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Shravana 17, 1946 (Saka)

LOK SABHA DEBATES

(English Version)

Second Session

(Eighteenth Lok Sabha)



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NEW DELHI

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No. 14, Thursday, August 8, 2024/ Sravana 17, 1946 (Saka)**

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LOK SABHA DEBATES

LOK SABHA

Thursday, August 8, 2024/ Sravana 17, 1946 (Saka)

The Lok Sabha met at Eleven of the Clock.

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

αORAL ANSWERS TO QUESTIONS

[Translation]

HON. SPEAKER: Question Hour.

Question No. 241, Shri Putta Mahesh Kumar.

*241 **[click to view Question & Answer,](#)

[English]

SHRI PUTTA MAHESH KUMAR: Sir, the ASPIRE scheme is useful for the agriculture sector. Recently, for the agriculture sector, seven incubation centres have been given to Andhra Pradesh. We are having 25 districts in Andhra Pradesh. In 25 districts, we are having only seven incubators. In Eluru district, there are a lot of palm oil farmers. There are almost one lakh palm oil farmers. If these incubators are set up even in my Eluru constituency, this will help these palm oil farmers. I would request the Hon. Minister, through you, if it is possible, to set up these incubators in Eluru, it will help the palm oil farmers.

[Translation]

α For Questions and Answers Click Link shown against each Question Number. Edited Questions and Answers are available in Master copy of Debate, placed in Library.

** Question original in English, reply in Hindi.

SHRI JITAN RAM MANJHI: Hon. Speaker Sir, Hon. Member wishes to have more arrangements in the districts, we will consider it.

[English]

SHRI PUTTA MAHESH KUMAR: Sir, in my Eluru constituency, there is a Polavaram Project which we are constructing in Eluru. Polavaram is in my Eluru constituency only. People are leaving this place because water is coming in. Due to this, 1,20,000 people are relocating from there to some other places. They have to find a new job or a new culture or a new set up for their livelihood. If you are able to set up the incubation centres even in the Polavaram area also, this will help them, especially the youths, to get jobs. If you consider that also, it will be helpful for us. That is my major request for Polavaram.

[Translation]

SHRI JITAN RAM MANJHI: Hon. Speaker Sir, through you, I would like to inform the Hon. Member that it is true that special efforts are being made for the youth as well as the women under the MSME related schemes, particularly under the direction of Hon. Prime Minister. We have taken cognizance of the question asked by the Hon. Member in this

regard and we will try to engage as many people as possible and provide opportunities to them.

[English]

SHRI SUKANTA KUMAR PANIGRAHI: Sir, what is the current status of implementation of the ASPIRE scheme on Odisha? How many rural enterprises and entrepreneurs have been supported under ASPIRE since its inception? What are the specific initiatives taken under ASPIRE to promote innovation and entrepreneurship in rural Odisha? What is the amount of funds allocated to ASPIRE? What are the key challenges faced in implementing ASPIRE in Odisha and how are they being addressed? How does the Government plan to scale up and extend ASPIRE in Odisha to cover more rural areas and beneficiaries? What is the impact of ASPIRE on employment generation and income enhancement in rural Odisha?

SHRI JITAN RAM MANJHI: Sir, so far as the ASPIRE scheme is concerned, in Odisha, we have tried our level best to do this work in that very State. As far as his question is concerned and data regarding Odisha is concerned, in the year 2020-21, 127 men and women were benefited there. In 2021-22, the number, men and women combined, was zero. That is a

lapse on our part, and we are doing all efforts to do this work ahead.

Another thing is concerned with the LBIs of approved establishments with the output and quantum. As on 31.03.2024, 4,824 beneficiaries have been trained in Odisha. The number of LBIs which have been approved, is eight; and the number of LBIs which have been established, is four. So far as the beneficiaries are concerned, the number is about 4,824. The number of wage- employed is 191 and the number of self-employed is 124. This is our progress at various stages.

[Translation]

HON. SPEAKER: Question No. 242, Shri Dushyant Singh.

*242 [click to view Question & Answer](#)

[English]

SHRI DUSHYANT SINGH: Hon. Speaker, Sir, under the current Government, India has made immense growth in the civil aviation sector and aims to be the third-largest air passenger market from USD 1.7 billion in 2021 to USD 4.0 billion by 2031, with an 8.9 per cent Compound Annual Growth Rate versus global rate of 5.6 per cent. India has more than 1000 aircraft on order with a need for 200-300 major checks annually.

I would like to ask the Hon. Minister what the Indian Government is doing to integrate the OEMs, streamline supply chains, and enhance management to compete with global MRO hubs like Singapore, and attract big industry players like Rolls Royce and Airbus. How does India plan to tackle issues of land availability around airports for the MRO hubs and heavy traffic at international airports to offer comprehensive MRO services with complete nose to tail services, catering to engine component and avionics? Is there any proposal for the Central

agency to coordinate development and stakeholder engagement in this sector?

SHRI KINJARAPU RAMMOHAN NAIDU: Hon. Speaker, Sir, first of all, I would like to appreciate the Hon. Member for recognising the growth that has been happening in the civil aviation industry especially in the last ten years with the growth in infrastructure. He has also mentioned about the aircraft orders that we have which is the highest in the world. We have orders up to the tune of 1150 aircraft that are yet pending. He has specifically asked about the MRO sector which needs to improve. I, on behalf of the NDA Government, would like to say that the vision of Hon. Prime Minister has also been not just to improve the infrastructure regarding the airports and airlines, but also, to improve the MRO sector that is there in the country.

Sir, one historic decision has been taken where the inverted GST covers the components and MRO services that are there. Earlier, before the decision was taken on the 12th of July, 2024, the GST regarding MRO components and all used to have different slabs. When you were importing these components, there were different slabs of 5 per cent, 12 per cent, 18 per cent and 28 per cent. That was giving a lot of confusion, and that is why, MRO industry, probably in

Singapore or some other countries, was mostly preferred. But right now, we have reduced the whole different slabs and made it a unified slab for five per cent, which is going to help us in raising the MRO industry from two billion up to four billion in the coming seven years. That is the projection that we have made.

Sir, other than that, I am very thankful to the Hon. Finance Minister who has also recognised that the MRO sectors need a lot of push and there is a lot of potential here, and because of which in the Union Budget of 2024-25, the Finance Minister has also given an assurance that the period for export of goods imported for repairs has been extended from six months to one year; and also, the time limit for re-import of goods for repairs and warranty has been extended from three years to five years.

These are some of the industry-specific recommendations that have come from the MRO. The Government has heard them. The Government has ensured that they be brought into the policy and now, since we have done all these things through GST and through the Budget also, we have done these specific things for the MRO. So, that is definitely going to improve the MRO business in the country and the projection like I have said

is two billion dollars upto to four billion dollars in the coming seven years that we have projected.

SHRI DUSHYANT SINGH: What are the comprehensive steps taken by the Government to enhance the development of human capital within the aviation and the MRO sector particularly through collaborative efforts with industry stakeholders including MRO players, OEMs and other manufacturers? How is the Government working to create an effective education and training curriculum to equip engineers and support staff with necessary skills and what measures are being implemented to incentivise careers in MRO through scholarship and student exchange programme and other benefits? How does our country leverage strength for the engineering workforce at competitive labour cost to attract global MRO activities and to bolster our position in India? Are you considering airfields which are available for MRO around India for MRO set ups in North, South, West and East like Rajasthan, Jehanabad and other places in Rajasthan to have the MRO structures in our country?

SHRI KINJARAPU RAMMOHAN NAIDU: Hon. Speaker, Sir, we understand that if you want to improve the MRO sector in the country, it is not just about creating the infrastructure but

also skilling it with right amount of talent pool from the country also. The Government has taken several initiatives regarding this. The Government has already set up a policy under civil aviation requirements training by MROs for upto 200 aircraft maintenance engineering schools which are imparting 300 hours of practical training for mechanics to bridge the gap between supply and demand. Also, for AME, aircraft maintenance engineers, who do the line maintenance in the airports and the basic level of maintenance, we have 57 schools which are imparting this education and type certification of AME is also where it is specifically done for different kinds of aircraft. So, we are ensuring that right amount of skilling is also done in the country so that there is no skill gap at all. If you consider the number of AMEs, the country today has the potential to produce upto 3700 every year and the pool that we have right now is 16000 and it is more than adequate that we have. Like I said, we are having at least 100 planes that are added to our fleet every year because of the orders up to 1150 that we have. So, we recognise that there is going to be a lot of demand in the coming years also and we are ensuring that we are partnering up with Airbus, Boeing and other industry players and other original equipment manufacturers also. We

are bringing them on board. We are ensuring that the right amount of technical competence is brought in so that the courses which are required for skilling are done in our country.

Also, the last part of his question, where he said that, was whether we are looking at Rajasthan and all that. Specifically, in Rajasthan, we have two MROs right now, which is Himalayan Helicopter Services which is near Jaipur and Aviana Aviation which is near Kishangarh, Ajmer.

Regarding setting up of MROs anywhere in the country, the Airports Authority of India which is under the Central Government has taken out all the royalties that are required for setting up of MROs so that it eases the process. We have given a cap rate right now. So, anyone who wants to set up an MRO anywhere in the country, let it be airstrip, let it be an airport, we will follow due diligence and we want to encourage MROs more and more from our Government's side. So, definitely, if there is any proposal from anywhere in the country, even if it is the remotest part of the country, if there is an airport, if there is an airstrip, we will provide the necessary assistance and ensure the MRO facility is there. That much I can say from the Central Government.

[Translation]

HON. SPEAKER: The Hon. Minister has given a very good and detailed reply. He has answered appropriately.

Dr. Shashi Tharoor Ji.

[English]

DR. SHASHI THAROOR: Thank you very much, Sir. Actually, three things are missing in the answer of the Hon. Minister. I do want to draw his attention to them. There are three challenges which the MRO sector is facing and they have not been addressed in the written answer.

The first thing is, while the Ministry anticipates that it is going to be a 4-billion-dollar industry, unfortunately, it talks, even in the written answer, about catering to the demand of maintenance requirements for the available fleet size in India.

But what about the admission of the international fleets? There are many, many international air lines that could stop in India. For example, Thiruvananthapuram is on the route between Europe, Oceania and South East Asia. We would be able to offer MRO facilities to them. But in fact, our standards are not recognised by the European authorities and, therefore, we are not able to integrate with them. We need to harmonise our regulatory system to meet the global standards.

11.16 hrs

(Shri Dilip Saikia *in the Chair*)

Secondly, as my Hon. colleague Shri Dushyant has mentioned, the industry has not been integrating well to establish value chains that involve OEMs and this is creating a problem with internationally recognised airline operators and globally recognised MRO entities.

The third concern is this. You have mentioned about various incentives. But you said nothing whether we can include MROs with the Production Linked Incentives, that is, PLI Scheme of the Government. The Parliamentary Standing Committee on Commerce tabled a report last year saying that the PLI Scheme should be extended to MROs. But you have been silent on that.

One more thing is there. Thiruvananthapuram, as I said, is a very ideal location. An Air India MRO hangar is there. But we hear that Air India is apparently planning to exit from there. What incentives can you offer so that the existing hangars survive?

SHRI KINJARAPU RAMMOHAN NAIDU: Sir, the Hon. Member has mentioned about three different points. The first

one is regarding harmonising with international bodies. He has specially mentioned about EASA and FAA, which are equivalent to DGCA. I do not agree with him fully when he says that we are not harmonising with these international bodies.

We understand that when we are setting up these MRO facilities, it is not just for the airlines that are there in India. In MRO, we want to create an atmosphere where the international airlines can also come and access our facilities. For that, we are harmonising and encouraging our MRO facilities to harmonise their regulations with EASA and FAA.

So, this work is in progress. I have also mentioned that Boeing and Airbus are also in the MRO sector. When these international bodies come into play, definitely, they bring in all the regulations which are recognised globally. Your point is well taken. But I do not totally agree with you when you say that we are not working in that direction. This work is in progress.

Regarding PLI Scheme, I am happy that the Hon. Member acknowledges that PLI is a very good scheme which this NDA Government has started under the leadership of Prime Minister Modi ji. We have got the recommendation of the Standing

Committee also. Wherever PLI Scheme has been introduced in any sector, there has definitely been an observation of huge growth potential. Definitely, we are going to consider this and we are going to see what best can be done for MROs to be linked with PLI.

Regarding Thiruvananthapuram MRO facilities, I am going to ensure that it will not be stopped. Any supports which are required from our Ministry, we are going to provide them.

[Translation]

HON. CHAIRPERSON: Question No. 243, Shri Umeshbhai Babubhai Patel.

*243 [click to view Question & Answer](#)

SHRI UMESHBHAI BABUBHAI PATEL: Hon. Sir, even after so many years of independence, the people of our small State of Daman and Diu are facing problems related to drinking water. The water from canals and ponds is not being supplied to the farmers, but to the vintners. The farmers and factory owners are very upset. My question is related to the water crisis being faced by them.

I would like to ask the Hon. Minister of Jal Shakti whether the Government proposes to provide safe drinking water to the Union Territory of Daman and Diu and Dadra and Nagar Haveli? If so, the details of the schemes being implemented in this regard and the details of the funds sanctioned by the Government during the last five years?

Whether the Government proposes to construct a dam on Kalem river? If so, the time by which construction of the said dam is likely to be completed? If not, the reasons therefor?

HON. CHAIRPERSON: Hon. Member, you have to mention Question No. first, and then the Hon. Minister will respond.

Thereafter, you should ask the question. You have already asked the question. Still, you can ask supplementary questions later.

Hon. Minister.

SHRI UMESHBHAI BABUBHAI PATEL: Hon. Sir, I am new, that's why I made a mistake.

HON. CHAIRPERSON: its okay, no problem.

SHRI UMESHBHAI BABUBHAI PATEL: Hon. Sir, whether the Government has formulated any plan to address the issue of water crisis in Daman and Diu? If so, the time by which the said plan is likely to be executed?

SHRI C. R. PATIL: Hon. Sir, while answering the question of the Hon. Member, I feel very happy to inform him that the Hon. Prime Minister has increased the fund for the UTs and has made provision of more funds for them. With the same funds, the LG of Daman and Diu and Silvassa has managed to provide tap water to 100 percent of the houses. They have not demanded funds from our Ministry. We had offered them more funds, but they refused. They have done 100 percent work and made very good arrangements there with their own funds adhering to the rules of the Ministry. It has also been certified by all the Sarpanches of the said locality. The Union Territory of Daman

and Diu is among those leading states/ UTs that have accomplished cent percent works. We do not have any water related complaint from the said UT.

SHRI UMESHBHAI BABUBHAI PATEL: Hon. Sir, I would like to request the Hon. Minister to set up an inquiry committee in this regard. Water is not available across 90 percent of our State. The administration is interested in receiving awards only. The water supply has not reached there. Through you, I would like to request that an inquiry committee must be set up to ensure the water supply and to assess the situation in our region.

SHRI C. R. PATIL: Hon. Sir, I have already stated that 100 percent work has been done in the said region. No funds or assistance was sought by the said Union Territory from the Ministry. All the Sarpanches of the Union Territory have certified that every household in their respective villages is getting water supply. This is the first UT where 100 percent work has been certified. There is no question of setting up an inquiry committee, as we do not have any pending complaints.

SHRI RAM SHIROMANI VERMA: Hon. Chairperson Sir, in my Lok Sabha constituency, Shravasti and Balrampur are the aspirational districts of Uttar Pradesh. SSB personnel have

been deployed to protect the border for safeguarding the nation across all districts of the State located on the international border of the country,. Moreover, the security posts have also been set up there. Apart from this, there are many villages in that region where people have to travel almost 10 kilometres to fetch drinking water. I would like to know from the Hon. Minister whether the Government will take any concrete steps to provide clean drinking water to the jawans posted there and the people living there.

SHRI C. R. PATIL: Hon. Sir, about 77 percent i.e. 15 crore houses have been provided with drinking water facilities by the Government through the drinking water scheme. This water is potable. Earlier also, I wanted to tell you that the soldiers who are deployed for the security of our border at the villages which are adjacent to the Pakistan border near Gujarat, had no facilities for drinking water. When our respected Prime Minister was the Chief Minister of that state, at that time he ensured water supply through taps in that area. Here also, 77 percent work of water supply through taps already has been completed. This is the responsibility of the States. The areas which are to be provided tap water connection depends upon the DPR prepared by the State Government in addition to the

tendering process which is also carried out by the State Government. For this, they are allocated funds and extended technical support by the Ministry. We will make arrangements for providing water to all under the said scheme.

[English]

SHRI N. K. PREMACHANDRAN: Thank you very much, Sir, for giving me this opportunity.

Sir, the Jal Jeevan Mission Programme is one of the best programmes, and the intent is also very good. But it is practically not feasible to implement the programme. It is very difficult to achieve the objective.

11.25 hrs

(Hon. Speaker in the Chair)

The basic issue is the availability of water and access to water. In my experience, as the Water Resources Minister during five years in the State of Kerala, despite the State having abundant amount of water, we faced a very big difficulty regarding availability of water as well as access to water. The Jal Jeevan Mission totally intends to provide potable tap water to all the houses. In my experience, in the State of Kerala, it has

become an engineering project. Instead of providing water, you are giving tap connections by putting the service lines but unfortunately, there is no water.

So, my specific question to the Hon. Minister is whether the Jal Jeevan Mission Programme will be extended for the source improvement as well as for the infrastructure development of the water sector, including the water tanks. Otherwise, it will be a futile exercise, and the Government is not going to achieve the goal of providing safe and potable drinking water to all. That is the specific question I would like to ask the Hon. Minister through you. Thank you very much.

[Translation]

SHRI C. R. PATIL: Hon. Sir, the implementation of 'Jal Jeevan Mission Scheme' was the responsibility of the State Governments. Since, no Government has paid attention to it during the last 70 years. ...(Interruptions)... kindly listen. ... (Interruptions) Had this been done in 70 years, this problem would not have been discussed here in this House today.

Therefore, five years ago, the Hon. Prime Minister had planned to provide water supply to every household under the Jal Jeevan Mission scheme. I had already stated in my reply that 77 per cent rural households have been provided with

drinking water facilities. There, every household has been supplied water through taps.(Interruptions)... Kindly listen to me. It is very clear in the 'Jal Jeevan Mission Scheme' that this scheme is to be implemented by the State Governments. It is the responsibility of the State Government. If groundwater or surface water is available there, then funds for implementation of the Scheme are decided by the Government. If surface water has to be brought from far off places, then its implementation cost increases, even then we do not refuse it. Tendering process of this is again carried out by the state Government itself. After its DPR is approved, we extend financial and technical assistance to them.

The Hon. Member asked about the problem of water in Kerala. We have assured him that if any particular area in the State is facing problems then we will definitely send our task force and get it checked. But no such issue has been brought to our notice so far because he has said recently that there is enough water in Kerala. Women across the country are saving five and a half hours today thanks to the availability of safe drinking water. Women have benefited a lot from this scheme, as they had to go several kilometers to fetch water. Today, they do not have to go to far off places for the said purpose. If we

observe it from the economic point of view, then nearly Rs. 8 lakh crore have been saved due to this scheme. This is a WHO report. On the basis of this report also, I can say that this scheme was very much needed and now water has been made available to 1.5 crore households under this scheme. The implementation work by the other State Governments is also in progress. We are supporting them and this work will be completed soon.

HON. SPEAKER: Question No. 244, Shri G. Lakshminarayana.

*244 [click to view Question & Answer,](#)

[English]

SHRI G. LAKSHMINARAYANA: Sir, I am thankful to the Hon. Minister, Shri Nitin Gadkari ji for responding to my Question. Sir, we would like to know the current status of this project and how we should go ahead to start this project.

Sir, this project is essential and necessary for the people of Anantapur. The urban expansion of Anantapur city has been primarily directed westward due to geographical constraints such as Bukkarayasamudram Lake and nearby hills. It has led to significant industrial, commercial and residential growth on either side of the existing NH-44 bypass road.

Sir, over the years, this bypass road has transitioned from a primary bypass to a local road, overwhelmed by increased traffic. Despite the construction of the flyovers, the existing road is insufficient to handle the rising traffic volumes resulting in substantial traffic moving through the city.

To address this issue, the Master Plan for Anantapur includes the proposal for a second bypass road, following a detailed study and approval by the Andhra Pradesh

administration. This new bypass is intended to alleviate the traffic congestion in the city, and manage traffic more effectively aligning with the linear development pattern of the city beyond the current NH-44 bypass.

The implementation of this second bypass is crucial for improving the traffic flow and supporting the city's continued growth. This congestion affects both the city traffic and traffic on the NH-45 within the city limits. Therefore, the Hon. Minister of Road Transport and Highways is humbly requested to consider this issue and prioritize the development of second bypass road for NH-44 to resolve the traffic challenge.

