय, आप सम्मानित सदस्य हैं और आपको सम्मानित सदस्य ही कहूंगा, उसमें क्लैरिटी है। अभी चन्द्रशेखर जी ने बहुत अच्छी बात कही। उन्होंने कहा कि पसीना सूखने से पहले कामगार को सैलरी मिल जानी चाहिए। यही लेबर कोड में सुनिश्चित किया गया है कि टाइम से उनको वेतन मिल जाए, जो आज तक आप लोगों ने किया था। इसे हमने किया, इसलिए देश की जनता नरेंद्र मोदी जी का समर्थन करती है। आज दिन में क्या हुआ, राजनीति करते हुए मजदूर और इंडस्ट्रीज़ को सामने-सामने रखने की कोशिश की गई। इससे देश का कभी भला नहीं होगा। आपको इंडस्ट्रीज़ भी चलानी है और कामगारों के हितों की रक्षा भी करनी है। दोनों को साथ-साथ आगे बढ़ाना होगा। जिन्होंने इंडस्ट्रीज़ की रक्षा नहीं की तथा जिस नैनो को बंगाल से भागकर गुजरात आना पड़ा, जहां हजारों लोगों को रोज़गार मिला। बंगाल के हजारों लोगों के हाथ के काम को छीन लिया गया। ये लोग हमसे मजदूर और श्रमिकों के कल्याण की बात करते हैं। हमारी सरकार श्रमिकों के हितों की सुरक्षा चाहती है। हमारी सरकार श्रमिकों के साथ खड़ी रहती है। इंडस्ट्रीज़ को हमें आगे बढ़ाना है, तभी देश आगे बढ़ सकता है। कुल मिलाकर कहूं, तो मुझे आपको जवाब भी देना है।

महोदय, 4 लेबर कोड हमने पारित किए। ये देश के हर नागरिक को मिनिमम वेज की गारंटी देते हैं। यह नरेंद्र मोदी जी की गारंटी है। फ्लोर वेज से ऊपर ही सभी को वेज तय करना है। आज आपने यहां जो चिंता व्यक्त की, उसका मैं सॉल्यूशन और जवाब दूंगा। कई लोगों ने शिकायत की कि किसी कामगार को कभी भी निकाल दिया जाता है। उसका एक्सीडेंट हो जाता है, मृत्यु हो जाती है, काम करते-करते हाथ-पैर टूट जाते हैं, तो इंडस्ट्री वाले हाथ खड़े कर देते हैं कि यह हमारा एम्प्लॉई नहीं है। उसके पास कोई रजिस्ट्री नहीं होती है। उसकी रजिस्ट्री नहीं होती है, तो इंडस्ट्री वाले सोशल सिक्योरिटी में जिम्मेवारी फिक्स न हो, इसलिए हाथ खड़ा कर देते हैं। सभी माननीय सदस्यों के ध्यान में यह बात रहे, ताकि कोई मिसगाइड न हो। इस लेबर कोड में हर युवा को नियुक्ति-पत्र देने की गारंटी दी गई है। हर युवा, जिसको जॉब मिलेगी, उसे कम्पल्सरी नियुक्ति-पत्र देना ही पड़ेगा, ताकि इस बात का एग्रीमेंट हो जाए कि उसको एम्प्लॉयमेंट दिया गया है और इस शर्त पर दिया गया है, ताकि भविष्य में कोई इंडस्ट्री ऐसा न बोल सके कि वह हमारा कामगार नहीं है, हमारे यहां जॉब

नहीं करता है।

महोदय, यह हमारी सरकार, मोदी गवर्नमेंट की युवाओं के लिए गारंटी है। क्या आप इसका विरोध करेंगे? नियुक्ति पत्र मिलना चाहिए या नहीं मिलना चाहिए?

कई माननीय सदस्य : मिलना चाहिए।

डॉ. मनसुख मांडविया: नहीं मिलना चाहिए तो आप यह कहिए कि नहीं मिलना चाहिए, तो आपको मैं ही समर्थन कर दूँ।

महोदय, वेतन में अंतर होना, महिला का वेतन अलग, पुरुष का वेतन अलग, उस पर कोई कानूनी पाबंदी नहीं थी, कोई कानूनी तरीके से उसको रोक नहीं सकता था। एक काम के लिए किसी जगह पर ज्यादा वेतन मिले, किसी जगह पर कम वेतन मिले, लेकिन इस लेबर कोड ने सभी को समान काम के लिए समान वेतन की गारंटी दी है। इस लेबर कोड ने महिला और पुरुष, एक काम को पुरुष करता हो, वही काम महिला करे तो महिला को आप कम वेतन नहीं दे पाएंगे। दोनों को समान वेतन की गारंटी देने का कोई काम किया है तो वह माननीय नरेन्द्र मोदी जी ने लेबर कोड के द्वारा किया है।

फिक्स टर्म में काम करने वाले लोगों के बारे में भी यहां चर्चा हुई है। आज तक ऐसा होता था कि 5 साल तक कोई फिक्स टर्म के लिए काम करे तभी उसे ग्रेच्युटी मिलती थी, लेकिन अभी एक साल तक भी कोई काम करेगा तो उसे ग्रेच्युटी मिलेगी। किसी कंपनी को या किसी व्यक्ति को या किसी संगठन को किसी कंपनी की ओर से 1.5 साल का ही कांट्रैक्ट मिला या उसे 2 साल का कांट्रैक्ट मिला या केवल किसी काम के लिए ही कांट्रैक्ट मिला हो तो केवल उसी काम के लिए उसे कामगार चाहिए। उसी काम के लिए उसे श्रमिक चाहिए। उसने श्रमिक को 1.5 साल तक काम पर रखा। जैसे ही श्रमिक को एक साल से ज्यादा का समय हुआ तो उसे ग्रेच्युटी की गारंटी का प्रावधान इन चार लेबर कोड्स के माध्यम से माननीय नरेन्द्र मोदी जी ने किया है।

महोदय, बीमारी कभी किसी को पूछकर नहीं आती है। बीमारी गरीब के यहां भी आती है, अमीर के यहां भी आती है। अमीर के यहां बीमारी आती है तो उसकी जेब में पैसा होता है। वह

बीमारी का इलाज करा लेता है। अगर किसी गरीब परिवार के यहां बड़ी बीमारी आ जाती है तो उनके लिए बहुत बड़ी दिक्कत होती है। मजदूर, श्रमिक सारे दिन काम करते हैं, मेहनत करते हैं, कई बार वे छोटी-मोटी बीमारी की उपेक्षा कर देते हैं। खासकर महिलाएं ऐसा करती हैं। कई बार गरीब महिला को ब्रेस्ट कैंसर की प्राथमिक बीमारी होती है, उसे लगता है कि छोटा-मोटा पेन है, वह उसे इग्नोर कर देती है। इन चार लेबर कोड्स में हमने प्रावधान किया है कि 40 साल से अधिक उम्र वाला कोई भी श्रमिक हो, एक साल में एक बार हेल्थ चेकअप अनिवार्य करने का प्रावधान इन लेबर कोड्स में हमने किया है।

आप कहिए कि आप इस प्रावधान का विरोध करते हैं। आप कहिए कि आप महिला और पुरुष के समान वेतन वाले प्रावधान का विरोध करते हैं। आप यह कहिए। आप विरोध कर रहे हैं। आप यह बताइए कि आप किसका विरोध कर रहे हैं? आप राजनीतिक विरोध कर रहे हैं। आप कहिए कि आप इन सबके विरोध में हैं। आप बाहर जाकर इस तरह का कोई स्टेटमेंट दीजिए। आप बाहर जाकर ऐसा स्टेटमेंट दें कि मनसुख मांडविया ने पार्लियामेंट के फ्लोर पर जो विषय रखा है, उसका आप विरोध करते हैं। आप ऐसा बाहर जाकर बोलिए। आप ऐसा श्रमिक के सामने जाकर बोलिए तो उसको आपके बारे में पता चलेगा।