[Translation]

HON. SPEAKER: I would like to request the Hon. Members to put their questions in brief, even if they bring them in writing.

[ENGLISH]

SHRI NITIN JAIRAM GADKARI: Hon. Speaker, Sir, at present we do not have any proposal for sanctioning the ring road for Anantapur. Currently, there are three bypasses existing with a total length of 27.75 kilometres which cover about 60 per cent of the outer periphery of the city. The first is bypass of NH-44 with a length of 16.5 kilometres and 22,000 PCU/day

traffic. The second is bypass of NH-544D, Anantapur to Muchukota with 8.1 kilometres and 11,000 PCU/day traffic. It is under construction. Then, the third bypass on NH-42 is 3.15 kilometres with 6500 PCU/ day traffic.

But what the Hon. Member is referring to is the main city road with 30,000 PCU/day traffic. My officer reported me that the major traffic is from the city. But we will again do a study and find out an option. If it is needed for the city to have a new ring road or something where we can attach some part of it with the ring road for better connectivity and bypass traffic, we will definitely study it and try to resolve the issue.

[Translation]

HON. SPEAKER: Shrimati Daggubati Purandeswari Ji.

SHRIMATI DAGGUBATI PURANDESWARI: Hon. Sir, I had given a notice for asking a supplementary question in the first question.

SHRI SHRIRANG APPA CHANDU BARNE: Hon. Speaker Sir, Reliance Company had constructed a bypass road from NH-4 to Kolhapur beyond Dehu Road, Ravet and Chandni in my Parliamentary Constituency. After rain, the condition of the

road has degraded to such a level that many potholes have developed in it.

I would like to know from the Hon. Minister, whether new offers are being accepted by your Ministry by terminating the old contracts.

SHRI NITIN JAIRAM GADKARI: Hon. Speaker Sir, what the Hon. Member is saying is correct. The Pune-Satara-Westerly bypass, which passes through his Lok Sabha constituency, is with the Reliance Infrastructure. The condition has worsened in this rainy season. Legally, there have been many problems on this road for many years. Several attempts have been made to find a way out through intervention, but without any success. As the Hon. Member is saying, this road should be constructed through mutual understanding under a win-win situation, because, if we intervene and the project gets terminated, they will move the court and then get a stay which will further aggravate the problem. We are trying to draft a new DPR by terminating the old one to address the problems related to this road.

[English]

SHRI KALYAN BANERJEE: Hon. Speaker, Sir, I thank you for giving me a chance.

Hon. Minister, I am grateful to you that you have commenced the work of Shaktigarh Highway, that is, NH2. In response to the request, I had made earlier, you commenced it long three years back. At Dankuni, the over-bridges and flyovers are being done. Especially at Maitipada, which is the gateway of Kolkata, an over-bridge is being constructed for a long time, months after months. As a result, there is a great traffic problem. As you know, the ring road has also been destroyed. I really appreciate that you are doing it. I just want to request you to expedite the matter and please let me know when it can be finished. That is the only thing I want to know. I was thinking whether you will be here or not. We were greatly missing you in the House last week.

[Translation]

SHRI NITIN JAIRAM GADKARI: Hon. Speaker Sir, I was sent to Iran by the Hon. Prime Minister last week, so I was not here. For that, I apologize. I went there to attend the President's Oath Ceremony. Sir, there is an important thing. This Question is related only to the ring road of Anantapur in Andhra Pradesh, but Hon. Member Shri Kalyan Banerjee is asking me about a

road in West Bengal. I do not have the details about that project. After this Question Hour, my time is restricted only for the Members of Parliament. I will be in my office, and the officers are also there. My request to him is to come there. I will try to resolve your issue and I will find out the option.

^SHRI SHER SINGH GHUBAYA: Sir, in my Parliament Constituency Firozpur, a project had been pending since the last 10 years regarding Harike- Fazilka defence road. This project has not yet seen the light of the day.^

[Translation]

Hon. Sir, I would like to know from the Hon. Minister that the Defence Road, which is used to transport wheat and rice from Amritsar to Kandla, is 1500 kilometres long. The heavy traffic on the route turns the condition from bad to worse. I would like to know when the said road is likely to be constructed.

SHRI NITIN JAIRAM GADKARI: Hon. Speaker Sir, as per my information, the said road is not a National Highway, but a State Highway. I do not have the required information right now, still if he is saying, I will check it. If the road comes under

^ ... ^ English translation of this part of speech was originally delivered in Punjabi.

National Highway, then the required measures will be taken after discussing it with them.

HON. SPEAKER: Question No. 245, Shri Anurag Singh Thakur.

*245. [click to view Question & Answer,](#)

SHRI ANURAG SINGH THAKUR: Hon. Speaker Sir, my question has been answered in great detail wherein the wonderful job done by the Modi Government considering the importance of micro and small scale industries, has been mentioned. Whether it is the Employment Guarantee Generation Programme, Credit Guarantee Scheme, schemes like RAMP, cluster development programme, the creation of technology parks, credit linkage for all programmes has been increased many folds. Because, micro, small scale industries is one such sector which generates employment for which I congratulate and thank the Government.

Hon. Speaker Sir, my question is what was the contribution of the Governments to the economic growth and employment generation during the last twenty years comparing the figures of the last ten years of the UPA Government and ten years of the NDA Government? May I please have the figures in this regard? What is the policy of this Government for the

next ten years regarding the number of jobs likely to be created in this sector and how much the MSME sector is likely to contribute to the economic growth?

SHRI JITAN RAM MANJHI: Hon. Sir, we express our gratitude to the Hon. Member for appreciating the programs being implemented by our Department under the leadership of Hon. Prime Minister Narendra Modi ji. By the way, we have provided all the figures with regard to his Question.

I do not have the information available right now about the progress made during the NDA and UPA regimes. We will make this information available to the Hon. Member later on. But the major issues raised in the question are before the country today and the Hon. Prime Minister has also given them a lot of attention. Lastly, he has asked what efforts we are making for the welfare of women. In this regard, I would like to inform you that we are also particularly concerned about women and the youth. We have discussed about the women of the country, particularly of the district of Hamirpur and about assisting them in setting up MSMEs including enterprises. We have made a lot of efforts in this regard. First of all, the Credit Guarantee Scheme has been implemented. Under this scheme, up to 85 percent guarantee coverage of the loans is provided to

the various categories of people through the Micro and Small scale Industries Credit Guarantee Fund.

Collateral free loans up to a limit of Rs 500 lakh have been made available to MSMEs. Similarly, equity of Rs. 550 thousand crore has also been incorporated for people from these sections through Atma Nirbhar Bharat Fund. Further, the criteria for classification of MSME have been newly revised for these people. Fresh registration of MSMEs has been carried out through Udyam Registration for the convenience of businessmen. There will not be any requirement of global tender for the purchases up to Rs 200 crore. This is a major step taken especially for the women category.

In a similar manner, the retail and wholesale businesses have been incorporated as MSMEs with effect from 02 Jul 2021. In nutshell, we have made sufficient arrangements for the all-round development of the women in terms of employment.

Their original Question is that what were the significant works undertaken during the period of NDA and UPA Governments? We will lay the reply later on the table or provide it to the Hon. Member.

SHRI ANURAG SINGH THAKUR: Sir, my first question is related to Hamirpur, which has been answered very well in writing by the Hon. Minister. I thank his Ministry for providing very detailed information.

HON. SPEAKER: Ok. Thank you.

SHRI ANURAG SINGH THAKUR: Hon. Sir, regarding my first Supplementary Question, the Hon. Minister said that he would answer it later. The question was about what changes were brought and what kind of contributions were made by the UPA government vis-à-vis the NDA government during their 10 years of tenure.

Secondly, the Pradhan Mantri Vishwakarma Yojana is also a very good scheme, through which the deprived, oppressed and backward class people of the country are going to be benefitted at a larger scale. I also thank the Government for coming up with such a good programme. Provisions have also been made in it to provide huge benefits particularly to the women. The best point in this Scheme is that a better percentage has been reserved for women.

My second supplementary question is what challenges in the field of Micro and Small scale industries have been

observed by the Hon. Minister and his Ministry? What steps have been taken by the Government to overcome the said challenges during the last 10 years and what outcomes are likely to be derived in the next 10 years in terms of the amount of contribution to the MSME sector? Kindly explain this issue.

SHRI JITAN RAM MANJHI: Hon. Speaker Sir, with regard to what has just been asked by the Hon. Member as to what efforts are being made; many things have already been said by the Hon. Member. We have been making these efforts with this objective itself, whether it is through Yashasvi Yojana, PMEGP Scheme or Credit Guarantee Scheme.

I have just come to know about the one thing he had said earlier that whatever amount of work was done during the first 22 years under the Credit Guarantee Scheme the same quantum of work has been done just in the last two years. 4.8 crore enterprises have been registered on the Udyam portal which is a record. It can be understood from this how actively the MSME Department is pursuing the dream of Hon. Narendra Modi ji.

[English]

SHRI ANIL YESHWANT DESAI: Thank you, Sir.

In the answer given by the Minister, he has mentioned that the Government has taken a number of initiatives to support the MSMEs and out of that point No. 11 says: “The launch of Udyam Assist Platform to bring the Informal Micro Enterprises under the formal ambit for availing the benefit under Priority Sector Lending”. This is a very good and welcome step.

My supplementary question that I need to ask has a background. The demonetization shock came all of a sudden because an informal economy in a country like India was prevailing for decades, not only for decades but for centuries together, and it had not created any black money or any wealth that was illicit. Thereafter, the demonetization shock rendered lakhs and lakhs of people jobless. Further, the pandemic also hit and worsened the situation.

Sir, through you, I would like to ask this from the Minister. What are the steps taken in the Priority Sector Lending? The Priority Sector Lending is a very formal and important economic strategy that should be used for easy access to credit and marketing their wares. These are the two steps which will give them impetus and encouragement to grow, and the trajectory of the MSMEs, especially the small enterprises would rise on the graph. Thank you.

[Translation]

SHRI JITAN RAM MANJHI: Hon. Speaker Sir, it is a detailed Question. In response to this question, I would just like to say that through MSMEs, whether it is the Aspire Scheme, the SFURTI Scheme or the other credit guarantee schemes, we are making a lot of efforts through these Schemes. If I read out all the details right now, it will take too much time. If the Hon. Member requires all the details, I will convey it to him in writing. It should be understood that this scheme covers 70 percent of the population through Micro, Small and Medium Industries. I think (Interruptions) this has been done for that 60-70 percent of the people who are said to be living below the poverty line in India. ...(Interruptions)... It is a very important scheme. .(Interruptions)...

PROF. VARSHA EKNATH GAIKWAD: Hon. Speaker, Sir, the Government speaks of expanding the MSME sector and creating employment opportunities. ... (Interruptions) yet the budget's employment-related incentive scheme seems limited to only 500 companies... (Interruptions) MSMEs have not been included in it. ... (Interruptions) MSMEs have not been included in this. ... (Interruptions) Why the Government is likely to clarify the reasons behind it? ... (Interruptions)

Hon. Speaker, Sir, referring to the reply given by the Hon. Minister on the 25th during this Session, where he mentioned about the Udyam Portal, as also highlighted by Hon. Desai Sahib, it's noteworthy that approximately 2.76 crore MSMEs have registered on this Udyam portal.. ... (Interruptions) Out of them, 49,000 MSMEs have closed down. ... (Interruptions)

Hon. Speaker, Sir, 12,000 MSMEs have closed down in Maharashtra out of 45,000 MSMEs. ...(Interruptions) For this, Hon. Minister ... (Interruptions)

HON. SPEAKER: Hon. Member, please.

... (Interruptions)

HON. SPEAKER: Hon. Minister, You speak please.

... (Interruptions)

SHRI JITAN RAM MANJHI: Hon. Speaker, Sir, As I said, we are working to promote MSMEs in every sector and in every possible way. ... (Interruptions) As the Hon. Member rightly pointed out... (Interruptions) the Udyam portal has seen a registration of 4.8 crore individuals... (Interruptions) Furthermore, schemes such as the PMEGP and PM Vishwakarma Yojana are significant endeavors in our strong push to generate employment for approximately 20 crore people...(Interruptions) If the Hon. Member requires

additional item-wise details, we would be happy to provide that information... (Interruptions)

HON. SPEAKER: Question no. 246, Shri Kirti Azad.

*246. [click to view Question & Answer,](#)

SHRI KIRTI AZAD: Thank you, Hon. Speaker, Sir.

Hon. Speaker, Sir, through you, I would like to tell the Minister that not only I but the entire House is impressed by the way he works. ... (Interruptions) All the other Ministers should also work like him. ... (Interruptions) I have asked you a question, which is directly related to West Bengal. ... (Interruptions)

While I had the opportunity to discuss this with the Hon. Minister previously, I want to formally raise this on record. I am grateful for your attention. There are two locations in my Constituency where there is a need for vehicle and public underpasses. Concerning the Golden Quadrilateral project initiated during Atal Ji's tenure, the Children Welfare Society of Tejganj has been submitting a request for that underpass. I would like to know from the Hon. Minister whether he is aware of this correspondence? If so, whether the Government is aware of the presence of a high school, a hospital, and the fact that students from Bardhaman city commute to this particular area only for their education? Whether the Government has got

any plan regarding the construction of this underpass and earlier also I had requested for the same?

SHRI NITIN JAIRAM GADKARI: Hon. Speaker, Sir, 2,252 underpasses and 1,184 overpasses have been constructed in the country till date. He has already discussed with me about what he has mentioned. We have prepared a new plan. When children cross the road near schools, many accidents take place there. I have talked about your issue. We have constructed foot over bridges at certain locations that designed to be accessible not only for the pedestrians but also for scooters and bicycles. Furthermore, we will also install lifts for senior citizens. We will consider both these things. No accidents should take place near the schools etc. We are concerned about this. Regarding the specific request for Tejganj, I can confirm that the necessary permissions have been granted. The plan includes the construction of a foot over bridge, as mentioned earlier. We will also resolve the issue of water logging there and install lift there.

SHRI KIRTI AZAD: Hon. Minister, I knew that you did it within 24 hours.

Sir, through you, I would like to ask another Supplementary Question. There is a place called Bhasapur

where approximately 15 panchayats are situated on one side of the road, with nearly a thousand acres of agricultural land on the other. Constructing an underpass just 100 to 200 meters in either direction could provide connectivity for farmers to access their land. As you know, Bardhaman is a significant rice-producing region, contributing substantially to both domestic supply and exports. The country receives abundant food grains from Bardhaman. As we had held a meeting on this issue and in that meeting we discussed the possibility of an underpass in Bhasapur and it was said that yes there is a possibility that the said underpass can be constructed in Bhasapur.

SHRI NITIN JAIRAM GADKARI: Hon. Speaker, Sir, I do not have the details of this. I always tell our administration and officers that whenever any Member of Parliament brings a concern forward, it must be taken seriously. There must be some problem there, that is why they are coming. As you have said, today after the Question Hour is over, all the MPs and officers are here, so you also come. We are examining Bhasapur. We will try to solve your issue also here.

SHRI EATALA RAJENDER: Thank you, Sir.

Telangana has witnessed significant expansion of its national highway network during the last ten years, surpassing the development from 1947 to 2004. However, the increased connectivity between Hyderabad to Vijayawada, Chhattisgarh to Nagpur has understandably led to a surge in traffic in Hyderabad city resulting in rise in accidents. So, I would like to request the Hon. Minister to construct underpasses and over bridges along these routes. Jeedimetla is a crossroad where 60 people have died. As the Hon. Minister thinks positively, he must consider the construction of two over bridges near the Vijayawada national highway and another two on the national highway towards Chhattisgarh. There is also a proposal of a metro rail project along the Kompally to Nagpur route. The bridge is being constructed right now. If it is constructed by coordinating with each other, it will cost cheaper. It will be good if the metro rail to be built on Kompally highway till Medchal is also linked to this. This is my request. Thank you.

SHRI NITIN JAIRAM GADKARI: Hon. Chairperson, Sir, I need your protection. The subject of the question is one but questions related to the whole country are asked. Thousands of roads are being constructed across the country, I do not have the details of all. We have sanctioned Rs. 17 thousand crores

for the Hyderabad ring road. When BRS was in power, they said that we will do this work and will pay for 50 percent land acquisition. Later I also met the new Chief Minister. I have also discussed with him. After he acquires the land, we will construct the new ring road of Hyderabad. As far as the road from Vijayawada to Hyderabad is concerned, the work has been entrusted to the airport company. This stretch has been plagued by numerous disputes and accidents. The former Member of Parliament, who now serves as the PWD Minister, has also raised these issues on multiple occasions, and we have had discussions. There are ongoing legal proceedings, with cases filed by both the state PWD and NHAI, leading to delays due to arbitration and High Court matters. I am certainly aware of the tragic accidents occurring on this route, including the loss of engineering college students. We will solve these issues soon. The bidding process for the upgradation of NH 65 has been finalized and the work is likely to be started in the next one to two months.

[English]

SHRI HIBI EDEN: Sir, NH-66, which starts from Kasaragod to Thiruvananthapuram, is one of the prestigious projects of the Government of India. All the Hon. Members of the Parliament

are its beneficiaries because it is clearly dividing Kerala into two. So, the 45 kms highway is going to benefit all the people of Kerala. On the particular highway in my constituency from Moothakunnam to Edapally, there are a lot of places which clearly need underpasses. There are many educational institutions in *Cheranellore*, Varapuzha, Koonammavu right till Moothakunnam and Pattanam. These are places which clearly need underpasses because 10,000 people live in these areas where it is clearly divided.

We have given a proposal for constructing new underpasses in this particular NH-66. Also, the Edapally Lullu Junction to Aroor needs an elevated highway. The DPR is already under consideration. We request you to allot the elevated highway. You know, land acquisition in Kerala is so expensive. ... (*Interruptions*) I am just concluding. Sir, an area of 45 metres is not there from Edapally to Aroor. So, if you go for land acquisition, it will not be affordable to get the land because of exorbitant land rates. Also, there are a lot of flats and religious institutions. So, I request you to allocate the elevated highway from Edapally to Aroor as well. Thank you.

[*Translation*]

SHRI NITIN JAIRAM GADKARI: Hon. Speaker, Sir, the Hon. Member has rightly stated that working in Kerala is very difficult. Development is happening on both sides of the road and the cost of land acquisition for just one kilometre can reach up to ₹50 crores. The Hon. Chief Minister of Kerala had offered to bear 50% of the land cost, allocating ₹5000 crores for this purpose. However, he later encountered challenges. I proposed a solution. If the necessary aggregate, sand, and stone were made royalty-free and the state's 9% share of GST were exempted, I would find a way forward. His letter has been received. Building roads in Kerala is essential. I will review his response, acknowledging that land acquisition is very difficult but this elevated verifies.

^α WRITTEN ANSWERS TO QUESTIONS

(Starred Question Nos. 247 to 260

Unstarred Question Nos. 2761 to 2990)

[§](Page No. 40 to 712)

^α For Questions, please refer to Master copy of English version, placed in Library.
You can also visit <https://sansad.in/ls/questions/questions-and-answers> for more information.

12.00 hrs

PAPERS LAID ON THE TABLE

[Translation]

HON. SPEAKER: Now, the papers will be laid on the Table.

Item number - 2, Dr. Virendra Kumar.

THE MINISTER OF SOCIAL JUSTICE AND EMPOWERMENT (DR. VIRENDRA KUMAR) : I beg to lay on the Table a copy of the Output Outcome Monitoring Framework (Hindi and English versions) of the Department of Social Justice and Empowerment, Ministry of Social Justice and Empowerment for the year 2024-2025.

[Placed in Library, See No. LT 551/18/24]

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) : Hon. Speaker, Sir, on behalf of Shri Shripad Yesso Naik, I beg to lay on the Table:

1. A copy of the Central Electricity Regulatory Commission (Terms and Conditions of Tariff) (Third Amendment)

Regulations, 2023 (Hindi and English versions) published in Notification No. L-1/236/2018/CERC in Gazette of India dated 26th December, 2023 under Section 179 of the Electricity Act, 2003.

[Placed in Library, See No. LT 552/18/24]

(2) A copy each of the following papers (Hindi and English versions) issued under Section 14 of the Energy Conservation Act, 2001:-

(i) S.O.2784(E) published in Gazette of India dated 16th July, 2024, making certain amendments in the Notification No. S.O.1897(E) dated 26th May, 2016.

(ii) S.O.2785(E) published in Gazette of India dated 16th July, 2024, making certain amendments in the Notification No. S.O.1221(E) dated 14th March, 2023.

(iii) S.O.2794(E) published in Gazette of India dated 18th July, 2024, making certain amendments in the Notification No. S.O.2528 (E) dated 8th August, 2017

[Placed in Library, See No. LT 553/18/24]

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PANKAJ CHAUDHARY): Hon. Speaker, Sir, I beg to lay on the Table a copy each of the following

papers (Hindi and English versions) under Article 151(1) of the Constitution:-

1. Report of the Comptroller and Auditor General of India – Union Government (Railways) (No. 4 of 2024) (Compliance Audit) for the year ended March, 2022.

[Placed in Library, See No. LT 554/18/24]

2. Report of the Comptroller and Auditor General of India – Union Government (No. 1 of 2024) on Compliance of the Fiscal Responsibility and Budget Management Act, 2003, Department of Economic Affairs, Ministry of Finance, for the year 2021-2022.

[Placed in Library, See No. LT 555/18/24]

3. Report of the Comptroller and Auditor General of India – Union Government (No. 7 of 2024) (Indirect Taxes – Goods and Services Tax) Department of Revenues, for the year ended March, 2022.

[Placed in Library, See No. LT 556/18/24]

4. Report of the Comptroller and Auditor General of India – Union Government (Railways) (No. 6 of 2024)- Performance Audit - Energy Management in Train Operations and Renewable Energy Initiatives in Indian Railways, for the year ended March, 2022.

[Placed in Library, See No. LT 557/18/24]

5. Report of the Comptroller and Auditor General of India – Union Government (Civil) (No. 8 of 2024) (Compliance Audit Observations) for the year ended March, 2022.

[Placed in Library, See No. LT 558/18/24]

[ENGLISH]

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS; AND MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SURESH GOPI): Sir, with your permission, I rise to lay on the Table:-

- (1) Copy of the Annual Report (Hindi and English versions) of the Petroleum and Natural Gas Regulatory Board, New Delhi, for the year 2022-2023, alongwith Audited Accounts.

[Placed in Library, See No. LT 559/18/24]

- (2) A copy of the Oil Industry Development Board Staff Provident Fund (Amendment) Rules, 2024 (Hindi and English versions) published in Notification No. G.S.R. 249(E) in Gazette of India dated 22nd April, 2024 under sub-section (3) of Section 31 of the Oil Industry (Development) Act, 1974.

[Placed in Library, See No. LT 560/18/24]

[Translation]

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI AJAY TAMTA) : I beg to lay on the Table –

1. A copy each of the following papers (Hindi and English versions) under Section 10 of the National Highways Act, 1956:-

- (i) S.O.588(E) published in Gazette of India dated 9th February, 2024, notifying user fee for the project of 2LPS/4 lane Section of Ahmednagar Kinetic Chowk to Vasunde Phata Section of National Highway-160 in the State of Maharashtra.
- (ii) S.O.589(E) published in Gazette of India dated 9th February, 2024, notifying user fee for the project of 2LPS/4 lane Section of Mantha Taluka Border to Partur Section from design of National Highway-548C in the State of Maharashtra.
- (iii) S.O.590(E) published in Gazette of India dated 9th February, 2024, notifying user fee for the project of two

lane of Mangrulpir-Mahan Section from design Section of National Highway-161A in the State of Maharashtra

- (iv) S.O.591 (E) published in Gazette of India dated 9th February, 2024, notifying user fee for the project of 2LPS/4 lane section of Bodhwad-Muktainagar-Barhanpur Section from of National Highway-753L in the State of Maharashtra.
- (v) S.O.592(E) published in Gazette of India dated 9th February, 2024, notifying user fee for the project of four or more lane Section of Meerut-Najibabad Section from design of National Highway-34 (Old National Highway-119) in the State of Uttar Pradesh.
- (vi) S.O.593(E) published in the Gazette of India dated 9th February, 2024, notifying user fee for the four or more laning project of Kanhauli-Ramnagar Section from the design of the National Highway-131G in the State of Bihar.
- (vii) S.O.672(E) published in the Gazette of India dated 13th February, 2024, notifying user fee for the four or more laning project of Alandi Palkhi Marg Section of the National Highway-965 in the State of Maharashtra.

- (viii) S.O.673(E) published in the Gazette of India dated 13th February, 2024, notifying user fee for the of four laning project of Dhangaon to Borgaon Section from the design of the National Highway 347BG and 753L in the State of Madhya Pradesh.
- (ix) S.O.1015(E) published in the Gazette of India dated 4th March, 2024, notifying user fee for the stretch of two-lane with paved shoulder of the entire National Highway-333B (the highway starting from its junction with NH-33 at Munger and the highway terminating at its junction with NH - 31 at Khagaria in the State of Bihar.
- (x) S.O.1062(E) published in the Gazette of India dated 5th March, 2024, notifying user fee for the two laning project with the paved shoulder of Mangaon-Mhalsa-Dighi Port Section from the design of the National Highway-753F in the State of Maharashtra.
- (xi) S.O.1063(E) published in the Gazette of India dated 5th March, 2024, notifying user fee for the four or more laning project of Hariharganj-Near Parwa More Section from the Design of the National Highway-98 in the States of Bihar and Jharkhand.

- (xii) S.O.1168(E) published in the Gazette of India dated 8th March, 2024, notifying user fee mentioned in the S.O. 280(E) dated 20th January, 2021 for the Muzaffarnagar-Haridwar Section project from the design of the National Highway-58 (New NH-334) in the State of Uttarakhand.
- (xiii) S.O.1170(E) published in the Gazette of India dated 8th March, 2024, notifying user fee for the four or more laning project from the design of the National Highway - 30 in the State of Chhattisgarh.
- (xiv) S.O.1312(E) published in the Gazette of India dated 13th March, 2024, notifying user fee for the four or more laning project of Mandi Dabwali to Chautala Section of the New National Highway -54 in the States of Haryana & Punjab.
- (xv) S.O.1314(E) published in the Gazette of India dated 13th March, 2024, notifying user fee for the two laning project with paved shoulder of Kundal to Jhadol Section from the design of the National Highway -58E in the State of Rajasthan.
- (xvi) S.O.1315(E) published in the Gazette of India dated 13th March, 2024, notifying user fee for the four laning project of Loha to Waranga section from the design

chainage of National Highway-361 in the State of Maharashtra.

- (xvii) S.O.1316(E) published in the Gazette of India dated 13th March, 2024, notifying user fee for the four laning project of Galgalia to Bahadurganj Section from the design of the National Highway-327E in the State of Bihar.
- (xviii) S.O.1332(E) published in the Gazette of India dated 13th March, 2024, notifying user fee for the four or more laning project of Takarkheda Bhagile – Jalna section of the National Highway-753A in the State of Maharashtra.
- (xix) S.O.1380(E) published in the Gazette of India dated 15th March, 2024, notifying user fee for the four laning project of Kota Bypass of the National Highway-76 on Tolling, Operation, Maintenance and Transfer mode in the State of Rajasthan.
- (xx) S.O.1381(E) published in the Gazette of India dated 15th March, 2024, notifying user fee for the four laning project of Ranchi – Jamshedpur Section from the design of the National Highway -33 in the State of Jharkhand.
- (xxi) S.O.1500(E) published in the Gazette of India dated 21st March, 2024, notifying user fee for the four

laning project of Lalitpur-Sagar-Lakhnadon Section of the National Highway-44 in the States of Uttar Pradesh and Madhya Pradesh on Tolling, Operation, Maintenance and Transfer basis.

- (xxii) S.O.1501(E) published in the Gazette of India dated 21st March, 2024, notifying user fee for the of four laning project of Gwalior- Jhansi Section of the National Highway-44 in the State of Uttar Pradesh and Madhya Pradesh on Tolling, Operation, Maintenance and Transfer mode.
- (xxiii) S.O.1502(E) published in the Gazette of India dated 21st March, 2024, notifying user fee for the four laning project of Binjabahal-Tileibani Section of the National Highway-49 in the State of Odisha.
- (xxiv) S.O.1503(E) published in the Gazette of India dated 21st March, 2024, notifying user fee for the four laning project of Chichra – Kharagpur Section of the National Highway-49 (old NH-6) in the State of West Bengal on INVIT basis.
- (xxv) S.O.1504(E) published in the Gazette of India dated 21st March, 2024, notifying user fee for the four laning project of Delhi – Hapur section of the NH-9

in the Union Territory of Delhi and the State of Uttar Pradesh on Tolling, Operation, Maintenance and Transfer mode.

- (xxvi) S.O.1505(E) published in Gazette of India dated 21st March, 2024, notifying User fee for the project of 6/8 lane of Delhi- Meerut Expressway on Nizamuddin Bridge on National Highway-9 in the Union Territory of Delhi and State of Uttar Pradesh on Tolling, Operation, Maintenance and Transfer mode.
- (xxvii) S.O.1536(E) published in Gazette of India dated 22nd March, 2024, notifying user fee for the project of four lane of Rewa-Katni-Jabalpur Section of National Highway-30 in the State of Madhya Pradesh on InvIT basis.
- (xxviii) S.O.1537(E) published in Gazette of India dated 22nd March, 2024, notifying user fee for the project of four lane of Lakhnadon – Khawasa Section of National Highway-44 in the State of Madhya Pradesh on InvIT basis.
- (xxix) S.O.1539(E) published in Gazette of India dated 22nd March, 2024, notifying user fee for the project of

four lane of Kaljhar – Pattacharkuchi of National Highway-27 in the State of Assam on InvIT basis.

(xxx) S.O.1568(E) published in Gazette of India dated 27th March, 2024, notifying user fee for the project of four or more lane of Allahbad Bypass Section of NH-19 in the State of Uttar Pradesh.

[Placed in Library, see No. LT 561/18/24]

(xxxi) S.O.1569(E) published in Gazette of India dated 27th March, 2024, notifying user fee for the project of four lane of Kachugaon – RakhalDubi Bus Junction section of National Highway -27 and RakhalDubi bus Junction – Kalijhar Section of National Highway -27 in the State of Assam on InvIT mode.

(xxxii) S.O.1570(E) published in Gazette of India dated 27th March, 2024, notifying user fee for the project of four lane of Rewa – Katni Section of National Highway-30 in the State of Madhya Pradesh on InvIT mode.

(xxxiii) S.O.1571(E) published in Gazette of India dated 27th March, 2024, notifying user fee for the project of four lane of Jabalpur – Lakhnadon Section of National Highway -34 in the State of Madhya Pradesh on InvIT mode.

- (xxxiv) S.O.1572(E) published in Gazette of India dated 27th March, 2024, notifying users fee for the project of four or more lane of Orai – Barah Section of National Highway-25 in the State of Uttar Pradesh on InvIT basis.
- (xxxv) S.O.1575(E) published in Gazette of India dated 28th March, 2024, notifying user fee for the project of four lane of Chitradurga – Hubli Section of National Highway-48 in the State of Karnataka on InvIT mode.
- (xxxvi) S.O.1576(E) published in Gazette of India dated 28th March, 2024, notifying user fee for the project of four lane of Katni – Jabalpur – Lakhnadon Section of National Highway-30 (old NH – 7) in the State of Madhya Pradesh on InvIT mode.
- (xxxvii) S.O.1584(E) published in Gazette of India dated 28th March, 2024, notifying user fee for the project of four or more lane of Shamlaji – Motachiloda – Nanachiloda Section of National Highway - 48 in the State of Gujarat.
- (xxxviii) S.O.2198(E) published in Gazette of India dated 05th June, 2024, notifying user fee for the project of 2/4 lane Section of Satna-Maihar Section of National Highway 135 BG along with cross road to connect the highway - 135 BG to highway -39 & Loop-1, Ramp-1, Ramp-2 to

connect National Highway -135BG to National Highway -30 in the State of Madhya Pradesh.

- (xxxix) S.O.2199(E) published in Gazette of India dated 05th June, 2024, notifying user fee for the project of four lane of Ahmednagar-Ghogargaon-Ahmednagar/Solapur District Border Section of National Highway -561A in the State of Maharashtra.
- (xl) S.O.2200(E) published in Gazette of India dated the 05th June, 2024, notifying user fee for the project of four and more lane of Jaipur-Kishangarh Section of National Highway-8 (New NH-48) in the State of Rajasthan.
- (xli) S.O.2201(E) published in Gazette of India dated 5th June, 2024, notifying user fee for the project of Indore-Gujarat/MP Border Section on National Highway-47 (old NH – 59) in the State of Madhya Pradesh on EPC mode.
- (xlii) S.O.2202(E) published in Gazette of India dated 05th June, 2024, notifying user fee for the project of four and more lane of Indore-Gujarat/MP Border Section on National Highways-59 in the State of Madhya Pradesh on BOT Toll basis.
- (xliii) S.O.2203(E) published in Gazette of India dated the 05th June, 2024, notifying user fee for the project of four

and more lane of Talaja-Mahuva-Kagavadar Section of National Highways-8E in the State of Gujarat.

(xliv) S.O.2204(E) published in Gazette of India dated 05th June, 2024, notifying user fee for the project of Birur to Shivamogga Section of Old National Highway-206 and New National Highway No. 69 in the State of Karnataka.

(xlv) S.O.2211(E) published in Gazette of India dated 06th June, 2024, notifying user fee for the project of 2/4 lane Section of Chandwad to Manmad Section of National Highway 752G in the State of Maharashtra.

(xlvi) S.O.2212(E) published in Gazette of India dated 06th June, 2024, notifying user fee for the project of two lane of Ken River near Amanganj to Start of Pawai Bypass Section of National Highway-43 Extn in the State of Madhya Pradesh.

(xlvii) S.O.2233(E) published in Gazette of India dated 11th June, 2024, notifying user fee for the project of Numaligarh to Jorhat Section of National Highway-37 (Old) including Dergaon Town Section in the State of Assam.

(xlviii) S.O.2234(E) published in Gazette of India dated 11th June, 2024, notifying user fee for the project of four or

more lane of Una-Kodinar Section National Highway -51 (old NH – 8E) in the State of Gujarat.

- (il) S.O.2239(E) published in Gazette of India dated 11th June, 2024, notifying user fee for the project of Gulganj to Katni Road Section of National Highway-43 Extn in the State of Madhya Pradesh.
- (l) S.O.2253(E) published in Gazette of India dated 12th June, 2024, notifying user fee for the project of 2LPS/4 lane of Umariya-Shahdol Section of National Highway-43 (old NH No. 78) in the State of Madhya Pradesh.
- (li) S.O.2254(E) published in Gazette of India dated 12th June, 2024, notifying user fee for the project of four laning of Barhi- Koderma Section of National Highway - 31 in the State of Jharkhand.
- (lii) S.O.2371(E) published in Gazette of India dated 20th June, 2024, notifying user fee for the project of two lane of Meensurutti to Chidambaram of National Highway - 227 (NH No. 81) in the State of Tamil Nadu.
- (liii) S.O.2372(E) published in Gazette of India dated 20th June, 2024, notifying user fee for the project of 2LPS/4 lane of Piprakothi-Motihari-Raxaul Section on National Highway -28A in the State of Bihar.

- (liv) S.O.2489(E) published in Gazette of India dated 28th June, 2024, notifying user fee for the project of 2LPS/4 lane of Nagarjuna Sagar Dam to Davulapally Section of National Highway-565 in the State of Andhra Pradesh.
- (lv) S.O.2582(E) published in Gazette of India dated 4th July, 2024, notifying user fee for the project of 2LPS/4 lane of Yadgir Bypass to 12 Andhra Border of National Highway-150 in the State of Karnataka.
- (lvi) S.O.2583(E) published in Gazette of India dated 4th July, 2024, notifying user fee for the project of two lane of Bowdara-Vizianagram Section of NH-516E in the State of Andhra Pradesh.
- (lvii) S.O.2792(E) published in Gazette of India dated 16th July, 2024, notifying user fee for the project of 2LPS/4 lane of Ajmer-Nagaur Section of National Highways-89 (New NH - 58) in the State of Rajasthan.

[Placed in Library, See No. LT 562/18/24]

- 2) A copy each of the following notifications (Hindi and English versions) under sub-section (4) of Section 212 of the Motor Vehicles Act, 1988:-
 - (i) The Central Motor Vehicles (Tenth Amendment) Rules, 2023 published in Notification No.

G.S.R.886(E) in Gazette of India dated 8th December, 2023 together with an explanatory memorandum and also a corrigendum thereto published in Notification No. G.S.R.899(E) dated 18th December, 2023.

- (ii) The Central Motor Vehicles (First Amendment) Rules, 2024 published in Notification No. G.S.R.27(E) in Gazette of India dated 5th January, 2024, together with an explanatory memorandum.
- (iii) The Motor Vehicles (Third Party Insurance Base Premium and Liability) Amendment Rules, 2024 published in Notification No. G.S.R.32(E) in Gazette of India dated 5th January, 2024, together with an explanatory memorandum.
- (iv) The Central Motor Vehicles (Second Amendment) Rules, 2024 published in Notification No. G.S.R.38(E) in Gazette of India dated 15th January, 2024, together with an explanatory memorandum.
- (v) The Central Motor Vehicles (Third Amendment) Rules, 2023 published in Notification No. G.S.R.141(E) in Gazette of India dated 28th

February, 2024, together with an explanatory memorandum.

- (vi) The Central Motor Vehicles (Fourth Amendment) Rules, 2024 published in Notification No. G.S.R.159(E) in Gazette of India dated 6th March, 2024, together with an explanatory memorandum.
- (vii) The Central Motor Vehicles (Fifth Amendment) Rules, 2024 published in Notification No. G.S.R.163(E) in Gazette of India dated 8th March, 2024, together with an explanatory memorandum.
- (viii) The Central Motor Vehicles (Sixth Amendment) Rules, 2024 published in Notification No. G.S.R.174(E) in Gazette of India dated 11th March, 2024, together with an explanatory memorandum.
- (ix) S.O.1306(E) published in Gazette of India dated 12th March, 2024 making certain amendments in Notification No. S.O.444(E) dated 12th June, 1989, together with an explanatory memorandum.
- (x) The Central Motor Vehicles (Seventh Amendment) Rules, 2024 published in Notification No. G.S.R.195(E) in Gazette of India dated 14th March, 2024, together with an explanatory memorandum.

- (xi) The Central Motor Vehicles (Registration and Functions of Vehicles Scrapping Facility) Amendment Rules, 2024 published in Notification No. G.S.R.212(E) in Gazette of India dated 15th March, 2024, together with an explanatory memorandum.
 - (xii) The Central Motor Vehicles (Eighth Amendment) Rules, 2024 published in Notification No. G.S.R.354(E) in Gazette of India dated 28th June, 2024, together with an explanatory memorandum.
 - (xiii) The Central Motor Vehicles (Ninth Amendment) Rules, 2024 published in Notification No. G.S.R.407(E) in Gazette of India dated 16th July, 2024, together with an explanatory memorandum.
- (3) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (2) above.

[Placed in Library, see No. LT 563/18/24]

THE MINISTER OF STATE IN THE MINISTRY OF CORPORATE AFFAIRS; AND MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI HARSH MALHOTRA): Hon. Speaker

Sir, I lay on the Table of the House a copy each of the following papers (Hindi and English versions):-

(1) Detailed Demands for Grants for the year 2024-2025 of the Ministry of Corporate Affairs.

(2) Output Outcome Monitoring Framework for the year 2024-2025 of the Ministry of Corporate Affairs.

[Placed in Library, See No. LT 564/18/24]

12.0½ hrs

BUSINESS ADVISORY COMMITTEE

3rd Report

[ENGLISH]

**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):** Hon. Speaker, Sir, with
your permission, on behalf of my senior colleague Shri Kiren
Rijiju, I present the Third Report of the Business Advisory
Committee.

12.01 hrs

ELECTION TO COMMITTEES

(i) Agricultural and Processed Food Products

Export Development Authority (APEDA)

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY; AND MINISTER OF STATE IN THE MINISTRY OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI JITIN PRASADA): Sir, with your kind permission, on behalf of Shri Piyush Goyal, I rise to move the following:-

“That in pursuance of clause (d) of sub-section (4) of Section 4 of the Agricultural and Processed Food Products Export Development Authority (APEDA) Act, 1985 read with Rule 3 of APEDA Rules, 1986, the members of this House do proceed to elect, in such manner, as the Speaker may direct, two members from amongst themselves to serve as members of the Agricultural and Processed Food Products Export Development Authority (APEDA) subject to the other provisions of the said Act and the Rules made thereunder.”

[Translation]

HON. SPEAKER: The question is:

“That in pursuance of clause (d) of sub-section (4) of section 4 of the Agricultural and Processed Food Products Export Development Authority (APEDA) Act, 1985, read with rule 3 of the APEDA Rules, 1986, the members of this House do elect, in such manner as the Speaker may direct, two members from among themselves to serve as Members of the Agricultural and Processed Food Products Export Development Authority (APEDA), subject to the other provisions of the said Act and the rules made thereunder.”