महोदय, कोई काम करता हो, किसी हैजार्ड्स तरीके के काम में किसी को काम मिला। किसी हैजार्ड्स वर्क्स वाले प्लेस में, किसी खदान में, सीवरेज साफ करने में, इस तरीके का अगर उसे कोई काम मिलता है तब कई बार उसे ऐसे असाध्य रोग हो जाते हैं, ऐसी बीमारियां उसे लग जाती हैं, तो इसके लिए आज तक ईएसआईसी में मिनिमम 10 कामगार हों तो उसे ईएसआईसी में ट्रीटमेंट का लाभ मिलता है। इन लेबर कोड्स में मोदी जी ने यह प्रावधान किया है। सरकार ने यह प्रावधान किया है कि एक भी व्यक्ति क्यों न हो, एक से पांच, 10 से कम भी व्यक्ति क्यों न हों, लेकिन अगर वह किसी हैजार्ड्स एक्टिविटीज में कामगार के रूप में काम करेगा तो एक रुपये से एक करोड़ रुपये तक उसके स्वास्थ्य पर खर्च करने की आवश्यकता होगी तो यह काम भारत सरकार करेगी। यह करने की सुनिश्चित जवाबदेही इन लेबर कोड्स में की गई है। जो अच्छा हुआ है, हम क्यों ने उसकी सराहना

करें? मैं कहता हूँ कि आप इनपुट्स भी दें। इनपुट्स देना भी चाहिए। आप कामगार के हित में कोई अच्छा सुझाव लेकर आएं तो हम उसका अवश्य समर्थन करेंगे, उसमें हमारी कोई दो राय नहीं होगी। यह तो केवल टेक्निकल एक अमेंडमेंट आया है, लेकिन कोई अच्छी बात हो और लेबर, श्रमिक के हित की बात हो तो हमें ही अधिकार दिया गया है, हम ही कानून बनाएं, हम ही कानून को पारित करें, लेकिन सही काम के साथ, अच्छे काम के साथ हमें जुड़ना होगा। यहां कई ऑब्जर्वेशन आये। यहां कई टाइप के ऑब्जर्वेशंस आए हैं। मैं आपको बताना चाहूंगा कि इन लेबर कोड्स को लागू हुए मात्र 2.5 महीने का समय हुआ है।

ढाई महीने में दो सर्वे आए। मैं सर्वे का विषय आपके सामने ध्यान में रखना चाहूंगा, ताकि आपके संज्ञान में रहे कि सच क्या है? वी.वी. गिरि, जो कि सरकार का इंस्टीट्यूट है, उन्होंने एक सर्वे किया। सर्वे में यह निष्कर्ष निकला कि around 66 per cent of workers believe that employment terms and conditions will become clearer under the Labour Code. Around 60 per cent workers believe that job security will see improvement. About 62 per cent of contract and fixed-term workers believe that they will receive better protection. Additionally, nearly 60 per cent of contract, migrant, and gig workers believe that they will get better access to social security benefits. यहां गिग वर्कर्स की तो बात ही नहीं थी। आज एक नई गिग इकॉनोमी डेवलप हो रही है। उसमें लाखों की संख्या में गिग वर्कर्स काम कर रहे हैं। भारत में ही नहीं, बल्कि दुनिया में भारत पहला देश है, जिन्होंने गिग वर्कर्स की सोशल सिक्योरिटी के लिए चिंता की है। दादा आप सुनिए, आपके काम आएगा। Almost 68 per cent of workers consider the introduction of a registration system, such as e-Shram and welfare boards as a positive step and it will help them access benefits easier. आज तक अनऑर्गेनाइज्ड सेक्टर के लिए उसकी न तो रजिस्ट्री थी, अनऑर्गेनाइज्ड सेक्टर में कहां-कहां कितने लोग काम कर रहे हैं, इसके बारे में न ही किसी को पता था। हमने ई-श्रम पोर्टल के द्वारा रजिस्ट्री सुनिश्चित की। इसके लिए श्रमिकों ने भी इसकी

सराहना की। ... (*Interruptions*) I am telling you ... (*Interruptions*) Around 63 per cent of workers believe that social security benefits will become portable across jobs and locations. यह इस सर्वे में आया है। आप ऐसा भी कहेंगे कि यह सर्वे तो सरकार ने किया है, तो सरकार के फेवर में ही होगा। दूसरा भी एक सर्वे आया है। यह सर्वे वर्क इंडिया एंड टीमलीज ने किया है। यह मैं इसलिए मेंशन करना चाहता हूं, क्योंकि यह आपके लिए उपयोगी होगा, आपके काम में आएगा। वह लेबर लॉज ऑफ जॉब क्रिएशन को बूस्ट कर रहा है, खासकर टायर थ्री और टायर फोर सिटीज़ में। यह टीमलीज का सर्वे है। यह हमारी कोई प्राइवेट एजेंसी द्वारा किया हुआ सर्वे नहीं है। इसमें ओवरऑल जॉब पोस्टिंग में भारी बढ़ोतरी हुई है। वूमेन जॉब अपॉर्च्युनिटीज़ में भी तुलनात्मक बढ़ोतरी हुई है। टायर थ्री, टायर फोर सिटीज़ में जॉब पोस्टिंग 56 प्रतिशत तक बढ़ी है। इसका साफ मतलब है कि लेबर कोड ने मेट्रो सिटीज़ में ही नहीं, बल्कि टायर थ्री और टायर फोर लेवल की सिटीज़ में भी अच्छा माहौल क्रिएट किया है, ताकि देश के वर्कर्स का भविष्य सुनिश्चित हो।

चेयरमैन सर, कई सम्माननीय सदस्यों ने अपनी बात रखते हुए सुझाव के रूप में भी कहा और कई लोगों ने ट्रेड यूनियन रजिस्ट्रेशन के बारे में भी कहा है। ट्रेड यूनियन रजिस्ट्रेशन की प्रोसेस में हमने कोई चेंज नहीं किया है। ट्रेड यूनियन में जो पहले था, वैसे ही ट्रेड यूनियन के रजिस्ट्रेशन के लिए अपॉर्च्युनिटी मिलेगी। यहां मिनिमम वेज के बारे में भी कहा गया, जिसका मैंने पहले ही स्पष्टीकरण दे दिया है।

सुप्रिया जी, मेरे मन में खासकर यह रहता है कि जब सुप्रिया जी कई बार बोलने के लिए खड़ी होती हैं, तो मैं सुनने के लिए बैठता भी हूं। इनका स्टेटमेंट बहुत अध्ययनपूर्वक होता है, लेकिन आपने इस बार कहा कि 50 से कम लोगों को आप रजिस्ट्रेशन नहीं देंगे और उनकी सोशल सिक्योरिटी का क्या होगा?

सुप्रिया जी, आपने कहा कि 50 से कम लोगों को आप रजिस्ट्रेशन नहीं देंगे तो उनकी सोशल सिक्योरिटी का क्या होगा, तो अगर वे 50 से कम कामगार होंगे, तब भी ईएसआईसी के लाभार्थी के

रूप में उनकी सोशल सिक्योरिटी सुनिश्चित है ही। उसमें कोई चेंज नहीं होगा, इसका भी ध्यान रखा गया है।... (व्यवधान)

सोशल सिक्योरिटी के बारे में अगर मैं बताऊं तो हमारे वर्कर्स की सोशल सिक्योरिटी का सुनिश्चित होना बहुत आवश्यक है। वर्ष 2014 में इस देश में 25 करोड़ लोगों को सोशल सिक्योरिटी मिलती थी, जो कुल जनसंख्या का 19 प्रतिशत था। आज साढ़े ग्यारह सालों में देश में सोशल सिक्योरिटी का कवरेज 19 प्रतिशत से बढ़ा है। यह मैं नहीं कहता हूं, बल्कि आई.एल.ओ. ने अपनी बुलेटिन में कहा कि आज भारत अपने देश के 64 प्रतिशत नागरिकों को सोशल सिक्योरिटी देने वाला देश बन गया है। आज 80 करोड़ लोगों को मुफ्त अनाज मिल रहा है, आज 60 करोड़ लोग आयुष्मान भारत योजना के लाभार्थी हैं। आज 25 करोड़ लोग ईएसआईसी के लाभार्थी हैं। आज लोगों को कई प्रकार की सोशल सिक्योरिटी की कवरेज में लाया गया है। जहां पहले केवल 25 करोड़ लोगों को सोशल सिक्योरिटी मिलती थी, वहीं आज यह 94 करोड़ लोगों को मिल रही है। आने वाले दिनों में वर्ष 2028 तक इस देश में 100 करोड़ लोगों को सोशल सिक्योरिटी मिले, इस दिशा में नरेन्द्र मोदी सरकार काम कर रही है। यही कमिटमेंट होता है। केवल भाषण देने से, वादा करने से, आंदोलन करने से, पॉलिटिकल क्रीटिसिज्म करने से कामगार का कल्याण नहीं होता है। पिछले एक दशक में नरेन्द्र मोदी जी ने कामगार का कल्याण करके दिखाया है।... (व्यवधान)