The motion was adopted.

12.02 hrs

(ii) Tobacco Board

[ENGLISH]

**THE MINISTER OF STATE IN THE MINISTRY OF
COMMERCE AND INDUSTRY; AND MINISTER OF
STATE IN THE MINISTRY OF ELECTRONICS AND
INFORMATION TECHNOLOGY (SHRI JITIN**

PRASADA): Sir, with your kind permission, on behalf of Shri Piyush Goyal, I rise to move the following:-

“That in pursuance of clause (b) of sub-section (4) of Section 4 of the Tobacco Board Act, 1975, read with Rule 4 of the Tobacco Board Rules, 1976, the members of this House do proceed to elect, in such manner as the Speaker may direct, two members from amongst themselves to serve as members of the Tobacco Board, subject to the other provisions of the said Act and the Rules made thereunder.”

[Translation]

HON. SPEAKER: The question is:

“That in pursuance of clause (d) of sub-section (4) of Section 4 of the Agricultural and Processed Food Products Export Development Authority (APEDA) Act, 1985 read with Rule 3 of APEDA Rules, 1986, the members of this House do proceed to elect, in such manner, as the Speaker may direct, two members from amongst themselves to serve as members of the Agricultural and Processed Food Products Export Development Authority (APEDA)

subject to the other provisions of the said Act and the Rules made thereunder.”

The motion was adopted.

12.03 hrs

(iii) Court of Aligarh Muslim University

[English]

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): Hon. Speaker, Sir, with your permission, on behalf of my senior colleague Shri Dharmendra Pradhan, I rise to move the following: -

“That in pursuance of sub-clause (xxiv) of clause 1 and clause 2 of Statute 14 of the Statutes of Aligarh Muslim University Act, 1920, the members of this House do proceed to elect, in such manner as the Speaker may direct, six members from amongst themselves to serve as members of the Court of Aligarh Muslim University, subject to the other provisions of the said Statutes.”

[Translation]

HON. SPEAKER: The question is:

“That in pursuance of clause (b) of sub-section (4) of Section 4 of the Tobacco Board Act, 1975, read with

Rule 4 of the Tobacco Board Rules, 1976, the members of this House do proceed to elect, in such manner as the Speaker may direct, two members from amongst themselves to serve as members of the Tobacco Board, subject to the other provisions of the said Act and the Rules made thereunder.”

The motion was adopted.

12.04 hrs

(iv) Committee on Official Language

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI NITYANAND RAI): Sir, on behalf of my senior colleague Shri Amit Shah, I rise to move the following:-

“That in pursuance of sub-section 2 of section 4 of the Official Languages Act, 1963, the members of this House do proceed to elect, in such manner as the Speaker may direct, one of themselves to serve as a member of the Official Languages Committee in place of Shri Manoj Tiwari, who has resigned, according to the system of

proportional representation by means of the single transferable vote, subject to the other provisions of the said Act and the rules made thereunder.”

HON. SPEAKER: The question is:

“That in pursuance of sub-section 2 of section 4 of the Official Languages Act, 1963, the members of this House do proceed to elect, in such manner as the Speaker may direct, one of themselves to serve as a member of the Official Languages Committee in place of Shri Manoj Tiwari, who has resigned, according to the system of proportional representation by means of the single transferable vote, subject to the other provisions of the said Act and the rules made thereunder.”

The motion was adopted.

HON. SPEAKER: Hon'ble Members, we will take up item number 13 and 14, the matter relating to Hon. Kiren Rijiju will be taken after Zero Hour.

... (*Interruptions*)

HON. SPEAKER: Otherwise, there will be no Zero Hour. The Hon. Members may think over it. There is a demand for Zero Hour, let us conduct Zero Hour.

... (*Interruptions*)

HON. SPEAKER: Urgent matters of public importance – Shri Anup Sanjay Dhotre.

... (*Interruptions*)

HON. SPEAKER: Hon. Members, the matter related to Waqf will be taken up after Zero Hour at one o'clock.

... (*Interruptions*)

HON. SPEAKER: There will be Zero Hour from twelve to one O'clock.

... (*Interruptions*)

SHRI ANUP SANJAY DHOTRE (AKOLA): Hon. Speaker Sir, through you, I thank our celebrated Prime Minister Hon. Modi ji for giving Rs. 400 crores to Akola and Murtizapur Railway Station under the 'Amrit Bharat' scheme for making them as modern railway stations, in which shopping mall and other facilities are being provided at the stations. Through you, I would like to request the Hon. Minister of Railways to start Vande Bharat train service between Maharashtra's capital Mumbai and sub-capital Nagpur. Near a railway station on this

route, the temple of Maharashtra's deity, Saint Gajanan Maharaj is situated.

12.05½ hrs

(Shri Dilip Saikia *in the Chair*)

At the same time, people travel to Nagpur, Akola, Bhusaval, Nashik and Mumbai for service sector. Vande Bharat train is going to provide good connectivity. Families of people in job sector travel on this route as well. It is likely to be a great help to the farmers, who travel by train to sell their goods in big markets in Mumbai and Nashik. At the same time, there are big educational institutions on this route, where students study. Through you, I would like to request the Hon'ble Minister of Railways to run a Vande Bharat train on this route at the earliest. I have been told that there is a big problem of congestion on this route. I would like to request, while addressing the said problem, tripling of railway should be done as soon as possible and a Vande Bharat Train should be introduced.

SHRI HARENDRA SINGH MALIK
(MUZAFFARNAGAR): Hon. Chairperson, Sir, I thank you for giving me the opportunity to speak. Hon. Chairperson Sir,

through you, I would like to bring a matter of urgent public importance to the notice of the House and demand action from the Government. Sir, in Muzaffarnagar district of Uttar Pradesh, the land mafia in collusion with the local administration declared a large area of land, which was a part of the city settled for the last 500-700 years, as enemy property, so that the private builders of the southern part of Muzaffarnagar, where there is a private colony of the person in power, could get benefitted. Hon. Sir, the people living in Gandhi Colony, Dwarkapuri, Sanatan Colony are able to take loan from the banks or do anything else. Sir, now the land mafia wants to grab religious places. A religious place in the middle of the city, in front of the railway station, which was established around the year 1900 by Rustam Ali Khan Sahib, who died in the year 1918, i.e. the mosque was built by a person who was born in India and died in India. A conspiracy is being hatched in connivance with the local administration to occupy it and build a commercial complex on it by declaring to be an it is enemy property.

Sir, not only this, earlier during the Muharram procession, these people built a gate on the road to stop the procession, even though there was a provision that there would be no change in

the route after 1947. This created tension. The local administration is silent and is under their pressure. In the revenue records, there is a mention of these religious places and inns in the year 1325 Fasli year i.e. 1918.

HON. CHAIRPERSON: Hon. Member, please tell about your subject.

SHRI HARENDRA SINGH MALIK: Sir, through you, I would like to request the Government to direct the State Government to take effective action against such officers in whose connivance they are doing such work and no change of any kind should be made in the religious places.

[ENGLISH]

SHRI V. K. SREEKANDAN (PALAKKAD): Respected Chairman, Sir, despite recurring landslides in Wayanad due to rain, there were neither Doppler Weather Radars nor any manual observatories of India Meteorological Department. The Union Government had approved putting up an X Band radar with an observation range of 100 km in the year 2023 in Kozhikode which will cover Wayanad as well, but the site inspection has not been completed even till today. Manual observatories are essential for assessing many climatic

conditions that are lacking in Wayanad. It has been a long pending demand of Kerala for a permanent weather radar in north Kerala, but it is yet to be installed. So, what happened in Wayanad is because of the mishandling of the Central government, and therefore, owing moral responsibility to what happened in Wayanad, the Union Government should declare Wayanad tragedy as a national disaster and pay adequate compensation to everyone who suffered due to this tragedy in Wayanad; such a tragedy Kerala has never experienced. Thank you.

[Translation]

SHRI NALIN SOREN (DUMKA): Hon. Chairman Sir, I would like to draw the attention of the Hon. Minister of Railways through you that the train operation on rail line connecting Palasdhari Railway Station in Jamtara district of Jharkhand to Andal Railway Station has remained discontinued for long. The length of the Palasdhari Railway Station to Andal Railway line is 27.09 km. This is the only mode of transport for the villagers from Jamtara in Jharkhand to Andal in West Bengal. Due to non-operation of this rail line, people have to face a lot of difficulties.

Therefore, in the public interest, I would like to request the Government to start the rail service from Palasthali in Jamtara to Andal at the earliest.

SHRI GANESH SINGH (SATNA): Hon. Chairman Sir, I would like to draw your attention to a very important issue. In the recently held Lok Sabha elections, the voting percentage was very low. As far as I know, a large number of young voters between the ages of 18 and 25 leave their home districts for coaching, education in big colleges or to work in private companies. Being away from home, they are unable to come to vote. This is also one of the reasons for the low voting percentage. As they face many difficulties, such as not getting Tatkal tickets, lack of time due to studies, not getting leave and loss of financial expenditure in travelling, etc. in returning home during elections.

Hon. Chairman Sir, through you, I would like to request that just as ballot papers are arranged for Central Government employees to vote from places other than their home district, similarly if arrangements are made for these youth to vote from their places through ballot papers, online voting or any other suitable means, the voting percentage will definitely increase

and the enthusiasm of the youth towards elections will also increase. Thank you.

DR. NISHIKANT DUBEY (GODDA): Hon. Chairman, Sir, the Congress Party and the opposition are advocating for nationwide caste census. The backward classes have been facing injustice for years. When the Hon. Prime Minister became the first backward class Prime Minister of the country, he established the National Commission for Backward Classes and provided constitutional status to it and brought it on par with the National Commissions for Scheduled Castes and Scheduled Tribes.

Hon. Chairman, Sir, you have also been in charge in Jharkhand. There is 27 percent reservation for OBCs in the entire country. But, there is only 14 percent reservation for them in Jharkhand causing discontent among these communities. Many castes such as Khetaudi and Ghatwal should have been included in the list of Scheduled Tribes, but they have been included in OBC category. I have been demanding for years for their reclassification to the ST list, ensuring the rightful allocation of OBC entitlements. Till date, the State Government there has not sent any kind of proposal

to the Government of India regarding reservation for OBC and therefore no reservation has been provided to them.

Today, there is 27 percent reservation for OBCs everywhere and there is a proposal for caste census, but Congress does not want to implement the socio-economic census. After the committee report came in Karnataka, the Government there is neither disclosing it nor implementing it. Through you, I would like to request the Government of India to put pressure on Congress and JMM and provide 27 percent reservation to OBCs in Jharkhand at any cost. This is my request to the Government of India through you.

SHRI AMRA RAM (SIKAR): Hon. Chairman Sir, through you, I would like to draw the attention of the House, the Government and the Minister of Agriculture and Farmers Welfare that the Netherlands multinational company, Rijk Zwaan, has been providing fake cucumber seeds for the last two years. Those who produce very high quality crops were provided fake seeds this year. The seeds are very expensive and the price of one seed is Rs 10. I have bills of dozens of farmers of Sikar and Nagaur in Rajasthan amounting to Rs 1.5 lakh to Rs 2 lakh. This Netherlands multinational company has cheated the farmers of Rajasthan.

HON. CHAIRPERSON: Hon. Member, you have to speak on the issue of cucumber growers. You are talking about another issue.

SHRI AMRA RAM: Sir, I am speaking about the same issue. Farmers are facing loss of crops due to fake cucumber seeds. Seeds worth Rs. 2-2 lakhs were bought from the company and not even 10% of the crop was produced. This seed was supposed to produce crops while fighting diseases. They provided quality seeds for 2 years, so people trusted them and bought it from them. The Department of Agriculture there sent a team of the company and ten officers. After going to one place, the company's representative ran away from there. The company does not want to pay compensation to the farmers. Not only in Rajasthan, as it is a multinational company, it must have provided seeds to the other people of the country as well. Through you, I would like to request that action should be taken against the Netherlands-based company for providing fake seeds in many places of the country and the farmers should be compensated for the losses they have suffered. An ordinary farmer cannot afford to go to courts in the country. Strictest action should be taken against such companies which are looting farmers by giving fake seeds and fertilizers. Action

should be taken against such multinational companies which have supplied fake seeds or fertilizers anywhere in the country.

SHRI BALRAM NAIK PORIKA (MAHABUBABAD):

Hon'ble Chairman, Sir, through you, I wish to put forth an important issue before the House. Lambadi is a Banjara community and this community is present all over the country. Its population is 12 crores to 16 crores. This community has different names in different states, but their dialect is the same. Just like people speak Hindi, they also have their own distinct language. They have staged Dharnas regarding their demand in Delhi as well as in various other states.

My demand is that this community be included in the Eighth Schedule. The Lambadi caste has a population of 16 crore in India. Through you, I request the Government to include this community in the Eighth Schedule by any means possible.

SHRI VIVEK THAKUR (NAWADA) : Hon. Chairman, Sir, through you, I would like to draw the attention of the House and the Hon. Minister of Jal Shakti to the Backseat Barrage Project in Bihar, which is an important initiative for the drought-affected areas of four districts namely Nawada, Sheikhpura, Jamui, and Nalanda. This project is a part of the

Sakri-Nata River Link Project which itself is a part of the Harohar Basin in South Bihar. Furthermore, another barrage is proposed upstream on the Nata river in the Kawakole Block of Nawada district.

Sir, Nawada and Sheikhpura are both aspiring districts and I represent those districts in this House. The situation in these two districts is very serious in terms of irrigation and drinking water. At many places, water is found at a depth of 350-400 feet. This project is a part of the reconstructed Upper Sakri Reservoir Project, which was initially proposed in the year 1974-75. An earlier proposal was to build a dam about 232 meters long on the Sakri river near Jarisingha village in Giridih district at the confluence of the Sakri and Nata rivers. After the State's division, the Jharkhand Government did not pursue the project and withheld permission due to the potential submergence of areas within its boundaries. Considering the technical feasibility of the combined use of surface and groundwater resources, the Bihar Government has supported the new proposal for the construction of the Baksoti Barrage.

Sir, during a joint meeting held by the Central Water Commission with the representatives from Jharkhand and Bihar on August 28, 2016, the state of Jharkhand mentioned

stated that its total irrigation, domestic, and industrial water requirement in the Sakri sub-basin exceeds the total water available in the area and that it is not in a position to grant a No Objection Certificate (NOC) to Bihar for the construction of the Baksoti Barrage Project and cannot be held responsible for future water shortages if the project is approved.

Sir, consequently, an agreement was signed in the joint meeting for the joint use of the surface water available in the Sakri sub-basin, under which it was decided to jointly use 159.20 million cubic meters from the Sakri River and 16.59 million cubic meters from the Nata River and groundwater. It was decided to prepare a revised project report based on the technical feasibility of this joint use of water which is still pending.

The above decision was taken based on Jharkhand's demand for irrigation, domestic supply, livestock requirements and industrial needs, without any specific claims or information. However, the commitment to provide water for irrigation to Bihar since 1958 has not been fully met.

Through you, I request the Central Water Commission to bring both States together and work with a 'to make it happen' approach. Just as the seemingly impossible task has been made

possible by building a bridge over the Chenab River in Jammu and Kashmir, similarly, both States should be brought together again, keeping in mind the interests of both the States and the livelihood of lakhs of farmers.

[ENGLISH]

***SHRI OMPRAKASH BHUPALSINH ALIAS PAVAN RAJENIMBALKAR (OSMANABAD):** Hon. Chairperson, thank you very much. Through you, I would like to draw the Government's attention towards an important issue. Sir, as you might be aware that before disbursing education loan to a student, the banks ensure his family owns NA land. So, I would like to seek a clarification in this regard. There is a poor maid servant in my constituency and her daughter got selected for NEET. One cart puller's son has also been selected through NEET. How would these students get loan for education? Should not they opt for it? Can not they become doctor-engineer if they do not possess property? Where would they get NA property? Only on this basis, their education loan applications have been rejected by the banks. This is a very serious matter and I would like to request the Hon. Finance

* English translation of the speech originally delivered in Marathi.

Minister to remove this condition of compulsory ownership of NA land for education loan. Otherwise, these poor meritorious and hard-working students would not get a chance to realize their dream of becoming doctor or engineer. Even in the case of crop loan, I want to inform you that district-wise the crop loan distribution targets get fixed. For Dharashiv district, crop loan disbursement of around Rs. 1,500 crore was fixed. But only 53 per cent of this amount has been distributed to the farmers. In this way, the farmers are compelled to go to private money lenders. There are clear instructions for bank authorities not to check the CIBIL score of farmers. But still the crop loan applications of farmers are lying pending with nationalized banks for 4-6 months' time. All this harassment of farmers is being done in the name of RACC. I would request you to kindly disburse the crop loan according to the targets fixed district-wise. Thank you.

***SHRI SANJAY UTTAMRAO DESHMUKH (YAVATMAL-WASHIM):** Hon. Chairperson Sir, today I rise to speak on the menace of increasing criminal activities in Yavatmal District of Maharashtra. These crimes pose a threat to law and order as well as peace and harmony there. The crime

* English translation of the speech originally delivered in Marathi.

rate has been consistently increasing in my district. There has been a significant growth in the serious crimes like theft, loot, murder, eve-teasing etc. The incident of murder took place over a petty issue of bicycle collision in Yavatmal. According to the data available on social media, around 77 murders took place in Yavatmal last year. Yavatmal city has registered the highest crime rate in Maharashtra.

There are 32 hard core criminals and four criminal gangs based in this city. Thirteen robbery and 89 forcible theft cases were recorded last year. Cases of chain snatching and eve-teasing activities are also on rise. Houses and shops are burgled at gun point. This district has shown an alarming rise in the cases of murders, which was once infamous for farmers' suicide. Teenagers are involved in these serious and heinous crimes and that is a matter of grave concern for all of us. Easy and free availability of liquor, opium and Gutkha is further deteriorating the situation. This exponential rise in crime rate and cases of farmer's suicide have painted a grim picture of Yavatmal's social and economic crisis. So, through you, I would like to request the Central Government to take quick and concrete steps to eradicate these criminal and violent activities and also to find a permanent and feasible solution to this

menace. During the Lok Sabha elections, these goons and criminals were positioned at the polling stations and they were threatening the voters by offering money. A criminal mechanism was set up there to stop the voters from casting their votes. They forcibly applied ink on their fingers. Sir, kindly stop these crimes by deploying more police force equipped with modern equipments. The Government should also focus on employment generation for poverty alleviation. A special anti-narcotics drive should be initiated to spread awareness among youths. One special anti-crime Helpline should also be started. Thank you.

[Translation]

SHRI MURARI LAL MEENA (DAUSA): Hon. Chairperson, Sir, through you, I would like to draw the attention of the Minister of Road Transport and Highways to National Highway-121, which runs from Agra to Bikaner in Rajasthan and also passes through Dausa, Jaipur, Jhunjhunu, Sikar and Churu. It was constructed 30 years ago. It had some technical flaws and black spots from the outset, leading to numerous accidents. Currently, the traffic on this route has also significantly increased.

Sir, my concern is regarding the crossings on the highway, both near city bypass entry points or at other locations. It appears that the flyovers constructed at these points are consistently built either one kilometer before or one kilometer after the crossings. I believe this is unusual, as on most highways across the country, flyovers are typically built directly at the intersections. This particular highway seems to be an exception, with no flyovers constructed at any of the crossings. They have been built either before or after the crossings. Flyovers have not been built at the entry and exit points of our city, Dausa. Through you, I request that all the black spots be improved and that all those flyovers be constructed at all intersections so that the number of accidents can be reduced.

Sir, I have another request. National Highway-48 passes through Dausa and offers a direct connection to Khatu Shyamji. This highway experiences a significant volume of traffic from Uttar Pradesh and Madhya Pradesh. Currently, it is a two-lane highway. Through you, I would like to request the Government to make it a four-lane highway. There are frequent road accidents on the said highway. These are the two technical reasons due to which terrible accidents keep happening on the

National Highway – 121 and the National Highway – 48. Two to four deaths occur on these highways every month. I request the Government to improve these highways. The Hon. Minister of Road Transport and Highways is not present here. He is a very nice person. He has worked a lot in the field of roads in the country. I hope he would definitely pay attention towards these two National Highways also and improve them. Thank you very much.

SHRI VIJAY KUMAR DUBEY (KUSHINAGAR): Thank you Hon'ble Chairperson Sir. About 95 percent of the people residing in my Parliamentary Constituency Kushinagar adjoining Nepal and Bihar are engaged in agriculture. The main source of income for all these farmers is sugarcane farming. The sugarcane farmers faced a lot of difficulties during the tenures of the previous Governments. The payments for their sugarcane crops used to be delayed by three years. These difficulties of the farmers have been resolved completely with the efforts made by our Hon'ble Chief Minister. The farmers get their payments within the same crushing season. There is large scale farming of sugarcane in my Lok Sabha Constituency and the farmers have to transport the sugarcane to the Pipraich Mill in Gorakhpur, Gadaura Mill in Maharajganj or to Bihar for

crushing. I would like to highlight that there is a large unit of Indian Potash Limited in my Constituency. Also located there is Dhada Sugar Mill which is a large unit of Birla Group. They have worked a lot on both these mills. I would like to urge and suggest the Hon'ble Minister of Agriculture and farmers Welfare to link them with the Ethanol Mill.

Sir, through you, I would like to urge the Hon'ble Minister of Agriculture and Farmers Welfare and emphasise that it would be immensely helpful for the sugarcane farmers if the old machinery of the closed sugar factory at Laxmi Ganj and Kath Kuiyan in my Parliamentary Constituency is replaced by new one. Thank you.

SHRI YOGENDER CHANDOLIA (NORTH WEST DELHI): Sir, through you, I would like to draw the attention of the House towards the prevailing problem of water logging in Delhi. Delhi has a population of about two and a half crore and people are facing this problem of water logging for hours since the onset of the last Monsoon season which signifies the failure of the Government of Delhi and the Municipal Corporation of Delhi. Three students have drowned in Rajendra Nagar due to water logging while one person has died in Kirari and two children each in Siraspur and Osmanpur due to water

logging and drowning. I have been elected from the North-West Delhi Parliamentary Constituency.

Sir, I would like to draw your attention to the road known as Delhi-Rohtak road which people use to go towards Bahadurgarh, Haryana and even to Punjab. Similarly, lakhs of people travel to Delhi through the same road which is in very bad shape from Tikri village to Piragarhi. There is heavy water logging upto three to four feet even today due to the rains yesternight. People are facing problems there due to the negligence of the Government of Delhi and the Municipal Corporation of Delhi. People are not able to travel beyond two kilometres even after spending upto 2 hours. There is waterlogging up to three feet in Ghevra, Mundka, Jwalapuri, Nangloi and Rajdhani Park even today.

Sir, through you, I would like to urge the concerned Minister to pay attention towards it and rid people of this problem. A plan of Government of Delhi with an estimated expenditure of Rs. 190 Cr is there which is not getting approved due to the Cabinet Meeting of the Government of Delhi not taking place resulting in suffering for the people of Delhi.

Sir, I would like to request the concerned Minister to take necessary action in this regard. You have listened me carefully. This is the problem of the whole of Delhi and the people of Delhi are forced to live in pathetic conditions.

DR. PRASHANT YADAORAO PADOLE (BHANDARA-GONDIYA): Hon'ble Chairman Sir, I would like to thank you for giving me an opportunity to share the problems of the people of my Parliamentary Constituency during Zero Hour.

The paddy crop, farmers, common people and traders have suffered extensive losses due to the heavy rains last week in Bhandara- Gondiya district and the incomplete works of Gose Khurd dam. Farmers can not sow the crops again due to rains. The problem is how are they going to sustain for the entire year? The farmers have been compensated with Rs. 5,000 per acre only while their cost is Rs. 25,000 per acre. The Government was talking about doubling their incomes, but in this case they have been left completely without any incomes. The farmers who are our food grain providers are in distress today.

I request the Government to provide financial assistance of ₹50,000 per hectare to flood-affected farmers. Special funds should be allocated soon for the rehabilitation of damaged

infrastructure and houses. Farmers' loans should be waived. Modi ji, where are you?

The people affected by the catastrophic floods caused by the release of water from the Sanjay Sarovar Dam in 2022 have not yet been provided with housing facility. When will they get justice? When will the poor and the beneficiaries receive land leases? What answer should I give to that woman who asks me every day, "When will I get a house? When will I be allotted a house?" When will people be given money to build their houses under the Gharkul Yojana? When will farmers be given money for their crops? When will the workers receive wages under the MGNREGA scheme? When will the increased prices of electricity be reduced? When will farmers receive 24-hour electricity?

If there is not enough electricity for 24 hours, then at least provide electricity for 12 hours. Why is electricity supplied at night? Why isn't it provided during the day? Farmers are working the whole day and then at night they would have to go to the fields to turn on the power switch? What if a snake bites someone, who will be responsible?... (*Interruptions*)

Hon. Chairperson, Sir, when will Vinesh Phogat get justice? Will the Central Government support her against this injustice? Modi ji, where are you?... *(Interruptions)*.

SHRIMATI MANJU SHARMA (JAIPUR): Hon. Chairman, Sir, I hail from Jaipur, the capital of Rajasthan and I wish to bring to your attention matters concerning my Lok Sabha constituency. I have seen Johri Bazar since my childhood and it stands as the central hub for jewelers. Vishwakarma serves as a industrial center and Pratap Nagar has emerged as an educational hub. I request the Government to establish an IT hub in Jaipur. Youths in Jaipur city may be provided employment. There are IT hubs in Bengaluru, Mumbai and Hyderabad. These IT hubs offer numerous employment prospects to the youths. The youths from our region also goes there. Under the leadership of Shri Narendra Modi Ji, digitalization is happening. There is a computer in almost every office, a phone in nearly every hand and today's youth are increasingly drawn to IT. Just as Bangalore, Hyderabad, and Mumbai are renowned in the IT sector, I aspire for Jaipur to also gain recognition in this sector. An IT hub is a significant need in today's times. In Smart City Jaipur, educated youth will find employment opportunities. This will enable those working

outside the city to stay with their families and have the chance to serve them. This is my request. This will not be possible without the support of the Central Government. I hope that this IT hub will be established in Jaipur.

[ENGLISH]

SHRI DURAI VAIKO (TIRUCHIRAPPALLI): Respected Chairperson, I would like to speak on a very emotional issue concerning our Tamil Nadu fishermen, who have been attacked, killed, and looted of their belongings by the Sri Lankan Navy for the past 40 years.

Our Chief Minister, Mr. Stalin, in his recent letter to the External Affairs Minister mentioned that more than 250 fishermen have been attacked, arrested during the last seven months. Our Chief Minister has pointed out a valid fact that in this year of 2024 alone, it has seen the highest number of such attacks by the Sri Lankan Navy. We have more than eight lakh fishermen engaged in fishing activities in 14 coastal districts, starting from Chennai to Kanyakumari.

Sir, I would like to bring to the attention of this House that more than 6,000 fishermen have been arrested, attacked, and looted of their belongings by the Sri Lankan Navy during the

past 20 years. More than 500 of these fishermen have lost their lives and some of their bodies were not even traceable. I would like to bring to the attention of this House that these fishermen and their families have undergone tremendous mental agony and stress. These families have lost their sole breadwinner. I have personally visited some of these families and shared their griefs. I have witnessed tragedies where the children have lost their father, women have lost their husband, and parents have lost their only son. Most of these fishermen belong to the backward districts of Ramanathapuram and Pudukkottai, where there is little rainfall and less resources. Fishing is their only livelihood. These fishermen have to go to the seas to ensure that their families do not go hungry. They live a hand-to-mouth existence.

Sir, our current Chief Minister, previous Chief Ministers, and various leaders from Tamil Nadu have appealed to the Union Government during the past 30 years to find a lasting solution. But the situation has become horrible and worse. We, the people of Tamil Nadu, and the Tamil Nadu fishermen have lost hope on the Central Government. The fishermen from other States have the necessary backing of the Coast Guard, Navy, and the Union Government whenever they get into trouble. I do

know that we had given the Katchatheevu Island to Sri Lanka in 1974. I do know the fact that the Indo-Sri Lankan Katchatheevu Agreement signed in 1974 and 1976 has been diluted, taking away the rights of our fishermen.

I also know that there are certain geo-political issues that are linked to this issue. But I do not know if this Government is genuinely interested in solving this grave issue of our fishermen. ... (*Interruptions*) I do not know if our Tamil Nadu fishermen are considered as citizens of this country. ... (*Interruptions*) I also do not know whether this Government considers Tamil Nadu as a part of the Indian federal setup because they do not give us our funds and they do not care for the safety of our fishermen.

I humbly appeal to this Government -- our Prime Minister and the External Affairs Minister -- to find a lasting solution to the Tamil Nadu fishermen is problem. Thank you, Sir.

[Translation]

SHRI DINESH CHANDRA YADAV (MADHEPURA):

Hon. Chairperson, Sir, in the Saharsa district of my Parliamentary constituency in Bihar, a 77 km stretch of the Eastern Kosi embankment was breached in 1984.

Consequently, the drainage system from Nauhatta to Salkhua has become completely ineffective due to sand accumulation, halting water drainage. Within a 77 km radius in the eastern part of the Eastern Kosi embankment from Nauhatta to Salkhua, approximately 70,000 to 80,000 acres of farmland become inundated. Although the land belongs to the farmers, water logging prevents them from farming which leads them to starvation. Similarly, in the western part of the Western Kosi embankment, the area of 8 km from Gandol to Ghonghepur remains waterlogged.

I would like to request the Hon. Minister of Jal Shakti to clean the drainage from Nauhatta to Salkhua, a distance of 77 kilometers and from Gandol to Ghonghepur, a distance of 8 kilometers so that the waterlogged fields of the farmers can drain. This will make their land usable and bring happiness to the farmers. Therefore, the drainage should be cleaned as soon as possible.

[ENGLISH]

***SHRI NARESH GANPAT MHASKE (THANE):** Hon. Chairperson, Sir, a baby girl named Ariha Shah, aged about three-and-half years, daughter of Shri Bhavesh Shah and Dhara Shah from Mira- Bhayandar area of my constituency, is in custody of German Government and her parents are praying intensely and persistently for her release.

I am really thankful that you have given me an opportunity to raise this issue.*

[Translation]

This three-and-a-half-year-old girl was taken away from her parents by a German foster care home when she was seven months old. It was alleged that her parents had hurt her. Although the allegations could not be proved in the police investigation, the Youth Welfare Office of Germany still refused to return the child. The child has been in foster care in German custody for more than 36 months. She is the daughter of Jain parents. Therefore, the cultural rights they possess by living in Germany have also been taken away from them.

* ...* English translation of this part of speech was originally delivered in Marathi.

The child welfare agency of Gujarat has agreed to take Ariha into custody. The Ahmedabad Child Welfare Committee has found a foster family for her. However, the German Government has not returned the child to her parents. Therefore, the Foreign Minister should communicate with the German Government to ensure that the child should be returned to her parents through judicial means. The mother has been tirelessly meeting with Members of Parliament, traveling between Delhi and Gujarat. Her distress is evident and the Government should make every effort to reunite her with her three-and-a-half-year-old daughter. This is why I have raised this important issue during Zero Hour.

SHRI PARIMAL SUKLABAIDYA (SILCHAR): Hon. Chairperson, Sir, I thank you from the bottom of my heart for giving me the opportunity to speak for the first time in my life in this August House.

Sir, I have been elected from Silchar. After Independence, from 1947 to 2018, NH-6 passing through Meghalaya was a single lane, with a length of 348 km. After Modi ji was elected in 2014, NH-6 was made a double lane for the first time under the leadership of Nitin ji. Earlier, it used to take three days to travel 340 km to reach Silchar. But after 2014, we can reach

Silchar in six to seven hours. Silchar is also the Gateway to Mizoram, Tripura and Manipur. Vehicles pass through all three states via Silchar.

You are aware that there are hilly tracks in North-East. There is a lot of rainfall in North-East particularly in Meghalaya. There is a problem of frequent landslides there. Consequently, the roads have deteriorated significantly. In fact, it is completely ruined. Now, it takes two days to travel from Hojai to Silchar. Small vehicles cannot use it. Some sections of the road are maintained by NHAIDC and others are maintained by NHAI.

Hon. Chairperson, Sir, through you, I would request Nitin ji to please expedite the repair of this road because his work has shaped the roads of our entire nation. This is one route. There is a separate route to go to Silchar. Vajpayee ji mentioned it by name for the first time and the proposal to build an East-West Corridor from Silchar to Saurashtra originated from this House. Before 2014, work commenced during the tenure of Vajpayee ji. But it remained stagnant for ten years, falling into disrepair. However, after 2014, when Modi ji assumed office, work on this route resumed. While some progress has been made, 30-40 km of work is still pending. You are aware of Haflong. Once

the 30 km stretch through Haflong is completed, we will be able to reach Silchar via that route.

Therefore, I request that now that Modiji's Government is in power and the work on the East-West Corridor was initiated under the leadership of Nitinji, this project must be completed soon. This is my humble request through you. The two-kilometer stretch of road passing through Silchar city has been heavily affected by the recent rainfall. The NHAIDC is also responsible for its maintenance. Through you, I would humbly request Nitin ji to ensure that the road in Silchar city is completed as soon as possible. The construction of this road may be completed before the holy Durga Puja so that we can travel smoothly. Thank you... *(Interruptions)*

HON. CHAIRPERSON: Hon. Members, I have a long list of Members to speak but only limited time. So, please raise your matter in one minute.

SHRIMATI DIMPLE YADAV (MAINPURI): Hon. Chairperson, I would like to draw your attention to my Lok Sabha constituency, Mainpuri where a large number of irregularities are being committed by NHAI during the widening of the National Highway road in the Kishni Nagar

Panchayat area of Mainpuri city. This is making the daily life extremely difficult for the people of that region.

Sir, the NHAI has demolished a three-kilometer-long old drainage system on both sides of the road in Nagar Panchayat Kishni under the guise of road widening. This has led to waterlogging in shops and houses on both sides of the road causing significant disruption to daily life.

Sir, during the widening work, the previously existing hand pumps, electricity poles and sewer lines have also been destroyed.

HON. CHAIRPERSON: Please place your demand.

SHRIMATI DIMPLE YADAV: Through the District Magistrate, complaints regarding this issue have been lodged with the NHAI officials multiple times but the waterlogging problem remains unresolved.

Through you, I would like to draw the attention of the concerned ministry to this matter.

SHRI ANURAG SINGH THAKUR (HAMIRPUR): Hon. Chairman Sir, I hail from Himachal Pradesh which is known as dev bhoomi and veerabhoomi. This hilly State needs railway accessibility. During the tenure of the UPA and Congress, the State has been largely neglected. We received no funds. Our

average annual allocation was ₹108 crores. However, now, under Hon. Prime Minister Modi's NDA government, Himachal Pradesh has been allocated ₹2700 crores for the railway sector this time, which is a 25-fold increase. Four Amrit Bharat Stations are also going to be built. When the Congress was in power at the center, Himachal Pradesh was neglected. Now that they have their own Government in the State, they are not even providing their share of the funds there due to which the railway development in our region has been hindered.

Sir, through you, I would just like to say to the Hon. Railway Minister that the Central Government is generously allocating funds, that is, ₹1700 crores for the Bhanupali-Bilaspur railway line, ₹500 crores for the Nangal-Una-Talwara railway line and ₹300 crores for the Chandigarh-Baddi railway line. But, the State Government, led by the Congress, is unfortunately not contributing its share despite increasing the prices of petrol and diesel and thereby collecting money from the public.

[ENGLISH]

***SHRI NILESH DNYANDEV LANKE (AHMEDNAGAR):**

Hon. Chairperson Sir, today I would like to draw the Government's attention towards an important issue. There is an urgent need to make some changes in the PMAY scheme. My Ahmednagar District is the largest district in terms of size and area in Maharashtra but the number of households is very less. Considering the ever-growing inflation, the amount given to construct houses is meagre. A sum of Rs.1,20,000 is required for house; Rs. 12,000 for toilet construction plus around Rs. 26,000 to 28,000 for MNREGA labour cost. Thus, the total amount goes up to around Rs 1,60,000 only. I demand that at least Rs. 4 lakh should be given for this purpose.

In the rural areas, it is not easy to find out a good location and suitable land for house construction. So, kindly make necessary changes in the criteria for the PMAY scheme. Thank you.

SUSHRI SAYANI GHOSH (JADAVPUR): Sir, it is said that if you have a voice, you must use it for the voiceless. *[Translation]* Therefore, today I would like to draw the attention of this House to a serious issue like animal cruelty.

*English translation of the speech originally delivered in Marathi.

Incidents of cruelty to animals are constantly coming to light in India.

12.58 hrs

(Hon. Speaker *in the Chair*)

Sir, more than 20,000 cases have been registered in the past 10 years. Sir, 1,135 cases were reported across India in 2022-23 as per the Animal Welfare Board of India. Over the years, much has been discussed about the inadequacies of the Act, namely, the Prevention of Cruelty to Animals Act, 1960, such as poor enforcement of this law and meagre penalties of Rs. 10 to Rs. 15 for cruelty towards stray animals. In November, 2022, the draft PCA (Amendment) Bill, 2022 was published by the Department of Animal Husbandry and Dairying for public comments. The problem is, despite widespread public support in favour of the draft Bill, it was not tabled in the Parliament. The draft Bill includes significant amendments to the 1960 Act including addition of a new clause under Section 11 where gruesome or life-threatening cruelty would incur a penalty of Rs. 50,000 per animal or the animal cost with imprisonment of 1.3 years, killing an animal would result in Rs. 75,000 penalty per animal or three times the cost of the animal and imprisonment of three to five years or both.

[Translation]

Sir, the problem lies in the word 'and' because as long as the word 'and' exists, people with criminal mindsets will get away by paying fines and incidents of inhuman cruelty to animals will keep increasing. Those who kill puppies and kittens in the night today will kill our children in broad daylight tomorrow. It is my humble request to kindly look into the matter.

13.00 hrs

SHRI TARIQ ANWAR (KATIHAR): Hon. Speaker Sir, we all know that a significant portion of India's population resides in the rural areas. Without rural electrification, social and economic development will not be possible. Recognizing this, the rural electrification program was started. However, it is with regret that I must bring to your attention the severe electricity shortage in my parliamentary constituency, Katihar. The residents there are constantly struggling due to this issue. Despite repeated complaints to both the district and state administrations, there has been no improvement in the situation. Consequently, students face challenges. The farmers requiring electricity for irrigation are not receiving it in a timely

manner. While electricity bills are charged on time from consumers, supply of electricity remains inconsistent.

Therefore, through this House, I demand that the Central Government intervene in this matter and there is a need to improve the maintenance of the rural electrification programme. Thank you.

SHRIMATI HEMA MALINI (MATHURA): Hon. Speaker Sir, provisions under the Pradhan Mantri Kisan Urja Suraksha evam Utthaan Mahabhiyaan (PM-KUSUM) Yojana facilitate the establishment of solar energy plants on the private land of farmers. While farmers in Bundelkhand have actively pursued this initiative, the experience has not been entirely encouraging. Farmers who lease their land for solar plants are not receiving attractive benefits. There is neither substantial crop production nor sufficient solar energy generation. The core issue lies with the current installation of solar panels. The Government needs to install a system of solar panels in the fields to ensure abundant crop production and sufficient energy generation. In the interest of farmers, my suggestion to the Government is that solar panels, which are installed on the ground and prevent farmers from cultivating their land should instead be installed on pillars within the fields. This will benefit the farmers.

Sir, I request the Government to address this matter concerning agriculture and farmers' interest as soon as possible.

Thank you.

[English]

**LIST OF MEMBERS WHO HAVE ASSOCIATED
THEMSELVES WITH THE ISSUES RAISED UNDER
MATTERS OF URGENT PUBLIC IMPORTANCE**

MEMBERS WHO HAVE RAISED ISSUES UNDER MATTERS OF URGENT PUBLIC IMPORTANCE	MEMBERS WHO HAVE ASSOCIATED THEMSELVES WITH THE ISSUES RAISED
Dr. Nishikant Dubey	Shri Ganesh Singh Shri Navaskani K.
Shri Ganesh Singh	Shri Ramesh Awasthi
Shri Omprakash Bhupalsinh <i>Alias</i> Pavan Rajenimbalkar	shri Arvind Ganpat Sawant
Shri Sanjay Uttamrao Deshmukh	shri Arvind Ganpat Sawant Shri Navaskani K.
Shrimati Manju Sharma	Shri Dushyant Singh
Dr. Prashant Yadaorao Padole	Shri Sanjay Haribhau Jadhav Shri Navaskani K. Shri Omprakash Bhupalsinh <i>Alias</i> Pavan Rajenimbalkar
Shri Harendra Singh Malik	Shri Navaskani K.