यहां डीएमके के हमारे एक सदस्य ने कहा कि इससे 'क्लेक्टिव बारगेनिंग' खत्म हो जाएगी। हमने तो 'क्लेक्टिव बारगेनिंग' को स्टैट्युटरी बना दिया है, इसे खत्म करने की बात हम कभी नहीं करेंगे, बल्कि इसे हम स्टैट्युटरी करेंगे। बारगेनिंग होनी चाहिए, बातचीत होनी चाहिए। मसला बातचीत से ही निपटना चाहिए। यह हमने सुनिश्चित किया है।

यहां कई बार डॉक्टर बाबा साहेब अम्बेडकर को मेन्शन किया गया। डॉक्टर बाबा साहेब अम्बेडकर हमारे देश के 'बंधारण' के 'गढ़वइये' हैं, हम सबके लिए एक आस्था पुरुष हैं। उन्होंने जो कहा है, हम सब लोग उसको क्वोट भी करते हैं। उन्होंने कहा कि कार्यस्थल पर न्याय ही समाज में न्याय की नींव है। यही हमने 'लेबर कोड' में सुनिश्चित किया है। श्रमिक का सम्मान राष्ट्र के चारित्र्य

का मापदंड है। मोदी सरकार ने 'श्रमेव जयते' के मंत्र को साकार करने की कोशिश की है। बाबा साहेब अम्बेडकर को कैसे सम्मान देना है, यह तो मोदी जी भली-भांति जानते हैं, क्योंकि वे एक श्रमिक परिवार से निकले हुए व्यक्ति हैं। मैं तो गुजरात से हूँ। मैंने देखा है। एक गरीब परिवार में पैदा हुए नरेन्द्र मोदी वडनगर के रेलवे स्टेशन पर अपने पिता जी की मदद करने के लिए अर्ली मॉर्निंग चाय की छोटी-सी केतली लेकर चाय बेचने जाते थे।... (व्यवधान) केतली लेकर चाय बेचने वाले श्रमिक परिवार के बेटे आज देश के प्रधान मंत्री हैं, यह आपको डाइजेस्ट नहीं हो रहा है, दिक्कत यही है।... (व्यवधान) यही व्यक्ति आज जब देश के प्रधान मंत्री के रूप में बैठे हैं तो श्रमिकों का कल्याण कैसे करना है, श्रमिकों के हितों की रखवाली कैसे करनी है, क्या ये लोग उन्हें सिखाएंगे?... (व्यवधान) वे अपने घर से यह सब सीख कर आए हैं, अपने परिवार में झेल कर आए हैं।... (व्यवधान) उनको सिखाने की आवश्यकता नहीं है। उनकी नीतियों में यह झलक रहा है।

सभापति महोदय, मैं आपके सामने यह विषय रखना चाहूंगा कि यहां अन-एम्प्लॉयमेंट रेट का उल्लेख हुआ और कहा गया कि देश में बेरोजगारी बढ़ रही है। जब आप बेरोजगारी की बात करते हैं तो आप भूल जाते हैं।

महोदय, मैं आपके सामने फैक्ट्स एंड फीगर्स रखना चाहता हूँ। वर्ष 2001 से 2011 और वर्ष 2011 से 2017 में जब देश का इकोनॉमी ग्रोथ होता है, देश का जीडीपी ग्रोथ होता है, तो सोशल साइंस ऐसा कहता है कि जब वन परसेंट जीडीपी ग्रोथ बढ़ता है तो वन परसेंट एम्प्लॉयमेंट ग्रोथ होना चाहिए। विकास के साथ एम्प्लॉयमेंट जेनरेट हो और देश अच्छी तरह से आगे बढ़ सके। इस कार्यकाल में 0.8 परसेंट जीडीपी के सामने एम्प्लॉयमेंट रेट था। मैं फैक्ट्स एंड फीगर्स बता रहा हूँ। वर्ष 2017 से वर्ष 2024 तक जो फैक्ट्स एंड फीगर्स हैं, वह समझने जैसा है। आज हमारा इकोनॉमिक ग्रोथ 7 से 8 परसेंट है। जब इकोनॉमिक ग्रोथ वन परसेंट बढ़ता है तो उसके साथ वन परसेंट एम्प्लॉयमेंट जेनरेशन होना चाहिए। हमारी सरकार में 1.1 परसेंट इकोनॉमिक ग्रोथ के सापेक्ष में एम्प्लॉयमेंट बढ़ रहा है। यह तंदुरुस्त आर्थिक व्यवस्था है। एम्प्लॉयमेंट जेनरेशन के लिए मोदी जी की जो नीति है, उसी नीति का ही यह परिणाम है।

महोदय, यहां अनएम्प्लॉएमेंट की बात की गई। मैं वर्ष 2017 के पहले की स्थिति को कोट करना चाहूंगा। एम्प्लॉएमेंट, अनएम्प्लॉएमेंट और उसके सर्वे के बारे में देश में कोई मैकेनिज्म नहीं था। एनएसओ के डेटा के अनुसार एक आंकलन होता था। पीएलएफएस डेटा वर्ष 2017 से चालू हुआ। आज सारी दुनिया में चाहे डब्ल्यूएलओ हो, इंटरनेशनल लेबर ऑर्गनाइजेशन हो, दुनिया की सभी एजेंसीज हो, भारत के पीएलएफएस का जो डेटा आता है, उसे हमारी 'मॉस्पी' करती है। वे उसकी डेटा को ऑथेंटिक मानते हैं और उसके ऊपर विश्वास करते हैं। यह डेटा ऐसा कहता है कि वर्कर पॉपुलेशन रेशियो यानी देश में जो कुल पॉपुलेशन है, उसमें कामकाजी लोग कितने हैं। यह वर्ष 2017-18 में 46.8 परसेंट था। उसके बाद आठ साल में यह बढ़ कर 58.2 परसेंट हुआ। इस प्रकार हमने ज्यादा लोगों को काम दिया। जब हर हाथ को काम मिलेगा तो लोग अपना निर्वहन कर लेंगे। इसे हमने सुनिश्चित करने का काम किया है।

महोदय, यहां किसी ने उल्लेख किया कि अनएम्प्लॉएमेंट रेट 14 परसेंट है। यह मैं नहीं कहता हूं, बल्कि दुनिया कहती है, आईएलओ कहता है कि आज देश में अनएम्प्लॉएमेंट रेट में सुधार हुआ है। इंटरनेशनल लेबर ऑर्गेनाइजेशन कहता है कि देश में वर्ष 2017-18 में अनएम्प्लॉएमेंट रेट 6 परसेंट था, आज वह कम होकर 3.2 परसेंट हो गया है। दुनिया के डेवलप देशों में भी यह प्रमाण रहता है, उसकी बराबरी के लिए आज भारत खड़ा है। उसका हमें गर्व होना चाहिए। इस फीगर पर हमें गौर करना चाहिए। बाहर जाकर आपके द्वारा विरोध करने से आपकी साख भी दाव पर लग चुकी है। इसे लोग मानते नहीं हैं। सच के साथ रहने से लोग भरोसा करते हैं।

महोदय, मैं आपको बताना चाहता हूं कि मोदी जी के प्रयास से देश में सेल्फ एम्प्लॉएमेंट में भी बढ़ोत्तरी हुई है। जो सेल्फ एम्प्लॉएमेंट वर्ष 2017-18 में 52 परसेंट था, वह बढ़ कर 58 परसेंट हुआ है। लोग सेल्फ एम्प्लॉएमेंट के लिए आगे बढ़ रहे हैं। वे अपना व्यवसाय करें, अपना कामकाज करें, सेल्फ हेल्प ग्रुप बनाएं, छोटी इंडस्ट्री लगाएं। इससे वे अपना अर्थोपार्जन कर सकें, उस दिशा में भी अच्छा काम हुआ है।

महोदय, जब एक अच्छी चर्चा निकली है तो मैं आपको एक बात बता देना चाहता हूं। जो कम

सैलरी वाले लोग हैं और शॉर्ट टाइम के लिए काम करते हैं, वे अनऑर्गेनाइज्ड सेक्टर में होते हैं। लेबर के लिए जैसी एम्प्लॉयमेंट ऑपॉर्चुनिटी बढ़ी, उसको अच्छी जॉब मिलने लगी, अच्छा काम मिलने लगा। फीगर ऐसा कहता है कि वर्ष 2017-18 में जिस लेबर का शेयर 24 परसेंट था, वह कम होकर 19 परसेंट हुआ। यानी फाइव परसेंट लोग जो कैजुअल लेबर थे, उससे अप हुए। उन सभी को काम मिला। वे क्वालिटी वर्क में लगे। यह देश की उपलब्धि है। यह नरेन्द्र मोदी जी के प्रयास का परिणाम है। हम सब लोगों को गर्व महसूस करना चाहिए। आज देश आगे बढ़ रहा है और विकास कर रहा है।

चेयरमैन सर, मैं आपके सामने अनएम्प्लॉयमेंट रेट और एम्प्लॉयमेंट रेट का डेटा रखना चाहता हूँ। यहां पर बातें हुईं कि नौकरियां कहां हैं, काम कहां है और रोजगार कहां है? वर्ष 1935 में रिजर्व बैंक बनी थी। यह हमारी सरकार के समय में नहीं हुआ, यह आपकी सरकार के समय में भी थी। वर्ष 1980 या 1985 में कैपिटल लेबर एनर्जी मटेरियल्स और सर्विस को इकट्ठा करके आरबीआई एक सर्वे करती थी, उसको क्लेम डेटा कहते थे। यह हमारे समय में सर्वे हुआ है, ऐसा नहीं है। आपकी सरकार में भी क्लेम डेटा का सर्वे होता था और क्लेम डेटा बताता है कि इनका वर्ष 2003-04 का ऐसा सर्वे था, जिसमें देश में 44 करोड़ लोगों को एम्प्लॉयमेंट मिला था। ध्यान से सुनना कि यह वर्ष 2014-15 में बढ़कर 47 करोड़ हुआ यानी दस साल में केवल तीन करोड़ लोगों को जॉब और काम मिला।

चेयरमैन सर, मुझे बताते हुए खुशी है, आप लोग कान खोल कर सुन लेना कि वर्ष 2023-24 के क्लेम डेटा का रिजर्व बैंक का सर्वे आया, जिसमें कहा गया कि 64 करोड़ लोग कामकाज में हैं। इन्हें जॉब मिली है, इसका मतलब यह हुआ कि एक दशक में 17 करोड़ लोगों को रोजगार देने वाला देश भारत है और यह एनडीए के नेता नरेन्द्र मोदी जी हैं। यह मैं फीगर के साथ आपके सामने रखना चाहूँगा। यहां कहा गया कि सर्विस सेक्टर में जॉब जा रही हैं। जी नहीं, ये लेबर कोड सर्विस सेक्टर को भी प्रोटेक्ट करता है। यह लेबर कोड हर कामगार को समान अपॉर्चुनिटी के साथ अवसर भी देता है।

मैं एम्प्लॉयमेंट के बारे में सर्विस सेक्टर की बात करूँ, तो वर्ष 2014-15 में 14 करोड़ लोग

सर्विस सेक्टर में काम कर रहे थे, वर्ष 2022-23 में बढ़कर 20 करोड़ हो गए। वर्ष 2014-15 से वर्ष 2022-23, एक दशक में सर्विस सेक्टर में पांच करोड़ नौकरियां बढ़ीं। This is an authentic data.

आईटी सेक्टर का भी मैं बताऊंगा। कंस्ट्रक्शंस सेक्टर में पांच करोड़ लोग काम में थे। वर्ष 2022-23 की रिपोर्ट के मुताबिक 7.47 प्रतिशत यानी ढाई करोड़ लोगों को जॉब मिली। ट्रेड में 4.96 प्रतिशत से बढ़कर वर्ष 2022-23 में 6.79 प्रतिशत यानी तकरीबन दो करोड़ लोगों को जॉब अपॉर्चुनिटी मिली। वैसे ही मैन्युफैक्चरिंग सेक्टर में साढ़े पांच करोड़ लोग काम करते थे, जो वर्ष 2022-23 में बढ़कर 6.31 प्रतिशत यानी कि 85 लाख ज्यादा लोगों को जॉब अपॉर्चुनिटी मिली। सभी लोगों को जॉब का अवसर मिल रहा है। मैं फिगर दे रहा हूँ, आपके काम में आएंगे। इसलिए मैं बोल रहा हूँ और आपको भेंट भी कर देता हूँ। मैंने जो फिगर दिया है, उसके अनुसार ईपीएफओ में जिसे पहली बार जॉब मिलती है, उसे यूएन नंबर लेना होता है। जिसे पहली बार जॉब मिलती है, उसे नया यूएन नंबर मिलता है। इन्होंने कहा कि कितने लोगों को जॉब मिली? मैंने कहा कि एक दशक में क्लेम का डेटा कहता है कि 17 करोड़ नए लोग काम में आए। ईपीएफओ का डेटा भी उसे प्रमाणित करता है। ईपीएफओ के डेटा में प्रतिवर्ष देखें, तो वर्ष 2021-22 में एक करोड़ 22 लाख नए लोग जॉब में आए। वर्ष 2022-23 में 1 करोड़ 31 लाख नए लोग जॉब में आए हैं और वर्ष 2023-24 में एक करोड़ 31 लाख नए लोग जॉब में आए हैं। हम जब इन सब फिगर्स को असेस करते हैं, तो उसके साथ मिल जाता है।

यह संभव कब हुआ? यह तब संभव हुआ, जब सरकार ने एम्प्लॉयमेंट के लिए समय-समय पर कदम उठाए। हमारी सरकार ने समय पर कार्य योजना बनाई। आपने देखा होगा कि मोदी 3.0 सरकार बनने के तुरंत बाद ही मोदी जी ने पहले ही बजट में दो लाख करोड़ रुपये का पैकेज घोषित करके पांच साल में 4.1 करोड़ नए जॉब देने के लिए दो लाख करोड़ रुपये की जॉब अपॉर्चुनिटी दी। पैकेज में इसका अनाउंसमेंट किया।

उसमें से एक पार्ट था 1 लाख करोड़ से साढ़े 3 करोड़ लोगों को प्रधानमंत्री विकसित भारत

रोजगार योजना के द्वारा जो पहली बार नौकरी मिलेगी, उसमें 15 हजार रुपयों का सहयोग किया जाएगा, ताकि उसको अगर कम सैलरी वाली जॉब भी मिले, तब भी उसे सरकार की ओर से पैसा मिलेगा, जिससे वह कम सैलरी वाली जॉब भी कर लेगा। बाद में जब स्किल डेवलप हो जाएगी, तो उसे अच्छी तनख्वाह के साथ अच्छी जॉब भी मिल सकेगी। ऐसी योजना की हमने प्लानिंग की है, जिससे देश में जॉब अपॉर्चुनिटी बढ़े। देश में कामगारों को भी काम मिले। कामगार के हितों की रक्षा और सुरक्षा हो। महिला और पुरुषों को समान अधिकार मिले, समान वेतन मिले। सभी को जॉब और सोशल सिक्योरिटी की गारंटी मिले। इस उद्देश्य के साथ ये चार कानून लाए गए थे। इन चारों कानूनों के आज इंप्लीमेंट होने के बाद कामगारों की ओर से एक अच्छा फीडबैक आ रहा है।
... (व्यवधान)

मेरी सभी से विनती है कि आप इसे अच्छी तरह से समझें। बाद में जो भी पॉलिटिकल विरोध करना होगा, आप करिएगा। मेरे सम्माननीय सदस्यगण को लेबर कोड के वास्तविकता की समझ होनी चाहिए। पॉलिटिकल वजह से आपको जो करना है, आप इसके लिए ओपन हैं। मैं आपको रोक नहीं पाऊंगा। लेकिन, यह आपके संज्ञान में रहे, इस उद्देश्य के साथ मैंने कई फैक्ट्स एंड फीगर्स के साथ आपके सामने यह विषय रखा है। लेकिन, इस छोटे से अमेंडमेंट में एक लीगल क्लेरिटी लाने के लिए मैं यह अमेंडमेंट लेकर आया हूं। भविष्य में आपकी ओर से कामगारों के कल्याण के हित में कोई अच्छा सुझाव आएगा या कुछ करने की आवश्यकता होगी, हम सभी सांसदगण साथ में मिल कर करेंगे।

मैं सभी सम्माननीय सदस्यों से विनती करता हूं कि यूनानिमसली इस अमेंडमेंट को पारित करें।

माननीय सभापति : प्रश्न यह है:

“कि औद्योगिक संबंध संहिता, 2020 का संशोधन करने वाले विधेयक पर विचार किया जाए।”

प्रस्ताव स्वीकृत हुआ।

... (व्यवधान)

HON. CHAIRPERSON: Sir, I will come to you.