Shri Amra Ram	Shri Navaskani K.
Shri Balram Naik Porika	Shri Navaskani K.
Shri Vivek Thakur	Shri Navaskani K.
Shri Naresh Ganpat Mhaske	Shri Sanjay Uttamrao Deshmukh Shri Shrirang Appa Chandu Barne Shri Omprakash Bhupalsinh <i>Alias</i> Pavan Rajenimbalkar Shri Asaduddin Owaisi
Shri Omprakash Bhupalsinh <i>Alias</i> Pavan Rajenimbalkar	Shri Navaskani K.
Shri Murari Lal Meena	Shri Navaskani K.
Shri Durai Vaiko	Shri B. Manickam Tagore
Shri Vijay Kumar Dubey	Shri Navaskani K.
Shri V. K. Sreekandan	Shri Navaskani K.
Shri Nalin Soren	Shri Navaskani K.
Shri Nilesh Dnyandev Lanke	Shrimati Supriya Sule Shri Omprakash Bhupalsinh <i>Alias</i> Pavan Rajenimbalkar

Sushri Sayani Ghosh	Dr. T. Sumathy <i>Alias</i> Thamizhachi Thangapandian Shri Navaskani K.
Shrimati Dimple Yadav	Shri Navaskani K.
Shri Tariq Anwar	Shri Navaskani K.

13.03 hrs

GOVERNMENT BILLS - Introduced

(i) WAQF (AMENDMENT) BILL, 2024*

[Translation]

HON. SPEAKER: Item no. 13, Shri Kiren Rijiju Ji.

[English]

**THE MINISTER OF PARLIAMENTARY AFFAIRS;
AND MINISTER OF MINORITY AFFAIRS (SHRI
KIREN RIJIJU) :** Sir, I beg to move for leave to introduce a
Bill further to amend the Waqf Act, 1995.

[Translation]

HON. SPEAKER: Motion moved:

“That leave be granted to introduce a Bill further to
amend the Waqf Act, 1995.”

... (Interruptions)

HON. SPEAKER: Shri K. C. Venugopal Ji.

... (Interruptions)

HON. SPEAKER: I am allowing all the Hon. Members who
have given notices to speak for one or two minutes. Why are
you making noise?

* Published in the Gazette of India, Extraordinary, Part-II, Section 2, dated 08.08.2024.

... (Interruptions)

HON. SPEAKER: You will speak for two minutes each as you will speak on the topic under Rule 72. You should speak only as per the rules and regulations.

... (Interruptions)

HON. SPEAKER: Shri K. C. Venugopal Ji, you speak please.

[English]

SHRI K. C. VENUGOPAL (ALAPPUZHA): Sir, thank you very much for giving me an opportunity to raise an objection to the draconian law which is being introduced by the Government. Fundamentally, this is an attack on the Constitution. Basically, when we are talking about the Constitution, this Bill is a fundamental attack on the Constitution.

As per the provision regarding composition of the Central Waqf Council, basically, wherefrom the Waqf property is coming? That is coming from the donations of the believers, those who believe in the God. They are giving the Waqf donations.

Now, Article 26 is very clear – Freedom to manage religious affairs, subject to public order, morality and health.

Every religious denomination of any section shall have the right to establish and maintain institutions for religious and charitable purposes. The Article also provides: to manage its own affairs in matters of religion; to own and acquire movable and immovable property; and to administer such property in accordance with the law. This is Article 26 of the Constitution.

Hon. Speaker, Sir, through this Bill, they are putting a proviso that non-Muslims will also be a member of the Governing Council. Sir, through you, I would like to ask a question to the Government. The Supreme Court constituted the Board for Ayodhya Temple. Can anybody think that a non-Hindu be a part of Ayodhya Mandir? For Guruvayur Temple, there was some Board. Can anybody believe that that Temple Board has a non-Hindu member? Sir, the provision that non-Muslims can also be a part of the Waqf Council is directly an attack on the faith and freedom of religion. We were showing the Constitution. Are you protecting the Constitution? This is a fundamental attack on the Constitution. This Bill is a fundamental attack on the Constitution. Now, you are going for Muslims. Then, next, you will go for Christians, Jains, Parsis, etc. ... (*Interruptions*)

There is a fundamental principle. What is the tradition of India? What is the culture of India? Rajnath ji, we believe in the culture and tradition of India, that is, Bharat, which is to respect each other's faith. I told you one thing. We are Hindus. We are believers. But at the same time, we are respecting the faith of other religions also. That is the basic principle. This Bill is specialised for Maharashtra and Haryana elections. But you do not understand that. Last time, the people of India totally listened to you. But now -- this type of divisive politics -- Indian people will not buy it. Now, again, you are trying to experiment with it.

Hon. Speaker, Sir, this is an attack on the federal system also. This is a clear attack on the federal system also. The nitty-gritty regarding Waqf properties including, rules, data collection, and everything, actually has to be dealt with by the States. This Bill is taking away the rights with regard to data collection from the States and now the rights are coming to the Centre. That is an attack on the freedom of religion and federal system as well.

Hon. Speaker, Sir, there is a concept called 'Waqf by Use'. Sir, there is a big mosque near the Parliament. It is more than 200 years old mosque. Nobody knows about the actual property

detail of that mosque. You are removing the clause ‘Waqf by Use’ through this amendment. That means there is going to be a dispute with regard to each and every mosque, where there is no deed. What will happen then? Your fundamental idea is to create conflicts and anger among the communities. Your fundamental idea is also to create violence everywhere. If you want to bring a prospective Bill on this clause, then give us a justification. Retrospectively, you are taking over all the pilgrim centres which have no deed.

My point is that there should be a motive and an intention of well-being in every legislation. That is what we are witnessing. That should come from the heart. The duty of the ruler is to make the legislation which comes from the heart. Now, your ill-motive is to divide the people of this country. That is why, you are bringing this Bill. Therefore, we are totally objecting to the Bill. This Bill cannot be passed. This Bill cannot be introduced.

[Translation]

SHRI MOHIBULLAH (RAMPUR) : Bismillah Rahmanir Rahim.

Sir, I would like to draw your kind attention to this. Through you, I would like to state that I am the only person in this House who was the member of one-man committee formed by the Government relating to 123 properties. The Waqf Board has not been privy to the findings of the report presented by Justice Aryan till date, because it did not align with the Government's expectations. Subsequently, a two-men committee was constituted, but this committee has also failed to present any report to the Waqf Board. Whereas the Waqf Act, 1995, is passed by the Parliament, so you are not respecting the Parliament and its rights.

Hon. Sir, in the same way, the provincial governments were given authority. The Hindu Amendment in Karnataka and Tamil Nadu explicitly excludes individuals of Muslim faith from these bodies. This exclusion is a clear violation of Article 26... (Interruptions) it is a well-established tradition that the four Dhams are managed exclusively by Hindus, and similar provisions exist in Bihar and Odisha. In Punjab and Haryana, the right of Sikhs to exclusively manage their Gurudwara Prabandhak Committees is rightfully accepted and protected., then why is there this injustice with Muslim community?... (Interruptions) Listen to me.

Hon. Sir, I would like to draw your attention. The world's first Waqf Khana Kaaba is in Mecca. Will we raise questions on that too, that there should be a Hindu brother there too. We are trampling our dignity, our honour, our country's pride, our Constitution under our own feet. Waqf is a religious practice and religious duty of Muslims. No power can deprive them of this, not even through the Constitution.

Hon. Sir, we are going to commit a very big mistake, the consequences of which we will have to suffer not just now but for centuries, because we ourselves are dishonouring our Constitution. In this regard, I have read it carefully and have written down all the 40 amendments that are wrong in it.

Sir, through this, the authority of the Government officials is being given to the collector. The powers of the Survey Commissioner are being taken away. After all, the Survey Commissioner also belongs to the Government of India. Sir, how can we do this? There are things related to my religion in it, so how will someone else decide them? What is written in the Quran, what is written in the sect, what is written in Islam, will you decide this or will I decide it... (Interruptions) By doing this, you are interfering with the religion... (Interruptions) Such laws will harm the reputation of the

country. We will destroy the spirit of the Constitution. (Interruptions) If this happens, no minority will feel safe in India. (Interruptions) Recently, this happened with the Sikhs and Christians, due to which everyone is feeling helpless. The manner in which the rights and religious freedom of minorities in our country have been handled over the last ten years is deeply disturbing and causes profound anguish. (Interruptions) If this situation persists, the people will come out on the streets again to save their rights and to save the Constitution. (Interruptions)

جناب محب اللہ (رامپور): ، بسم اللہ الرحمن الرحیم ، جناب صدر میں آپ [کی توجہ اس طرف دلانا چاہتا ہوں۔ میں آپ کے ذریعہ سے کہنا چاہتا ہوں، میں واحد آدمی ہوں اس ایوان میں، جس میں ون مین کمیٹی آپ کے ذریعہ، سرکار کے ذریعہ بنائی گئی اور میں اس میں پیش ہوا، 123 پروپرتی میں۔ جسٹس آرین نے جو رپورٹ پیش کی، آج تک وقف بورڈ کو نہیں بتائی گئی، چونکہ وہ آپ کی منشا کے خلاف تھی اور گورنمنٹ کی منشا کے مطابق نہیں تھی۔ 123 پروپرتی میں جب منشا کے مطابق رپورٹ نہیں آئی تو آپ نے ٹو مین کمیٹی بنائی اور ٹو مین کمیٹی نے بھی کوئی رپورٹ وقف کو نہیں دی۔ جبکہ وقف ایکٹ 1995 جو ہے، وہ پارلیمنٹ سے پاس شدہ ہے کہ پارلیمنٹ کا جو احترام ہے، اس کا نہیں کر رہے ہیں، اس کے حقوق کا۔

جناب، اسی طرح سے صوبائی حکومتوں کو اختیار دیا گیا۔ ہندو امینڈمینٹ میں جو کرناٹک اور تمل ناڈو میں ہے، وہاں کوئی مسلم نہیں ہو سکتا یہ آرٹیکل 6 کا وائلیشن ہے۔۔۔ (مداخلت)۔۔۔ چار دھام میں واضح طور پر لکھا ہوا ہے کہ صرف ہندو ہوگا۔ بہار اور اوڈیشہ میں بھی یہی لکھا ہے۔

پنجاب اور ہریانہ میں گرو دوارہ پر بندھک کمیٹی میں صرف سکھ ہوگا اور یہ ان کا ادھیکار ہے، جس کا مانا گیا ہے، لیکن مسلم کے ساتھ یہ نا انصافی کیوں؟ (مداخلت) میری بات سن لیجئے۔

سر، میں آپ کی توجہ چاہتا ہوں۔ دنیا کا سب سے پہلا وقف خانہ کعبہ مکہ میں ہے کیا ہم اس کے اوپر بھی سوال اٹھائیں گے کہ وہاں پر بھی ہمارا کوئی ہندو بھائی ہو۔ ہم اپنے وقار کو، اپنی عزت کو، اپنے ملک کی شان کو اپنے آئین کو خود اپنے پیرو تلمے روند رہے ہیں۔ وقف ایک مسلمانوں کا مذہبی عمل ہے، ایک مذہبی فریضہ ہے، اس سے انکو محروم آئین کے ذریعہ سے بھی کوئی طاقت نہیں کر سکتی۔

سر، یہ ہم بہت بڑی غلطی کرنے جا رہے ہیں، جس کا خامیاضہ ہم ابھی نہیں صدیوں توک بھگت تے رہیں گے، کیونکہ ہم خود اپنے آئین کی پامالی کر رہے ہیں، اس سلسلے میں، میں نے اس کو پورا دھیان سے پڑھا ہے اور پوری 40 ترامیم جو اس میں غلط ہیں، ان کو میں لکھ کر لیکر آیا ہوں۔

سر اس کے ذریعہ سے سرکاری عملے کا باضابطہ طور پر یہ حق کلیکٹر کو دیا جا رہا ہے۔ سروے کمشنر کے اختیارات ختم کئے جا رہے ہیں۔ آخر سروے کمشنر بھی تو گورنمنٹ آف انڈیا کا ہوتا ہے۔ سر ہم ایسا کیسے کر سکتے ہیں؟ اس میں میرے مذہب کے متعلق چیزیں ہیں، تو انہیں کیسے کوئی دوسرا طے کرے گا؟ قرآن میں کیا لکھا ہے، اسلام میں کیا لکھا ہے، یہ آپ طے کریں گے یا میں طے کروں گا۔ (مداخلت) اس سے آپ مذہب میں دخل اندازی کر رہے ہیں۔ انٹر فیرینس آف ریلیجن کر رہے ہیں (مداخلت) اس طرح کے قوانین سے ملک کی ساکھ کو نقصان پہنچے گا۔ آئین کی اسپرٹ ہم ختم کر دیں گے۔ (مداخلت) اگر یہ ہوگا تو کوئی بھی اقلیت، کوئی بھی مائینورٹی اپنے آپ کو ہندوستان میں سیف نہیں سمجھے گی۔ (مداخلت)۔ پچھلے دنوں سکھوں کے ساتھ بھی یہی ہوا، اور کچھ عیسائی بھائیوں کے ساتھ بھی اس طرے کے واقعات ہوئے ہیں۔ جس کی وجہ سے سب لوگ اپنے آپ کو اسہائے محسوس کر رہے ہیں۔ دس سال سے ملک میں جو مائینورٹیز کے ساتھ، ان کے حقوق کے ساتھ، ان کے ریلیجن کی فریڈم کے ساتھ جو کھلواڑ

کیا جا رہا ہے، اس سے روح کانپ جاتی ہے۔ (مداخلت) ایسا محسوس ہوتا ہے کہیں ایسا نہ ہو کہ جنتا ان حقوق کے لئے آئین کو بچانے کے لئے دوبارہ سڑکوں پر آجائے۔۔۔۔]

SHRI AKHILESH YADAV (KANNAUJ): Sir, he has brought this Bill for his staunch supporters.... (Interruptions)

HON. SPEAKER: This is a matter under Rule 72. I, therefore, request you to present your views briefly.

[English]

SHRI SUDIP BANDYOPADHYAY (KOLKATA UTTAR): Sir, I will be brief. My Constituency is in the city of Kolkata. It has huge number of Muslims and full of Waqf properties. I am a little aware. I will speak on only few points. It is violative of Article 14 which is equality before law. It is unconstitutional due to violation of Article 25 and 26 of the Constitution which talks about the Right to Freedom of Religion. It is opposing that right. It is against federalism as land is stated in Seventh Schedule of the Constitution as a State subject. In Sardar Syedna Taher Saifuddin Saheb versus the State of Bombay, 1962, the Supreme Court ruled that the States should not interfere in the matters of religion. This Bill is divisive. The Bill is anti-constitutional. The Bill is anti-federal. Therefore, I strongly object to the introduction of this Bill.

SHRIMATI KANIMOZHI KARUNANIDHI

(THOOTHUKKUDI): Thank you, Sir. It is a very sad day in Parliament today. This year when we came back to the Parliament, many of the Hon. Members took their oath with the Constitution in hand. It was done to protect the Constitution; it was done to imply that the Constitution is supreme and it has to be protected.

But today, we see that this Government is blatantly going against the Constitution. This Bill is not just against the Constitution. It is against federalism; it is against religious minorities; it is against human beings. It shuns justice in every possible way.

This Bill violates Article 25 and Article 26 of the Constitution, which say that we have a right to follow a religion and manage our own religious affairs. This Bill allows non-Muslims to be a part of Waqf Board. Many Hon. Members have raised a question here. Will it be possible for a Muslim or a Christian or a Sikh or Parsi to be a part of a board which manages a Hindu temple? Will you allow that? No. Then, why should somebody, who does not believe in a particular religion, have the right to make decisions on behalf of that particular

religion? Is this not unfair? Is this not against the law of justice?

It is a direct violation of Article 30 of the Constitution which deals with the minorities to administer their own institutions. By bringing others into the Waqf Board, now you are giving the right to somebody to decide whether a property belongs to the Government or the Waqf Board. The District Collector and a committee above the Waqf Board will now be deciding to whom the land or the property belongs.

We know that already many old mosques are in danger today. Suddenly, there is a PIL and people and archaeologists are sent there. Then they discover that there was a temple before that mosque. After that, there is hate, division and issues among the people of the country ... (*Interruptions*) It is happening. ... (*Interruptions*) it is happening. ... (*Interruptions*)

This Bill is specifically targeting a particular community, a particular religious group. It violates Article 14 of the Constitution, which talks about equality before law. It is obviating Section 40 of the existing Bill which deals with the powers of the Waqf Board to decide whether a property is the property of the Waqf Board or not.

So, this Bill is completely against the Muslims and the minorities. We do believe that it is a secular country. It is made of people who have different kinds of beliefs, different languages, different ethnicities and different religions. This Bill will destroy the dreams of our forefathers. I oppose this Bill. Thank you.

[Translation]

THE MINISTER OF PANCHAYATI RAJ; AND MINISTER OF FISHERIES, ANIMAL HUSBANDRY AND DAIRYING (SHRI RAJIV RANJAN SINGH *ALIAS* LALAN SINGH): Hon. Speaker Sir, I have listened to many Hon. Members....(Interruptions)

[ENGLISH]

PROF. SOUGATA RAY (DUM DUM): Is he opposing the introduction?

SHRI RAJIV RANJAN SINGH *ALIAS* LALAN SINGH: JDU is a Party here, whether it is opposing or supporting anything. ... (*Interruptions*) I have to record my view. ... (*Interruptions*) You will not conduct the House. ... (*Interruptions*)

[Translation]

HON. SPEAKER: Hon. Member, you speak please.

... (Interruptions)

SHRI RAJIV RANJAN SINGH *ALIAS* LALAN SINGH:

Hon. Speaker, Sir, after listening to many Hon. Members, it seems as if the amendment brought in the Waqf Board Act is anti-Muslim.... (Interruptions) How is it anti-Muslim?...

(Interruptions) Which provision of this is anti-Muslim?...

(Interruptions) Here, examples of Ayodhya temple and Guruvayur temple are being sited.... (Interruptions) If you are

unable to understand the difference between a temple and an institution, then what logic are you looking for?...

(Interruptions) This is not a temple.... (Interruptions) No attempt is being made to tamper with your mosque....

(Interruptions) This is an institution formed by law....

(Interruptions) A law is being made to make that institution transparent.... (Interruptions) There should be transparency in

it.... (Interruptions) How was the Waqf Board formed?...

(Interruptions) The Waqf Board is formed by some law and if any institution formed by law becomes autocratic, then the Government has the right to bring transparency in it....

(Interruptions) The Government has the right to make laws for this.... (Interruptions) They are comparing it with a temple....

(Interruptions) What does it have to do with a temple?...

(Interruptions) There is no division in the name of religion....

(Interruptions) They want to spread confusion and they talk about minorities.... (Interruptions)

Sir, K.C. Venugopal ji talks about minorities....

(Interruptions) Who killed thousands of Punjabi Sikhs in this

country?... (Interruptions) You and your party did it, we are witnesses to that... (Interruptions) They have killed thousands

of Sikh communities including the taxi drivers. Whether the taxi driver had killed Indira Gandhi?... (Interruptions) They

were roaming around on the streets killing Sikhs and now they are crying foul about minorities... (Interruptions) Wow!...

(Interruptions) That is why this Bill should be brought...

(Interruptions) There should be transparency in the institution... (Interruptions) Through you, I would like to

request the Government to ensure transparency in the functioning of all institutions... (Interruptions)

[ENGLISH]

SHRIMATI SUPRIYA SULE (BARAMATI): Sir, I stand here on behalf of NCP. We are vehemently requesting the Government to withdraw this Bill completely. That is our request to this Government because no detailed consultations have been done with the people who, actually, are running this

organisation today. So, I request, with full humility, to this Government to either withdraw it or if they do not want to withdraw it, at least, send it to a Standing Committee. I request the Government to make a committee after having an all-party meeting. Please do not push agendas without consultations. I will not repeat a single point.... (*Interruptions*)

The sad part is this that we did not find about this Bill from the Parliament. We found out about this Bill from the Media. Is this the new way of this Government's working? [*Translation*] That they will first tell the media and then bring it to the Parliament?... (*Interruptions*) Will they first tell the media?... (*Interruptions*) [*English*] What is this new work that you have started. You are insulting the parliamentary system and our democracy which we are also proud of. ... (*Interruptions*) The Parliament has been undermined here. We have no problems if you are leaking things to Media but do not do it selectively. This is the temple of democracy. We take our job very seriously. So, please inform the Parliament first before leaking it selectively to the Media. This is my request. [*Translation*]

HON. SPEAKER: The Bill has been circulated in the Parliament, right!

... (*Interruptions*)

SHRI KIREN RIJJU: Yes Sir, this Bill was circulated yesterday.... (*Interruptions*)

I am just clarifying how the Bill reached to media.... (*Interruptions*) The Bill was uploaded as per rules after it was uploaded in the Lok Sabha Secretariat, after my letter was sent. Then its copy was circulated.... (*Interruptions*) After that, it came in the public domain in some way or the other.... (*Interruptions*) There is no question of leak in this.... (*Interruptions*)

Yesterday, this was discussed in the BAC also... (*Interruptions*) Yesterday, Hon. Members of all parties have already discussed this in the BAC.... (*Interruptions*)

HON. SPEAKER: Hon'ble Members, the Bill has been circulated to all.