... (*Interruptions*)

माननीय सभापति : अब सभा विधेयक पर खण्डवार विचार करेगी।

Clause 2 Amendment of Act 35 of 2020

माननीय सभापति : श्री एन. के. प्रेमचन्द्रन जी, क्या आप संशोधन संख्या 1 प्रस्तुत करना चाहते हैं?

SHRI N. K. PREMACHANDRAN (KOLLAM): Sir, I would like to move Amendment No. 1. It is a technical objection. I want to make my protest that all these Acts have to be maintained. That should be there. That is the intention of moving that amendment. I am moving the amendment.

I beg to move:

Page 2, line 3,-

<i>for</i>	"shall stand"	
<i>substitute</i>	"shall not stand".	(1)

माननीय सभापति : अब मैं श्री एन. के. प्रेमचन्द्रन जी के द्वारा प्रस्तुत संशोधन संख्या 1 को सभा के समक्ष मतदान के लिए रखता हूँ।

संशोधन मतदान के लिए रखा गया तथा अस्वीकृत हुआ।

माननीय सभापति : श्रीमती दग्गुबाती पुरंदेश्वरी जी, क्या आप संशोधन संख्या 2 प्रस्तुत करना चाहती हैं?

SHRIMATI DAGGUBATI PURANDESWARI (RAJAHMUNDRI): Sir, I am moving the amendment.

I beg to move:

Page 2, after line 8,-

insert “(1A) Notwithstanding such repeal under sub-section (1), the functioning of the Tribunals and statutory authorities functioning under the Acts so repealed shall continue to function till such Tribunals and other statutory authorities becomes functional under this Code.”. (2)

माननीय सभापति : अब मैं श्रीमती दग्गुबाती पुरंदेश्वरी जी के द्वारा प्रस्तुत संशोधन संख्या 2 को सभा के समक्ष मतदान के लिए रखता हूँ।

प्रश्न यह है:

पृष्ठ 2, पंक्ति 7 के पश्चात,-

“(1क) उपधारा (1) के अधीन ऐसे निरसन के बावजूद, इस प्रकार निरसित किए गए अधिनियमों के अधीन कार्य कर रहे अधिकरण और सांविधिक प्राधिकरण तब तक कार्य करना जारी रखेंगे जब तक कि ऐसे अधिकरण और अन्य सांविधिक प्राधिकरण इस संहिता के अधीन कार्यशील नहीं हो जाते।”
अंतःस्थापित करें।

प्रस्ताव स्वीकृत हुआ।

माननीय सभापति : प्रश्न यह है:

“कि खंड 2, यथा संशोधित, विधेयक का अंग बने।”

प्रस्ताव स्वीकृत हुआ।

खंड 2, यथा संशोधित, विधेयक में जोड़ दिया गया।

खंड 1, अधिनियमन सूत्र और विधेयक का पूरा नाम विधेयक में जोड़ दिए गए।

माननीय सभापति : माननीय मंत्री जी प्रस्ताव करें कि विधेयक को, यथा संशोधित, पारित किया जाए।

डॉ. मनसुख मांडविया : सभापति महोदय, मैं प्रस्ताव करता हूँ :

“कि विधेयक, यथा संशोधित, पारित किया जाए।”

माननीय सभापति : प्रश्न यह है :

“कि विधेयक, यथा संशोधित, पारित किया जाए। ”

प्रस्ताव स्वीकृत हुआ।

16.36 hrs**MATTERS OF PUBLIC IMPORTANCE**

श्री उत्कर्ष वर्मा मधुर (खीरी) : सभापति महोदय, मैं आपका ध्यान अति महत्वपूर्ण विषय उत्तर प्रदेश के गन्ना किसानों की खराब हालत और परेशानियों की ओर आकर्षित कराना चाहता हूँ।

महोदय, विगत कई वर्षों से गन्ने की खेती की लागत बढ़ती जा रही है। खाद, यूरिया, डीएपी और एनपीके के दाम लगातार बढ़ते जा रहे हैं। कीटनाशकों के दाम भी लगातार बढ़ते जा रहे हैं। एक ओर सिंचाई जहां महंगी हो रही है, वहीं मजदूर की मजदूरी भी बढ़ रही है। गन्ने के बीज की प्रजातियां, जो किसानों को ज्यादा उपज दे सकें, अभी उपलब्ध नहीं हो रही हैं, जिससे गन्ने की उपज कम हो रही है और बढ़ती लागत के हिसाब से गन्ने का मूल्य नहीं बढ़ रहा है। चीनी मिलें गन्ना किसानों का समय पर भुगतान भी नहीं कर रही हैं। गन्ना किसान सभी ओर से मजबूर होकर भी गन्ने की खेती कर रहा है। अतः मैं आपके माध्यम से भारत सरकार और उत्तर प्रदेश सरकार का ध्यान आकृष्ट करना चाहता हूँ कि गन्ने का मूल्य 400 रुपये प्रति क्विंटल से बढ़ाकर कम से कम 600 रुपये प्रति क्विंटल किया जाए। किसानों को ज्यादा उपज दिलाने वाले बीज की प्रजातियां उपलब्ध कराएं और किसानों को कम दाम में खाद और कीटनाशक दवाइयां उपलब्ध करवायी जाएं। सरकार न केवल उत्तर प्रदेश के किसानों को बल्कि देश के किसानों को कष्ट से उबारने का कार्य करे।

श्री मनीश तिवारी (चंडीगढ़) : सभापति महोदय, चंडीगढ़ एक केन्द्र शासित प्रदेश है और यह केन्द्र सरकार के अधीन है। लगभग हर केन्द्रीय बजट से चंडीगढ़ को 6500 से 6900 करोड़ रुपये आवंटित होते हैं। यह बहुत दुर्भाग्यपूर्ण बात है कि अक्टूबर, 2026 से चंडीगढ़ में सोशल सिक्योरिटी पेंशन का कोई आवंटन नहीं हुआ है। सामाजिक सुरक्षा पेंशन के बारे में अभी मंत्री जी बता रहे थे, लेकिन वहां कोई सामाजिक सुरक्षा पेंशन नहीं है, कोई बुढ़ापा पेंशन नहीं है, कोई विधवा पेंशन नहीं है, कोई दिव्यांग पेंशन नहीं है। यह कहा जाता है कि बजट नहीं है, अगली बार पैसा आएगा तो मई में यह आवंटन किया जाएगा। चंडीगढ़ में सबसे कम सोशल सिक्योरिटी पेंशन है। केवल एक हजार रुपये

है, जबकि पंजाब में 1500 रुपये है और हरियाणा में 3500 रुपये है।

Chandigarh is also home to a large number of ex-servicemen who have served this country with great honour and valour, safeguarding our frontiers at the peril of their lives.

It is extremely unfortunate that, in the Finance Bill, 2026, under para 108 at page 88, the income tax exemption on service element plus disability has been restricted to only those servicemen who have been invalidated out of service.

This is a clear breach of Article 14 of the Constitution. भारतीय संविधान की जो धारा-14 है, उसका यह सीध-सीधा उल्लंघन है। मैं केंद्र सरकार से दो मांगें करना चाहता हूं। पहला चंडीगढ़ में जो सामाजिक सुरक्षा पेंशन है, जो अक्टूबर से आवंटित नहीं हुई है, उसको आवंटित किया जाए और जब फाइनेंस बिल पर इस सदन में चर्चा हो, तो वित्त मंत्री जी को आईटी एक्जेम्पशन, सर्विस एलिमेंट प्लस डिसेबिलिटी पर से इन्कम टैक्स एक्जेम्पशन पूरी तरह से रिस्टोर करनी चाहिए। इसी से हमारे जो सेवा कर्मी हैं, जो अपनी जान जोखिम में डालकर इस देश की सुरक्षा और हिफाजत करते हैं, उनकी जो इज्जत और आबाजू है, वह दोबारा बरकरार होगी।

सभापति महोदय, आपका बहुत-बहुत धन्यवाद।

SHRI PRADYUT BORDOLOI (NAGAON): I would like to draw your attention to a very important issue prevailing in the country today. It is about environmental degradation.

Sir, the land under forest cover is being sold to mining and forest mafia all over the country especially in the State of Assam. I would like to draw to your attention that since 2013, 1300 square kilometres of forests have been lost in Assam. There is a wildlife protected area Dehing Patkai Wildlife Protected

Sanctuary in Upper Assam. This has been kept open for illegal mining. Similarly, there is a Sonaikuchi Reserve Forest in Middle Assam in Nagaon district. That has also been mined and destroyed. The Ramsar Sites Deepor Beel and Bharalu are also being opened to the forest mafia.

Sir, five States accounted for 60 per cent of all tree cover loss between 2001 to 2023. Assam recorded the highest tree cover loss at 324000 hectares compared to the national average of 66000 hectares.

Sir, what is more important is that there is a phenomenon happening in the North Eastern States, that is, rat hole coal mining.

Sir, you are aware that on 6th June, 2025, nine people were buried alive in Umrangso of Dima Hasao district of Assam. In the heat of the moment, the Government closed down officially 220 rathole coal mines in Dima Hasao district and another 234 rathole coal mines in Tinsukia district. But after that, things are again back to square one. Now, all over Assam, in certain areas of Tinsukia district, Dima Hasao district, Karbi Anglong district, also in neighbouring Meghalaya and Eastern Arunachal Pradesh, Kharsang in Changlang district of Arunchal Pradesh. Sir, the illegal rathole coal mining is galore everywhere. Coal is being extracted illegally. Movement of coal is allowed everywhere. I just want to tell you here that the National Green Tribunal declared that the rathole coal mining is illegal and that the same view was endorsed by hon. Supreme Court. Why did the Governments of Assam and Meghalaya are allowing the rathole coal mining to flourish? As a result, certain areas in Assam and also Meghalaya have been turned into death valleys.

Sir, this is very important matter. The Government of India must step in and take action.

DR. BYREDDY SHABARI (NANDYAL): I wish to highlight an issue affecting healthcare professionals, particularly the women employees working in autonomous medical institutions under the Ministry of Health and Family Welfare, including All India Institute of Medical Sciences.

Despite the existence of spousal posting guidelines issued by the Department of Personnel and Training, no uniform spousal transfer policy has been implemented across these autonomous institutions.

As a result, the employees are compelled to live separately for almost years. This is leading to emotional stress. This would indirectly affect the patient care and also delivery of good healthcare.

Sir, between 2019 and 2024, about 2,200 employees have resigned, especially from AIIMS and significantly, the women employees. When they approached the institutions, they were told: "Take the NOC and reappear for the examination so that you can get the posting again near to the family."

I, therefore, request the Government to issue a uniform spousal transfer policy aligned with DoPT guidelines, applicable to all autonomous medical institutions, which will help establish a transparent inter-institutional transfer mechanism to address this long-term hardship. Thank you, Sir.

***SHRI NILESH DNYANDEV LANKE (AHMEDNAGAR):** Honourable Chairman,

* English translation of the speech originally delivered in Marathi.

traffic on National Highway No. 61 near Bhingar city in my Lok Sabha constituency, Ahilyanagar has increased to a large extent and citizens are suffering a lot. This highway connects other districts with important commercial centres like Pune—Nashik—Chhatrapati Sambhajinagar.

Honourable Chairman, due to this, there is a heavy traffic at Bhingar City Chowk and Bhingar Urban Bank Chowk throughout the day. Since this highway passes through important places like schools, banks and densely populated areas in Bhingar, the situation has become serious. All ordinary citizens have to suffer a lot. Pedestrians and daily commuters are at risk of accidents. A permanent solution is needed to ensure smooth traffic.

Therefore, I request the Minister of Roads, Transport and Highways, through you to direct the National Highways Authority of India to immediately conduct a detailed survey of this sensitive area and to prioritize the construction of a flyover on National Highway No. 61 at Bhingar city for the convenience of citizens.

Thank you.

माननीय सभापति : श्री जगदम्बिका पाल जी - उपस्थित नहीं ।

श्री प्रवीण पटेल जी ।

श्री प्रवीण पटेल (फूलपुर) : माननीय सभापति जी, आपका बहुत-बहुत धन्यवाद । मुझे आपके माध्यम से अवगत कराना है कि भारतीय संविधान के अनुच्छेद - 368 के अंतर्गत, संविधान का 74वां संशोधन अधिनियम, 1992 की धारा - 2 द्वारा भाग - 9 (क), अनुच्छेद - 243 (त) से अनुच्छेद - 243 (ह), 1992 में भारत देश के नगरों में लोकतांत्रिक प्रणाली को सुदृढ़ करने के लिए 74वें संविधान संशोधन का प्रस्ताव लोक सभा में पारित किया गया, जिसके उपरान्त दिल्ली, हरियाणा,

पंजाब, राजस्थान, केरल और बंगाल आदि बहुत सारे हमारे ऐसे राज्य हैं, जिसमें 74वां संशोधन पूरी तरह से लागू हुआ, लेकिन उत्तर प्रदेश में यह संशोधन आंशिक रूप से ही लागू हो पाया।

माननीय सभापति जी, मैं आपके माध्यम से यह मांग करना चाहता हूँ कि हमारे उत्तर प्रदेश में भी 74वां संशोधन पूरी तरह से लागू किया जाए, जिससे वहाँ पर हमारी लोकतांत्रिक प्रणाली और मजबूत हो सके। आय के स्रोत भी बढ़ जाएं, नागरिकों की भागीदारी भी बढ़ जाए, नगर निगम के महापौरों, पार्षदों, जनप्रतिनिधियों को भी जनप्रतिनिधि का दर्जा प्राप्त हो तथा उन्हें वेतन, भत्ता भी मिल सके।

उत्तर प्रदेश में 74वां संशोधन लागू होने के उपरांत लोकतांत्रिक प्रणाली कमजोर हुई है। नगर निगम के महापौर, अध्यक्ष, पार्षद, जन-प्रतिनिधियों को जन-प्रतिनिधि का दर्जा प्राप्त नहीं है और उन्हें वेतन भत्ता भी नहीं मिलता है। आपसे निवेदन है कि इन तथ्यों को संज्ञान में लेकर उत्तर प्रदेश के नगर निकायों में जिन राज्यों में 74वां संशोधन लागू है, उन राज्यों की तरह उत्तर प्रदेश के नगर निकायों को सुदृढ़ बनाने के लिए 74वां संशोधन पूर्ण तरीके से और प्रभावी ढंग से लागू किया जाए। मैं आपके माध्यम से यही मांग करना चाहता हूँ।

माननीय सभापति : श्री अशोक कुमार रावत - उपस्थित नहीं।

श्री यूसुफ पठान जी।

श्री यूसुफ पठान (बहरामपुर) : महोदय, आज यहां मजदूरों के बारे में डिस्कशन हुआ और बहुत गहराई से उनकी सुरक्षा के बारे में बातचीत हुई। मैं देश भर में बंगाली भाषा, प्रवासी मजदूरों के साथ हो रही हिंसा और भेदभाव की बढ़ती घटनाओं के बारे में आपका ध्यान केंद्रित करना चाहता हूँ।

वैध पहचान-पत्र होने के बावजूद इन मजदूरों को बांग्लादेशी कहकर बदनाम किया जा रहा है। उन्हें मनमाने ढंग से गिरफ्तार कर उनको घरों और कार्यस्थलों से बाहर निकाला जा रहा है। बांग्ला भाषा को बदनाम करने की कोशिश सार्वजनिक अधिकारियों के द्वारा भी की जा रही है। उदाहरण के तौर पर दिल्ली पुलिस ने बांग्ला भाषा को बांग्लादेश की राष्ट्र भाषा कहा, जबकि बांग्ला भाषा न

केवल संविधान द्वारा मान्यता प्राप्त 22 भाषाओं में से एक है, बल्कि इसे वर्ष 2024 में केंद्र सरकार द्वारा एक शास्त्रीय भाषा, क्लासिक लैंग्वेज का दर्जा भी दिया गया है।

बंगाली प्रवासी मजदूरों के खिलाफ चलाए जा रहे इस घृणित अभियान के कारण अब तक 24 हजार से अधिक मजदूरों को वापस बंगाल भेजा जा चुका है। इस तरह की शत्रुता, नफरत और उत्पीड़न संविधान के अनुच्छेद 14 के तहत समानता के अधिकार और अनुच्छेद 15 के तहत भेदभाव के निषेध का उल्लंघन करता है। इसके अलावा यह अनुच्छेद 19 (1) (डी) के तहत देश में स्वतंत्र रूप से आने-जाने के अधिकार, अनुच्छेद 21 (1) (ई) के तहत देश में कहीं भी रहने और बसने के अधिकार तथा अनुच्छेद 21 के तहत आजीविका के अधिकार के भी खिलाफ है।