... (*Interruptions*)

HON. SPEAKER: I will tell you in just one minute along with the date. After circulation, time has been allotted for the Bill in the Business Advisory Committee. The leaders from all the Parties were there in the Business Advisory Committee.

Smt. Supriya Sule.

... (*Interruptions*)

[*ENGLISH*]

SHRIMATI SUPRIYA SULE: Sir, the only concern is, this should not be a pattern because Parliament is supreme in a vibrant democracy like India. That is the only limited point I am raising here.

Sir, in Section 3C, the issue related to Collector, which Kanimozhi has also raised, is very, very worrying. A Collector cannot take these decisions unilaterally. We vehemently object to that.

Now, the next issue relates to the deletion of Section 40. It clearly needs to be told whether Waqf is there or not. You have deleted Section 40. I do not know what the intention is. If you are really bringing in transparency into a system, why are you deleting Section 40? This is my question to you. The Waqf Tribunal is completely weakened. The Tribunal has no power. If anybody can challenge and go to the High Court, then what is the role of the Tribunal? ... (*Interruptions*)

Then, there is Section 108B which says that the rules will be made by the Central Government. If it is so, then what will be the role of the States? This Government has forgotten

cooperative federalism in everything. Yesterday, during the discussion on GST, we faced the same issue. The Hon. Finance Minister gave us a very detailed reply which I appreciate. But she asked us to not bring issues here and go back to the States. Then, why are we elected here? Why do we have a Parliament if we have to go back to the States for everything?... *(Interruptions)* Only if someone listens to the States. That is the other problem. They ask us to write to the States. Then, why are we writing to the Ministers here? It has no value. How can you undermine the Central Government? This is supreme. ... *(Interruptions)* I agree with you, but if my Minister does not come in the GST Council, what can I do? ... *(Interruptions)* What can I do if we are not heard? ... *(Interruptions)* How will it happen, Sir? ... *(Interruptions)* So, my request is that in Section 108B, the States need to have their powers. Please do not take their powers away. ... *(Interruptions)*

There should be equality before law. ... *(Interruptions)* This country is about unity in diversity. ... *(Interruptions)* Look at what is happening in Bangladesh. There is so much pain in Bangladesh. We are all very concerned about what is going on there. So, my point is that minorities should be protected in every country because they are lesser in numbers. So, I think,

it is our moral duty to ensure this. I request the Government to clarify what the intent of the Government is. What has happened in the Wakf Board that you have to bring this Bill now?

Sir, we object to this. Please withdraw this Bill. Let us have a more detailed discussion. There are Committees which are being formed. Let us have a discussion, and only then, bring in a Bill, which is fair and just in this country. In this Constitution, every citizen matters and counts. That is what is given to every citizen rightfully. Thank you.

[Translation]

HON. SPEAKER: Hon'ble Members, please check once again that this Bill was circulated on the 6th. You can check on your portal, since you are talking about the Parliament, so I am clarifying the matter.

... (Interruptions)

SHRI GAURAV GOGOI (JORHAT): Sir, we will give you media evidence. ... *(Interruptions)*

HON. SPEAKER: You said that the Bill appeared directly in the media and was not circulated among Members, that's why I am telling you.

... (*Interruptions*)

HON. SPEAKER: I am not responsible for what appears in the media. My responsibility is only that the Bill was circulated on the 6th.

[*ENGLISH*]

SHRI KALYAN BANERJEE (SREERAMPUR): Sir, it was not circulated on 6th. ... (*Interruptions*)

SHRI E. T. MOHAMMED BASHEER (MALAPPURAM): Thank you very much, Sir, I vehemently oppose the very presentation of this Bill. As correctly pointed out by my learned friends, it is a clear violation of the Constitution. It is a violation of the Fundamental Rights enshrined in our Constitution under Articles 14, 15, 25, 26 and 30.

Sir, this Bill is ill-motivated. You have got dirty agenda with you.(*Interruptions*) If this Bill is passed, the entire Waqf system will collapse. That is going to happen. Similarly, various bodies like the Waqf Board, the Waqf Councils, will have no existence. They will not have any value because all the powers vested with these bodies are captured by the Government and handed over to the District Collectors.

Sir, this Bill will spoil the secular nature of this country. Muslims cannot donate to the Hindu system, and they cannot donate to Waqf system. That is the restriction. This is what is happening in this country. You have forbidden that kind of a thing. At the same time, this will jeopardise the entire system of the Waqf Board and the Waqf Councils, if you pass that Bill.

Sir, what is going to happen? They will have no power. All the powers are going to be vested with the Collector. As per this Act, the Collector will be superior to the Chairman of the Waqf Board. That is the system the Government wants to bring in.

Sir, once this Bill is passed, the evacuation of the encroached properties will become impossible. That is the first thing that is going to happen. This Bill says that once the Government encroaches a land, and the Government building is situated in the Waqf Board's land, even after verifying it, it cannot be evacuated. In fact, you are encouraging encroachment on the Waqf land. That is another thing.

Sir, we can very well understand the Government's intention to weaken the powers of the Waqf administration. The Chairman and the members of the Waqf Board will have no power. In the parent Act related to the Waqf Board, there was

a clause. What was that? The Members of the Waqf Board hail from various constituencies. There was a stipulation that they should be Muslims. But here, you are saying that there should be two non-Muslim Members. Even the name of a Muslim is not mentioned in this. It means that you want to encroach the entire system according to your liking. That is what is happening.

Sir, the Government is trying to do injustice to us. I was a Member of the 15th Lok Sabha. A JPC was constituted under the Chairmanship of Shri K. Rahman Khan. He made a wonderful report. It was very clear. There were a lot of good things in that. You are repealing all those things. After a lot of study, the Rahman Khan Committee recommended many things, and certain amendments were made accordingly. Now, you are repealing all those things. Instead of simplifying the system, you are harshly killing the system. Through this legislation, you are ruthlessly killing the Waqf system.

I urge that wisdom will prevail upon them. You must think about that. Do not poison this country in a different way. That is what you are doing. Your intention is to spoil this country and destroy the communal harmony.(*Interruptions*) What is going on? You are putting both the Hindus and the Muslims in

a watertight compartment. You may have that desire. But we will not allow this country to go in that direction. With these words, I conclude. Thank you.

SHRI K. RADHAKRISHNAN (ALATHUR): Sir, I strongly oppose the Waqf (Amendment) Bill on behalf of the Communist Party of India (Marxist).

Sir, this Bill is against our motto 'Unity in Diversity'. This Bill has breached our Constitutional right to practise religion. This Bill has violated Articles 25, 26, 27, 28 and 30 of the Constitution. As per the Bill, the Waqf Board will become a nominated body. The only intention of this Bill is to demolish the waqf.

Before bringing this Bill, no consultation has been done by the Government with any State or with any Muslim or other organisations. So, we demand that the Government should withdraw this Bill. If our request is not acceded to, then I would request the Government to send this Bill to the Standing Committee for wider consultations. Thank you.

[Translation]

HON. SPEAKER: Shri N. K. Premachandran ji, you speak only as per the notice and rules.

[ENGLISH]

SHRI N. K. PREMACHANDRAN (KOLLAM): Yes, Sir.
My notice is there.

[Translation]

HON. SPEAKER: You speak as per the rules only.

[ENGLISH]

SHRI N. K. PREMACHANDRAN: Yes, Sir.

Sir, first of all, I would like to express our sincere thanks to the Hon. Speaker. When a Bill is opposed on the ground that it is outside the legislative competence of this House, the Speaker has the authority to grant a full-fledged discussion. This is the first time, during my past experience, that you have allowed such a discussion under Rule 72(1) second *proviso*, and we are thankful to you for this.

Sir, I vehemently, very strongly oppose this Waqf (Amendment) Bill, 2024 under Rule 72(1) second *proviso* of the Rules of Procedure. I am suggesting four reasons for this. First, the provisions of the Bill violate Fundamental Rights envisaged in Articles 25 to 28 of the Constitution. Second, it violates Article 13(2) of the Constitution. Third, the Bill is against the basic feature of secularism enshrined in our Constitution. That cannot be altered because it is a basic feature of the Constitution. So, it cannot be altered or changed. The last

one is that the objects and reasons narrated in the Statement of Objects and Reasons are not sufficient to bring a new legislation. These are the grounds on which I am opposing the introduction of this Bill.

Sir, the sole intention of the Waqf is the better administration of the Waqf Board properties. Waqf is a permanent dedication by any person of any moveable or immoveable property for any purpose recognised by the Muslim law. It is considered as a pious, religious and charitable activity. It is absolutely a religious activity which comes within the purview of Article 26 of the Constitution. This Government is intruding into the religious freedom of a particular community, and that too Muslim. The Government is particularly targeting the Muslim community. That is the real case.

Sir, if you go through the legislation - it is very interesting - you will find that they are disempowering the Waqf Board as well as the Council, and it is being declared by the Collector or the Government whether a property is a Waqf property or not. They are removing Section 104. Then, removing Section 40 means that there is no need for the Waqf Board. The Waqf Board becomes totally powerless. It means that they are

dismantling the system. It is a total dismantle of the system. So, it is absolutely against the principles of the Constitution, and it lacks *bona fide* also.

Further, I would like to quote from Part III, Article 13 of the Constitution which talks of laws inconsistent with or in derogation of the Fundamental Rights. Article 13(2) reads:

“The State shall not make any law which takes away or abridges the rights conferred by this Part and any law made in contravention of this clause shall, to the extent of the contravention, be void.”

Sir, I would like to say that the Government can get this Bill passed as they have got an absolute majority in the House, but I caution this House, and I caution the Government that if this Bill goes for a judicial scrutiny, definitely, it will be struck down on the Constitutional grounds as it is outside the legislative competence of this House. I am very sure about it. That is why we are strongly opposing it. As rightly said by Shri K. C. Venugopal, the reason behind this is the upcoming Assembly elections in the State of Maharashtra in particular, and in other States. ... (*Interruptions*)

**THE MINISTER OF COMMERCE AND INDUSTRY
(SHRI PIYUSH GOYAL):** What is he saying? ...

(Interruptions)

SHRI N. K. PREMACHANDRAN: Piyush Goyal ji, I am saying, the Statement of Objects and Reasons is lacking bona fides.

A very important thing is this. A person, who has been practicing for the last five years as Muslim, can only donate the property but the non-Muslims can participate in the administration. This is a total contradiction. It is totally against the principle of equality before law and equal protection of the law. Hence, I appeal to the Government to withdraw the Bill. If you want to insist on this Bill, kindly send it to some Committee for a close scrutiny of the Bill and let us discuss it with the stakeholders. Then only it will be taken into consideration. So, I strongly oppose the introduction of the Bill. Thank you very much, Sir.

***DR. THOL THIRUMAAVALAVAN
(CHIDAMBARAM):** Hon Speaker Sir, Vanakkam. At the stage of introduction, I strongly oppose this Bill. This Bill is

* English translation of the speech originally delivered in Tamil.

introduced with an intention to spoil the unity of our country and affect the harmony existing among our people.

The effort to portray the Muslims who live with Indianness in them, as foreigners is indeed a matter of serious concern. Interfering in their freedom is totally unconstitutional. The Government is trying in a planned way to snatch away all the rights given to them as per Constitution.

We are aware of the fact that the Waqf Board has been functioning independently over a long period of time. Every religion has its own freedom. When the Constitution of India upholds secularism, this Government, if it takes the side of a religion, and interfere in the freedom of another religion, then it should be viewed as a dangerous situation.

This can spoil the unity and integrity of our people. Therefore, on behalf of Viduthalai Siruthaigal Katchi, I oppose this Amendment Bill at its introduction stage. I urge for withdrawal of this Bill or request to send this Bill for the consideration of a Consultative Committee. Thank you.

SHRI ASADUDDIN OWAISI (HYDERABAD): Sir, I have given a notice under Rule 72 to oppose the Waqf (Amendment) Bill, 2024. I oppose the introduction of the Bill under Rule 72(2) on the grounds that this House does not have the

competence to make these amendments. This Bill patently violates the principles provided in Articles 14, 15, and 25. It is both discriminatory and arbitrary. It is a grave attack on the basic structure of the Constitution as it violates the principle of judicial independence and separation of powers.

One thing has to be understood that the waqf management of a property is an essential religious practice for Muslims. By denying legal recognition to waqf-alal-aulad under clause 4 and waqf by user under section 3(r)(1), the Government has sought to severely restrict how Muslims can manage their waqf property. In fact, the Hindu Endowment Boards – I challenge – are recognised even by usage and custom. Here, you are asking for documentation. No existing law, whether non-religious or personal, limits the right of a person to will their property or dispose it. But what you are doing over here is that a Hindu can give his complete property to his daughter or son through will. I, as a Muslim, cannot do it. I can give only one-third. I can gift but I cannot give it in the name of ‘Allah Subhanahu wa Ta’ala’. Now, you are stopping me from praying. What you are doing is that you are restraining waqf-alal-aulad, which is discriminatory and violative of Article 25. There is no limit to will property or dispose it. To insist that a person has practiced

Islam for five years... (Interruptions) [*Translation*] Hon. Speaker Sir, please allow me two more minutes, you have allowed to everybody...(Interruptions) If someone says that I have not been practicing Islam for five years, who will decide? [*English*] If there is a new convert, does he have to wait for five years to give his property to waqf? Is it not a violation of right to freedom of religion?

Another point is that no such provision exists for the Hindu endowments or for the Sikh Gurudwara Prabandhak Committees. The irony of the amendments is that non-Muslims can become member of the CWC and SWB, but he cannot dedicate waqf.

As regards arbitrariness, the existing law protected the status of the registered waqf properties and it has been replaced. By empowering the Collector to determine the title, you are violating the principles of natural justice that one may not be a judge in their own cause.

Under Section 61 if the DM says to Mutawalli that make this masjid as a Government property, then, you know non-compliance is a punishable offence. This is against separation of powers, which is part of the basic structure. This Bill excludes the tribunals' decisions from being final. The

Collector has been replaced by the tribunal. Who is going to sit in the tribunal? It is a retired Government judge and a retired Government employee. How can the nominee be a part of this composition? ... (*Interruptions*)

[*Translation*]

HON. SPEAKER: You can speak in detail later.

...(*Interruptions*)

SHRI ASADUDDIN OWAISI: Sir, I am concluding. [*English*] In the R. Gandhi case of 2010, the Supreme Court had held that only the Secretary-level officers can be appointed as technical members in the tribunals. Section 83 states that a Joint Secretary has been added to the tribunal.

Waqf properties are not public properties. By removing Waqf by user, this Government wants to take over dargah, masjid and waqf properties. Take the example of Section 107 where it has been made more difficult to recover the encroached waqf properties. Further, Section 37 removes protection to waqf properties, and Section 40 is a prejudicial amendment. ...

(*Interruptions*)

[*Translation*]

HON. SPEAKER: Shri Imran Masood.

... (*Interruptions*)

SHRI ASADUDDIN OWAISI: Sir, please allow me just half a minute more. The Government is saying that we are giving it to women. I am sure that you will make Bilkis Bano and Zakia Jafri members. I want to know from you that with this Bill that you are bringing, you are dividing the country, not unite it. You are the enemy of Muslims; this Bill is proof of that. Thank you.

SHRI IMRAN MASOOD (SAHARANPUR): Hon'ble Speaker Sir, I oppose the introduction of the Waqf (Amendment) Bill, 2024. We are sitting here after taking oath on the Constitution and this Bill is being brought in the violation of the Constitution. Article 15 states that there should be no discrimination on the basis of religion, race, caste, sex, place of birth. I can hear their laughter, but this is a very serious and important issue. An Hon. Member was saying that we are not able to differentiate between temple and temple issues. I want to tell them that Waqf Board manages Mosques. All Mosques come under it. By terminating the powers of Waqf Board and bringing DM Raj, they are conspiring to destroy all the properties under it. Waqf Board has about 8 lakh properties across the country.

Sir, I would like to state that under section 9, changes have been made in the CWC structure. I have to submit that when a

person of other religion cannot be included in the endowment management, then why is this condition being imposed in Waqf Board? Even if they are imposing that condition, I would like to ask that Waqf properties have been encroached across the country, they should have brought a law to free them, so that we can run educational institutions there. The person who donated the property as Waqf, did so with the intention that of welfare works could be carried out in the name of God for the future generations. For those welfare works...

HON. SPEAKER: Okay, Shri G. M Balayogi ji.

... (*Interruptions*)

SHRI IMRAN MASOOD: Sir, allow me one more minute.

HON. SPEAKER: Not even one second. Shri G. M. Harish Balayogi.

... (*Interruptions*)

SHRI IMRAN MASOOD: Sir, I am concluding in one minute.

HON. SPEAKER: Okay, conclude in one minute.

... (*Interruptions*)

SHRI IMRAN MASOOD: Sir, I am concluding. Section 40 has been removed. The Supreme Court in its judgment under section 170 of the Civil Appeal No. 7812, 7814 of Maharashtra

State Wakf Board vs. Sheikh Yusuf Bhai Chawla and others, clearly admitted that this is a very good law. They want to remove it despite the order of the Supreme Court. It is clearly against the law, it is unlawful. They are violating the Constitution. We are strongly opposing this. They want to remove it despite the order of the Supreme Court.

Sir, this is clearly against the law. I would like to state that the Government is acting against the Constitution. We will strongly oppose this. Thank you very much. ... (*Interruptions*)
[*ENGLISH*]

SHRI G. M. HARISH BALAYOGI (AMALAPURAM):

Sir, we appreciate the concern with which the Government has brought this Bill. The properties and lands for the religious purpose have been donated in every religion. The purpose of the donors needs to be protected. ... (*Interruptions*) I would request you to allow me to speak.

[*Translation*]

HON. SPEAKER: Please continue.

[*ENGLISH*]

SHRI G. M. HARISH BALAYOGI: The purpose of the donors needs to be protected. But when the purpose and the power get misused, it becomes the responsibility of the

Government to bring in reforms and introduce transparency in the system. There is a requirement for the Government to regulate and streamline the purpose. It is with this idea the Bill has been brought. We support it. We believe that the registration of the property as proposed in this Bill is going to help the poor Muslims and women in the country by bringing transparency.

However, if a wider consultation is required to remove misconception, avoid wrong information that is spreading and educate people on the purpose of this Bill, we have no problem in sending it to the Select Committee.

[Translation]

HON. SPEAKER: Hon'ble Members, I have received a number of Notices. Please conclude your respective speeches within a minute.

Akhilesh, do you want to speak?

SHRI AKHILESH YADAV (KANNAUJ): Hon. Speaker Sir, I would like to thank you a lot. I would associate my speech with what Hon'ble Member Shri N.K. Premchandran ji and other Hon'ble Members have said. This particular Bill is being introduced under a well thought out political move. When the procedure to elect democratically is already in place, why is it

being nominated? There is no one from outside the particular religion in case of matters of other religions and religious bodies. What is the justification for including non-Muslims in the Waqf Board?

Hon'ble Speaker Sir, we can have a look at history and see what happened at a particular place when all the powers were conferred upon a District Collector due to which the present and even the future generations also had to suffer the consequences, though I do not want to reiterate those incidents from history, neither do I want to quote any names. ...
(*Interruptions*)

Hon'ble Speaker Sir, the fact is that the BJP is trying to introduce this Bill to appease a few hopeless, desperate supporters. ... (*Interruptions*)

Hon'ble Speaker Sir, our rights are being curtailed today. You might recall when I said that you are the '*Judge*' of democracy. ... * ... (*Interruptions*) I oppose this Bill. ...
(*Interruptions*)

THE MINISTER OF HOME AFFAIRS; AND MINISTER OF COOPERATION (SHRI AMIT SHAH): Hon'ble Speaker Sir, he is insulting the Chair.

* Not recorded as ordered by the Chair.

Akhilesh ji, the rights over the Hon'ble Speaker extend to all the Members and not just the Opposition. You can not resort to passing such roundabout comments. ... (*Interruptions*) You are not here to protect the rights of the Hon'ble Speaker. ... (*Interruptions*)

HON. SPEAKER: One minute please.

... (*Interruptions*)

SHRI AKHILESH YADAV: Hon'ble Speaker Sir, this Bill is being introduced because they have got defeated recently. In fact, they want ... (*Interruptions*)

HON. SPEAKER: Okay.

... (*Interruptions*)

HON. SPEAKER: Your speech is not going on record.

... (*Interruptions*) **

HON. SPEAKER: Hon'ble Members, please sit down.

I would like to request you to be cautious that no comments should be passed on the Chair or the internal workings of the Parliament as you are senior Members and some new Members are also here.