मैं सरकार से अनुरोध करता हूँ कि वह बंगाली प्रवासी मजदूरों के खिलाफ हो रहे भेदभाव को रोकने के लिए तत्काल हस्तक्षेप करे।

श्री बृजेन्द्र सिंह ओला (झुन्झुनू) : महोदय, मेरे संसदीय क्षेत्र झुन्झुनू का पिलानी एक बहुत ही महत्वपूर्ण स्थान है। वहां बिड़ला एजुकेशन ऑफ टेक्नोलॉजी एंड साइंस है और भारत सरकार का संस्थान सेंट्रल इलेक्ट्रॉनिक रिसर्च इंस्टीट्यूट भी स्थापित है। वहां रेलवे लाइन के लिए रेल मंत्रालय ने सर्वे कराया था। इसके सर्वे का काम पूरा हो गया है। वहां के बहुत सारे लोग देश के दूसरे हिस्से में रहते हैं, व्यापार करते हैं। यहां के बहुत सारे लोग पूर्वी भारत में, उत्तरी भारत में सेना में कार्यरत हैं। बिड़ला इंस्टीट्यूट ऑफ साइंस एंड टेक्नोलॉजी में न केवल इस देश के छात्र अध्ययन करते हैं, बल्कि विदेश के लोग भी यहां आते हैं। फैकेल्टी में विदेशी लोग भी हैं और एरिया के लोग भी हैं। इलेक्ट्रॉनिक इंस्टीट्यूट, जो सेंट्रल गवर्नमेंट का संस्थान है, उसमें भी बहुत सारे वैज्ञानिक कार्यरत हैं। इन सबको वारो से ट्रेन पकड़नी पड़ती है। वारो से पिलानी का जो मैंने निवेदन किया है, उसका सर्वे हो चुका है। इसके सर्वे के बाद बजट देकर अतिशीघ्र उस काम को शुरू कराएं, जिससे शिक्षा नगरी देश के रेलवे मानचित्र पर आ सके।

यहां के आम आदमियों, विद्यार्थियों, मजदूरों, सैनिकों और किसानों को रेल सुविधा का लाभ मिलना चाहिए।

इसके अलावा मेरी मांग है कि मेरे जिला मुख्यालय झुन्झुनू से रतनगढ़-मंडावा-फतेहगढ़ होकर रेल लाइन की स्वीकृति दी जाए। हमारे जिला में डिफेंस के लोगों को बॉर्डर पर जाना होता है, इससे उनको वैकल्पिक मार्ग मिल जाएगा और अन्य लोगों का रेल सुविधा से जुड़ाव हो जाएगा।

मेरा निवेदन है कि आप यहां के सर्वे के लिए शीघ्र आदेश दें और यहां जो सर्वे हुआ है, उसके लिए बजट का आबंटन करें। धन्यवाद।

श्री प्रदीप कुमार सिंह (अररिया) : माननीय सभापति जी, आज का विषय मेरे संसदीय क्षेत्र अररिया के साथ समस्त सीमांचलवासियों के लिए यातायात सुरक्षा की दृष्टि से अत्यंत महत्वपूर्ण है। पटना से सीधे पश्चिम बंगाल को जोड़ने वाली महत्वपूर्ण सड़क एनएच-57 अररिया के नरपतगंज से होकर गुजरती है। नरपतगंज प्रखंड मुख्यालय है। यहां के बच्चों को स्कूलों और कॉलेजों में पढ़ाई करने जाना पड़ता है इस कारण यहां मोटरसाइकिल और पैदल चलने के लिए अंडरपास बना हुआ है। मैंने इस बारे में बहुत पहले भी लिखकर दिया था। यह सड़क नरपतगंज से गुजरती है और यहां एक्सीडेंट की कई घटनाएं हो चुकी हैं। एनएच-57 के नीचे से जाने वाली सड़क सीधे नेपाल से जुड़ती है। एनएच-57 पर पैदल यात्रियों के अंडरपास होने के कारण भारी वाहनों की आवाजाही में अत्यंत असुविधा होती है और इस कारण यहां भारी वाहन उपमार्ग की अत्यंत आवश्यकता है। सड़क परिवहन राजमार्ग मंत्रालय द्वारा इसकी स्वीकृति लगभग एक साल पूर्व मिल चुकी है और डीपीआर भी तैयार हो गया है, लेकिन धरातल पर अब तक कोई ठोस कार्य शुरू नहीं हो पाया है।

मैं आपके माध्यम से माननीय सड़क परिवहन एवं राजमार्ग मंत्री जी निवेदन करता हूं कि नरपतगंज स्थित एनएच-57 में बने पैदल यात्री अंडरपास की जगह भारी वाहन उपमार्ग के निर्माण कार्य को अतिशीघ्र प्रारंभ किया जाए। धन्यवाद।

माननीय सभापति : श्री रवीन्द्र शुक्ला उर्फ रवि किशन - उपस्थित नहीं।

श्री मुकेश राजपूत जी।

श्री मुकेश राजपूत (फर्रुखाबाद) : माननीय सभापति जी, मेरे लोकसभा क्षेत्र फर्रुखाबाद और इसके आसपास के कई लोकसभा क्षेत्रों एवं देश के कई प्रांतों में आलू का उत्पादन होता है। आलू

को सब्जियों का राजा भी कहा जाता है। आलू एक ऐसी सब्जी है जिसका पूरे देश में 365 दिन सब्जी के रूप में उपयोग किया जाता है। यदि आलू का उत्पादन कम हो जाए तो देश में अन्य सब्जियों के दाम आसमान छूने लगते हैं। मैं स्वयं आलू किसान हूँ इसलिए मैं भलीभांति जानता हूँ कि किसानों को कभी-कभी आलू का लाभकारी मूल्य नहीं मिलने के कारण हालत खराब हो जाती है। यहां तक कि किसानों के बेटे-बेटियों की शादी, बच्चों की पढ़ाई और अन्य सामाजिक कार्य व्यवस्थित तरीके से नहीं हो पाते हैं।

मैं आपके माध्यम से कहना चाहता हूँ कि मसाला बोर्ड की स्थापना करने से मसाला उत्पादक किसानों की दशा में सुधार हुआ है। इसी प्रकार जूट बोर्ड, टी बोर्ड बनाया गया है और हाल ही में मखाना बोर्ड की स्थापना करने से मखाना उत्पादक किसानों को लाभकारी मूल्य मिल रहा है।

17.00 hrs

माननीय प्रधानमंत्री जी और माननीय कृषि मंत्री जी से निवेदन है कि इसी तरह आलू विकास बोर्ड की स्थापना करने का कष्ट करें। आलू विकास बोर्ड के गठन से भारत के आलू प्रसंस्करण उद्योग का भी समग्र विकास होगा तथा क्षेत्र की आलू की गुणवत्ता में भी सुधार होगा। इसके साथ-साथ आलू के उत्पादक किसानों की आर्थिक स्थिति में भी व्यापक सुधार होगा एवं आलू आधारित उद्योगों का भी काफी आर्थिक लाभ होगा, जिससे हमारे देश के किसान खुशहाल हो सकेंगे।

डॉ. अमोल रामसिंग कोल्हे (शिरूर) : सभापति महोदय, मैं अपने चुनाव क्षेत्र और महाराष्ट्र के कई इलाकों से संबंधित एक महत्वपूर्ण विषय पर सदन का ध्यान आकर्षित करना चाहूँगा।

मेरा चुनाव क्षेत्र हो, नासिक जिला हो या सतारा जिला हो, इन क्षेत्रों में तेंदुआ यानी लेपर्ड की समस्या बहुत गंभीर है। सिर्फ मेरे चुनाव क्षेत्र के अंतर्गत जुन्नर फारेस्ट डिवीजन में तेंदुए की तादाद लगभग 1200 से 1500 है। अब तक लगभग 60 जानें गयी हैं और आये दिन किसी न किसी पर तेंदुए का हमला होता रहता है, जिनमें ज्यादातर छोटे-छोटे बच्चे होते हैं। कभी तीन साल के बच्चे, कभी पांच साल के बच्चे, कभी सात साल के बच्चे तेंदुए का शिकार होते हैं और इससे बचने के लिए मेरी सदन से मांग है कि 'वन्य जीव अधिनियम 1972' का जो कानून है, उसमें सुधार लाया जाये,

जिसमें लेपर्ड को शेड्यूल 1 से निकालकर शेड्यूल 2 में लाया जाये।

यही प्रस्ताव महाराष्ट्र सरकार ने भी केंद्र सरकार के पास भेजा है। उस प्रस्ताव पर त्वरित कार्रवाई हो और साथ में मास लेवल पर लेपर्ड रिलोकेशन करते हुए कम से कम एक हजार लेपर्ड को वनतारा जैसी जगह पर रिलोकेट किया जाये। हमारे इलाके के बच्चों का बचपन और किसानों का सुकून वापस लौटाया जाये। यही मेरी सदन से मांग है।

श्रीमती शांभवी (समस्तीपुर) : सभापति महोदय, आपने समस्तीपुर लोकसभा क्षेत्र से संबंधित इतने महत्वपूर्ण विषय को सदन में उठाने का मौका दिया। पहली बार की सांसद होने के नाते यह किसी सौभाग्य से कम नहीं है कि आपका शून्यकाल उस दिन लग जाये, जब विपक्ष की वजह से सदन स्थगित न हो। सबसे पहले हम माननीय रेल मंत्री जी और रेल मंत्रालय का आभार व्यक्त करते हैं कि हमारे विशेष आग्रह पर उन्होंने अमृत भारत ट्रेन को रोसड़ा स्टेशन पर रोकने की पहल की है। रोसड़ा स्टेशन को रोसड़ा घाट के नाम से जाना जाता है, आज मेरी मांग उससे संबंधित है। रोसड़ा स्टेशन प्रतिवर्ष रेलवे को करोड़ों का राजस्व देता है और यहां पर यात्रियों का भारी संख्या में आना-जाना भी है। इसके बावजूद भी इस स्टेशन को अभी वो दर्जा नहीं मिला है, जिसका यह स्टेशन असली हकदार हैं। तकनीकी समस्याओं की वजह से यहां पर लंबी दूरी की ट्रेन नहीं रुकती है। किसी भी स्टेशन को जंक्शन बनाने के लिए जरूरी है कि तीन दिशा में वहां से रेल लाइन हो। पूर्व में प्रस्तावित था कि रोसड़ा से कुशेश्वर होते हुए दरभंगा एक रेल लाइन जुड़े और अगर यह रेल लाइन जुड़ जाती है, तो रोसड़ा स्टेशन ऑटोमैटिकली रोसड़ा जंक्शन बन जायेगा इससे यहां पर लंबी दूरी की ट्रेन भी रुक पायेगी। यहां पर जो व्यापारी हैं उनको भी सुविधा होगी और जो उत्तर बिहार में यातायात की समस्या है, जो यातायात का भार है उसे कम करने की भी एक अच्छी पहल होगी। यह हमारी पार्टी के संस्थापक श्रद्धेय राम विलास पासवान जी की भी बहुत पुरानी मांग और एक सपना रहा है, इसीलिए आपके माध्यम से, सदन के माध्यम से मेरी सरकार से यह मांग है कि रेल मंत्रालय इस पर ध्यान दे और रोसड़ा स्टेशन को जंक्शन में परिवर्तित करने के लिए ठोस कदम उठाये।

SHRIMATI PRATIMA MONDAL (JAYNAGAR): Thank you, hon. Chairperson,

for allowing me to speak in 'Zero Hour'.

The jute industry in West Bengal, employing over 2.5 lakh workers and supporting millions of dependent families, is in severe socio-economic distress. Once sustained by guaranteed Government procurement under the Jute Packaging Materials Act, the industry has seen orders slashed and synthetic alternatives permitted, weakening demand for traditional jute sacks.

Recent approvals for non-jute bags in key procurement schemes have directly undercut jute demand, deepening the crisis faced by mills and workers. This policy shift has contributed to mill closures and widespread unemployment. Workers confront irregular wages, precarious employment and loss of livelihood, with entire families pushed into economic insecurity.

Despite environmental rhetoric against plastics, inconsistent enforcement of mandatory jute use and growing tolerance for plastic alternatives have eroded the industry's market base, compounding its long-standing structural problems. The result is poverty, joblessness and deteriorating living conditions for jute workers in Bengal. We demand that the Central Government mandate full compliance with compulsory jute packaging laws and restore assured procurement to protect workers and the industry.

SHRI ANTO ANTONY (PATHANAMTHITTA): Thank you, hon. Chairperson. I wish to draw the attention of this House to a disturbing incident reported from Dhenkanal district of Odisha relating to the assault and public humiliation of a pastor, Shri Bipin Bihari Naik, in the first week of January 2026.

It has been officially stated that nine persons have been detained following

the incident, after the victim's wife approached the Dhenkanal SP, citing inaction by the local police for nearly a week. ... *(Interruptions)* Such a delay in initiating action raises serious concerns regarding law enforcement at the grassroots level. ... *(Interruptions)*

Family members and local sources have alleged that the pastor was publicly paraded and humiliated, including being garlanded with slippers and forced to eat cow dung before being handed over to the police. ... *(Interruptions)*

Article 25 of the Constitution guarantees the right to freedom of religion and Article 21 guarantees the right to life with dignity. Allegations of religious conversion cannot justify mob action, public humiliation or a delayed police response.

I seek a statement from the Government on measures taken to ensure accountability for lapses, timely registration of FIRs and protection of religious freedom. ... *(Interruptions)*

माननीय सभापति: डॉ. निशिकान्त दुबे ।

... (व्यवधान)

डॉ. निशिकान्त दुबे (गोड्डा) : माननीय सभापति महोदय, मैं नियम 352(5) और 353 के संबंध में एक मोशन के लिए खड़ा हुआ हूँ।... (व्यवधान)

17.08 hrs

At this stage, Shri Shafi Parambil, Dr. M. K. Vishnu Prasad, Sushri S. Jothimani and some other hon. Members came and stood on the floor near the Table.

राहुल गांधी, जो लीडर ऑफ अपोजिशन है, ये ... * की तरह बिहेव करता है।... (व्यवधान)
 इसका सोरोस फाउंडेशन के साथ रिलेशन है।... (व्यवधान) यह वियतनाम, कम्बोडिया, बहरीन, थाईलैंड देशद्रोहियों के साथ मिलकर जाता है।... (व्यवधान) ये कभी चुनाव आयोग पर, कभी संविधान पर और कभी स्पीकर पर, सुप्रीम कोर्ट पर जितनी भी संवैधानिक संस्थाएं हैं, उनके ऊपर आरोप लगाता है।... (व्यवधान)

आपके माध्यम से, मेरा आग्रह है कि राहुल गांधी के ऊपर एक सब्सटेंटिव मोशन पर चर्चा होनी चाहिए। उसकी सदस्यता रद्द होनी चाहिए।... (व्यवधान) वह कभी भी चुनाव नहीं लड़ पाए, इस पर चर्चा होनी चाहिए। इस नियम के तहत मुझे उसकी इजाजत दी जाए।... (व्यवधान)

सभी देशद्रोहियों, जितने भी देशद्रोही हैं, सैम पित्रोदा, सोरोस फाउंडेशन के साथ मिलकर इस देश के ...* करना चाहता है।... (व्यवधान) ... * का नेता यह राहुल गांधी है।... (व्यवधान)

LIST OF MEMBERS WHO HAVE ASSOCIATED THEMSELVES WITH THE ISSUES RAISED UNDER MATTERS OF PUBLIC IMPORTANCE

सदस्य, जिनके द्वारा लोक महत्व के विषय उठाये गये।	सदस्य, जिन्होंने उठाए गए विषयों के साथ स्वयं को सम्बद्ध किया।
Dr. Amol Ramsing Kolhe	Shri Vishaldada Prakashbapu Patil Shrimati Supriya Sule Dr. Shrikant Eknath Shinde
Shrimati Pratima Mondal	Shri Kirti Azad
Shri Manish Tewari	Shri Vishaldada Prakashbapu Patil
Shri Mukesh Rajput	Shri Sudheer Gupta
Shrimati Shambhavi	Shri Sudheer Gupta

* Expunged as ordered by the Chair.

माननीय सभापति : सभा की कार्यवाही कल शुक्रवार, दिनांक 13 फरवरी, 2026 को प्रातः 11 बजे तक के लिए स्थगित की जाती है।

17.09 hrs

*The Lok Sabha then adjourned till Eleven of the Clock
on Friday, February 13, 2026/Magha 24, 1947 (Saka).*

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