... (*Interruptions*)

** Not recorded.

SHRI AKHILESH YADAV: Hon'ble Speaker Sir, I would like that you get more rights.

HON. SPEAKER: This is my expectation from this House. I am sure that senior Members will live up to this expectation that personal comments are never made in the House and especially on the Chair.

SHRI AKHILESH YADAV: Hon'ble Speaker Sir, I would like that you get more rights.

HON. SPEAKER: Shri Kalyan Banerjee, you are an advocate.

... (*Interruptions*)

[*ENGLISH*]

SHRI KALYAN BANERJEE (SREERAMPUR): Sir, I am opposed to the introduction of this legislation. ... (*Interruptions*) First of all, this is beyond the legislative competence of the Central Government to make the amendment in respect of land title which falls under the Seventh Schedule. Property is the subject which can be decided by the civil courts, and not by any other authority. I want to ask this question. Under which law has this power been given to the Central Government to decide the title of the property? How can it be done? Civil law will be taken away. ... (*Interruptions*) This Bill is completely contrary to the Constitutional morality.

... (*Interruptions*) This Bill suffers from maliciousness. ... (*Interruptions*) It is a malicious legislation because this Bill is targeting the Muslims of this country. ... (*Interruptions*) This cannot be tolerated. ... (*Interruptions*) There are number of reasons ... (*Interruptions*)

Sir, give me just one minute, and not even one minute, give me just 15 seconds. ... (*Interruptions*) Sir, before the elections, there was an attempt in the country to make the country a Hindu Rashtra, which has been rejected by the people of this country. ... (*Interruptions*)

[*Translation*]

HON. SPEAKER: Shri Mian Altaf Ahmad ji.

... (*Interruptions*)

HON. SPEAKER: All Hon'ble Members, please sit down for a minute.

Hon'ble Members, I would like to apprise you that Rule 72 governs the motion for leave to introduce a Bill. Please sit down.

... (*Interruptions*)

HON. SPEAKER: Please sit down for a minute. Let me complete and listen to me for now.

SHRI MIAN ALTAF AHMAD (ANANTNAG- RAJOURI):

Sir, please give me a minute to speak.

HON. SPEAKER: Please sit down. If your name figures in the list, I would give you time to speak.

The Rule 72 states that “If a motion for leave to introduce a Bill is opposed, the Speaker, if thinks fit, after permitting, brief statements from the Member who opposes the motion and the Member who moved the motion, may, without further debate, put the question.

Provided that where a motion is opposed on the ground that the Bill initiates legislation outside the legislative competence of the House, the Speaker may permit a full discussion thereon.”

I would like to request that you all being senior Members, please speak in brief as per rules. When a detailed discussion will be held, you will definitely get sufficient time and opportunity to speak.

Shri Mian Altaf Ahmad ji.

14.00 hrs

SHRI MIAN ALTAF AHMAD: I am very grateful to you. The Bill which is being introduced and is being tried to be

passed here, has caused apprehensions among all the secular people particularly the Muslim community. All the Members of this House irrespective of their Party should keep in mind that India is known around the whole world particularly for its secularism and for its democracy. ... (*Interruptions*)

HON. SPEAKER: Please do not give a lecture.

SHRI MIAN ALTAF AHMAD: Sir, it is known for its free judiciary and for free media.

HON. SPEAKER: Please do not give a lecture.

SHRI MIAN ALTAF AHMAD: You are spoiling the image of this country by introducing such a Bill. This is increasing the apprehensions among Muslims. Please do not do such things. Keep this country united. Only then will this country progress.

[English]

SHRI P. V. MIDHUN REDDY (RAJAMPET): Thank you, Sir. I rise to oppose the introduction of this Bill. There are a lot of concerns of the Muslim community. So, we want the Muslim community to be taken into consideration before this Bill goes any further. I fully agree with the concerns raised by Owaisi ji. I think, they need to be addressed. Thank you for this opportunity.

***SHRI SUBBARAYAN K. (TIRUPPUR):** Hon. Speaker, Vanakkam. On behalf of Communist Party of India, I strongly oppose this Bill. This Bill is unconstitutional. I humbly want to remind the Government that it is also their duty to ensure that the Bill which is being legislated should not be unconstitutional. Therefore, even after knowing this Bill is clearly invalid as per Constitution, they are introducing it. It is evident from their actions that they have lost the rightful status to guide the democratic and political set-up of the country. Not only that, they are targeting Muslims to make them victims. Muslim had sacrificed their valuable lives during the nation's freedom struggle. It is highly condemnable to know that such Muslims are being targeted by those who never ever participated in the nation's freedom struggle. I therefore oppose this Bill and want it referred to the Joint Parliamentary Committee. Thank you.

[Translation]

DR. SHRIKANT EKNATH SHINDE (KALYAN): Thank you, Hon'ble Speaker Sir., on behalf of my Party Shiv Sena, I rise to support this Bill. ... (*Interruptions*) Some people here

* English translation of the speech originally delivered in Tamil.

are merely trying to politicise. They are opposing this Bill in the name of caste and religion. I feel that ... *[English]* ... *(Interruptions)* ... ** on all of you. ... *(Interruptions)*
[Translation]

HON. SPEAKER: Hon'ble Members, please.

... *(Interruptions)*

DR. SHRIKANT EKNATH SHINDE: Hon'ble Speaker Sir, common laws will govern this country. Why do they need separate laws? The only purpose of bringing this Bill is to ensure transparency and accountability. I feel that the Opposition Parties are working to mislead the people across the country in the name of this Bill just as they had done earlier in the name of constitution. Everyone speaks about secularism in the House. I would like to remind them that they only had worked to put administration people in the temples in Maharashtra like the Shirdi Temple, Mahalaxmi Temple of Kolhapur or the temple at Tuljapur when their Government was in power. ... *(Interruptions)* They did not care for secularism at that time; neither did they care for federalism at that time. When the country is going to be governed by a common set of laws, what is the need of a separate law here? These people do

** Not recorded.

not have faith in judiciary and courts of the country. I would also like to remind them that the Government has made provisions in this Bill to provide representation to Muslim women. I would like to take them back to the year 1986. When this House served justice to Shah Bano, it was they and their Government only who worked to deny her justice and push Muslim women towards backwardness. When they raise concerns about giving full authority to the Collector, I feel that the country is governed by a common set of laws. They had also opposed the revocation of article 370 from Kashmir. They had also opposed the ban on the practice of Triple Talaq. ... (Interruptions) And, a few people are once again opposing the present Bill today.

Sir, what was the need of this Bill? The Waqf Board is the third largest land holder in the country. More than 85 thousand cases regarding Waqf land are pending in courts out of which more than 165 cases are pending before the Supreme Court and High Courts. ... (Interruptions) I feel that this Bill will bring improvement in Waqf and will bring development. The Government wants schools, colleges and hospitals to be opened there, but these people do not want that. ... (Interruptions) They are opposing this Bill in the House in order

to please their vote bank and to please a section of society. I welcome this Bill. I would urge those opposing this Bill to support it. You are working to push the Muslim society towards backwardness. You should work towards supporting the Muslim women, children and Muslim society.

SHRI GAURAV GOGOI (JORHAT): Sir, this is a very sensitive issue and the Hon'ble Members have expressed their pain in the House. I would like the Government to take note of the same and also of the Articles 15, 25, 26, 29 and 30 of the Constitution. This Bill is directly related to religion and faith. Hence, it should not be treated in haste. The people practising Islam believe in Waqf. Those having compassion in their hearts and consider themselves duty bound towards society opt for it. That is why we should be sensitive to them. We should not show arrogance of our power in this matter. Such a provision of donation for people who are willing to consider themselves duty bound for the society and wish to donate, exists in every religion including Hinduism, Sikhism, Jainism, Buddhism or Christianity. This spirit to donate should not be seen from political angle. This Bill does not inspire confidence because the people who want to alter the Constitution and recognise

people based on their robes, can not be trusted. That is why, we oppose this Bill. ... (Interruptions)

HON. SPEAKER: Hon'ble Members, I have allowed sufficient time to speak to prominent speakers of all the Parties. Everyone has expressed their views. Now, I would like the Hon'ble Minister to reply.

... (Interruptions)

SHRI KIRAN RIJJU: Hon'ble Speaker Sir, several hon'ble Members submitted Notices to speak on this important Bill and you allowed them to speak admitting their Notices. ... (Interruptions)

Sir, first of all, I would like to briefly explain as to why their Notices do not stand and why the objections raised by them in the House should not be admitted. I would like to give detailed and point-wise reply to all the issues raised in the House. I am confident that I will be able to dispel all their doubts or misunderstandings expressed here after they listen to my reply carefully. I hope and am confident that all the Members of the House will definitely support this Bill after getting to know about this Bill fully.

Hon'ble Speaker Sir, first of all, they have raised the issue of competency in the House. Through you, I would like to

inform the House with full responsibility that this Bill in no way interferes with the freedom guaranteed to any religious body under the provisions of articles 25 to 30, neither does it violate any article of the Constitution.

Hon'ble Speaker Sir, I would like to quote the reference of a case before the Supreme Court. This case is related to Brahmchari Vs. the State of West Bengal. The Supreme Court has clearly ruled regarding religious denomination in this case. It has been stated in the ruling that the Waqf Board does not fall within the purview of Articles 25 and 26 of the Constitution of India.

Secondly, broad basing this Bill, we have tried to provide rights to those deprived hitherto, let aside taking away the rights of any body. This Bill has been brought to provide for the women, children and for those among the Muslim community who have been backward, repressed and have been deprived of opportunities till now.

Hon'ble Speaker Sir, the subject for consideration before us which we are discussing today, lies under entry number 10 and 28 of the Concurrent List in the Constitution. ... (Interruptions) That is how, this House and the Government of India possess full legislative competence to introduce this Bill.

Hon'ble Speaker Sir, as I said earlier, I have noted down the points raised by all the Members. I have also noted down the concerns raised by all of them. I would like to reply one by one. This Waqf Amendment Bill has not been introduced in the House for the first time. Though, I would not like to go into the long history of the rule by Britishers or prior to that; after independence, the Act was first enacted in the year 1954. Several amendments have been effected in it after that. Since, I am not delving deep into the history, the present amendment is going to be made in the Waqf Act, 1995 which was amended in the year 2013. The very intention and purpose of Waqf and the hopes of the people to get benefitted from Waqf were reversed by introducing the amendments and inserting certain provisions in the year 2013, and because of which we are forced to bring the present amendment in the House.

Hon'ble Speaker Sir, people assessed the various provisions brought in through the Waqf Amendment Act, 1995 in different ways. It was assessed as to whether the Waqf Amendment Bill, 1995 is appropriate, adequate and solves the purpose for which it is brought in. Several committees and people have analysed it fully. I would like to lay the complete details in the House. But, I would like to highlight that it has

been found that the Waqf Amendment Act, 1995 has remained totally ineffective and unable to solve the intended purpose for which it was enacted. Several shortcomings have been found in it for which certain steps have been taken.

Hon'ble Speaker Sir, through this House, I would like to tell especially the Congress Party regarding this Amendment Bill being introduced by the Government in this House today that in a way, they could not achieve the intended purpose through the steps taken by them and to achieve that purpose only, we have proposed this amendment today.

You will fully agree to it when I will explain it before you. Secondly, we all are elected representatives. I would like to urge you, before I present my arguments, to support this Bill. You will get blessings of crores of people. If you oppose it, few people have been in control of the complete Waqf Board. This Bill has been introduced in the interest of common Muslim people who have not got justice. The support and opposition to this Bill is going to be recorded in history.... (Interruption) Therefore, before opposing this Bill, you must think about crores of poor women, children, and poor Muslims... (Interruption)

Sir, first of all, I wish to point out the shortcomings. I am not just talking about the 1995 Amendment Act. Even during the Congress regime, several committees and various forums provided details about this issue. Sir, first, in the year 1976, the Waqf Inquiry Report was presented, and I wish to read out the major recommendation that came out of it. The 1976 Waqf Inquiry Report highlighted that the entire Waqf Board has come under the control of the Mutawallis (trustees), and proper steps should be taken to discipline them. The second recommendation of the 1976 Waqf Inquiry Report is that litigations and mutual differences are so high that a tribunal system should be formed to simplify them. These were the recommendations made at that time. The third point mentioned audit and accounts. The report highlighted inadequacy of audit and accounts method in the Waqf Board stressing the necessity for a well-managed system to be implemented. All these things were highlighted in the report at that time. Lastly, *[English]* it recommended reforms in the category of Waqf-alal-aulad. *[Translation]* It was stated in the 1976 report that reforms must be made in the Waqf designated for children.

Sir, today I want to elaborate on two Committees that were formed during the Congress era itself. The first one is the High

Level Committee under Justice Rajinder Sachar, constituted on March 9, 2005. At that time, the UPA Government had come into power. This Committee was specifically formed for the welfare of Muslims. We are all aware of the Sachar Committee's report. I only want to mention the relevant portion. The first recommendation of the Sachar Committee highlighted that the 4.9 lakh registered Waqf properties generate an annual income of only ₹163 crore. This cannot be justified in any way. The Sachar Committee had stated at that time that these properties must be managed efficiently and as per market standards, in a way that all Waqf properties should be managed. It is estimated that these properties could yield an annual income of ₹12,000 crore, but at that time, only ₹162 crore was being generated. Along with this, I also want to mention, based on the Committee's report, which I had studied as the Minister of Minority Affairs, that there are a total of 8 lakh 72 thousand 320 Waqf properties. Our WAMSI portal cannot fully determine the exact number, but their market value is likely to be many times higher than what the Sachar Committee had mentioned. This is a matter of common understanding. Everyone knows how many properties the Waqf Board has got and what is the income there.

Secondly, the Sachar Committee, whose report was accepted during the regime of UPA Government, recommended broadening the composition of the existing Waqf Board. It specifically stated that the current number and profile of its members were insufficient, advocating for a more inclusive structure with greater representation. This was the first point of the Sachar Committee's recommendations.

Sir, the Sachar Committee also recommended that there should be two women on both the Central Waqf Council and the State Waqf Boards. The Secretary of the Central Waqf Council should be an officer of the level of Joint Secretary to the Government of India. The Committee also recommended that the rank of the current Under Secretary or junior-level officer should also be raised to that of Joint Secretary. Similarly, the State Waqf Boards should have a Class One officer. The Sachar Committee had clearly stated that priority should be given to women and children. The Bill that I am presenting here before you today aligns completely with the recommendations of Sachar Committee. They should be pleased. This is a committee that their Government had formed... (Interruption) Sir, we have listened to them quietly. They are senior Members. Interrupting in this manner is not

appropriate... (Interruption) They are aware of the rules...
(Interruption)

Sir, the Joint Parliamentary Committee (JPC) that was constituted, chaired by Shri K. Rahman Khan Ji, who was a Cabinet Minister at the time, also held the portfolio of the Minister of Minority Affairs, and served as the Deputy Chairman of the Rajya Sabha, with members from across the political spectrum, including our Bharatiya Janata Party, directly addressed the Waqf Board. The JPC unequivocally stated that there was a lack of proper infrastructure, a completely insufficient and incompetent workforce, and such limited funding that effective management was impossible. The report concluded that the Waqf Board could not function adequately under such circumstances.

Secondly, regarding the Mutawallis (trustees), the JPC observed that the entire focus of the Waqf Board seemed to be centered on the appointment and removal of Mutawallis. Therefore, this provision must be removed. Furthermore, it pointed out the lack of proper provisions for maintaining crucial documents within the Waqf Board and emphasized the need to implement such measures. The JPC also suggested a fresh survey of all existing Waqf Boards across the country. To

better serve the poor Muslims, the Committee recommended including experts such as lawyers on the Waqf Boards to handle legal matters and other issues effectively, thereby making the Boards more efficient and accurate in their functioning. Another suggestion from the Joint Parliamentary Committee was the complete computerization of all Waqf Boards, the centralization of their databases and the recording of mutations in revenue records for all Waqf properties. The Joint Parliamentary Committee recommended this, and I will also provide them all with the Committee's report so that they can review it again.

Sir, the Joint Parliamentary Committee, whose report it is, also recommended a strong re-evaluation of the Waqf Act, 1995. They were the ones who appointed them. Let me remind them of the names of the Joint Parliamentary Committee members. I have already mentioned the Chairman, who was a senior leader from their party and appointed by them. These were all their recommendations. Today, they should be commending us for bringing to the House this amendment Bill that they couldn't do. Everyone was aware of all the problems and all the suggestions at that time. Therefore, Sir... (Interruption) they are all convinced internally... (Interruption)

They are opposing due to political pressure. I know that internally, everyone wants to supports this... (Interruption)
 Rahul Gandhi Ji has just left, but he has given his agreement that what we are saying is correct... (Interruption)

Sir, regarding the individual cases and consultations that have occurred in the interim, some Members have stated that further consultation should have been conducted regarding the Bill that we have introduced today. I would like to assure them with certainty that the number of consultation processes undertaken in the last 10 years surpasses any such efforts by previous Governments with so many stakeholders... (Interruption) I will explain it to them right now. Please listen calmly... (Interruption) Just listen calmly... (Interruption)

Sir, I reiterate to those who are citing the Constitution to misrepresent the Bill's purpose and intent, that if any board or individual engages in actions that warrant judicial review, what is wrong with that? If a tribunal's decision is flawed and we provide a provision for appealing against it in Court, how does that become unconstitutional? Please explain. If you present an argument, you must also provide its justification. In such cases, and I am about to elaborate, individuals who have been on the Waqf Board for many years collude to bring matters before the

Tribunal, and the Tribunal either keeps them pending or delivers a verdict in its own way. One cannot challenge this in any Court.

Sir, in a democracy, in a great country like India, should such a system continue for so many years? ... (Interruption) They are misleading... (Interruption) They created such a system... (Interruption) They created such a system that the Tribunal... (Interruption) They cannot suppress my voice by speaking in this manner... (Interruption) They will have to listen to the truth... (Interruption). They created such a system that judgement of Tribunal can not be reviewed...(Interruptions) I will come to that how many cases are pending in the court... (*Interruptions*)

Sir, he referred to the Constitution.... (*Interruptions*) He repeatedly referred to the Constitution.... (*Interruptions*) In our country, no law, no special law, can be super law.... (*Interruptions*) There can be no law above the Constitution.... (*Interruptions*) But they should see its provisions. There is such a provision in the Wakf Act, 1995, which had an over-riding effect on the rest of the laws. Should such a law be there in our country? ... (*Interruptions*)

Sir, I would like to state about the evacuees. When our country was partitioned, all the Muslims who went to Pakistan from here also had properties. All the Hindus who came to India from Pakistan also had a lot of properties there. All the properties of the Hindus in Pakistan were taken over by the Government and whatever was to be done was done. But most of the Muslims who went from here declared their properties as Wakf.... (*Interruptions*) There are so many such cases, I do not want to go into it for long.... (*Interruptions*)

I would like to state that it's okay, I am not talking about what they want to do with their properties. ... (*Interruptions*) I would like to state that if someone has given his will, his deed and has made his intention clear, if Muslim woman or Muslim child does not get its benefit, should the Government sit quietly? ... (*Interruptions*) This is our responsibility. ... (*Interruptions*) It is the responsibility of the House that if there is any lacuna in providing justice to a poor woman, whatever religion she may belong to, whether she is a Hindu, Muslim, Sikh, Christian, Buddhist, Parsi, Jain or else, it is the responsibility of the House that if there is any lacuna in providing justice to them, it should be corrected. ... (*Interruptions*)

Sir, today the amendment bill, we have introduced, all the provisions have been made. ... (*Interruptions*) I would like to speak on one matter of it. ... (*Interruptions*) Sir, what does the law of limitation say? ... (*Interruptions*) There was such a provision in it, which we are removing through today's amendment. ... (*Interruptions*) There is a provision in the law of limitation, in the old law, if someone did not make any appeal for so many years, some incident happened in between or many years passed by, then law of limitation should be applicable there, right? There should be some limit? ... (*Interruptions*) But what they did was that suppose, someone may claim that 500 years ago, their forefathers organized some programme on that place or they offered namaz or someone did something. ... (*Interruptions*) Just by telling one thing, the entire place was declared a wakf property. ... (*Interruptions*) Sir, this cannot be done. ... (*Interruptions*)

Sir, the Law of Limitation was also enacted by this Parliament. ... (*Interruptions*) The Wakf Act, 1995 had also overridden the Law of Limitation. ... (*Interruptions*) How is this possible? ... (*Interruptions*) How can there be a law in this country that overrides all other laws and has an overriding effect? ... (*Interruptions*) This cannot be possible. ...

(*Interruptions*) How could we accept this for so many years?
 ... (*Interruptions*) Sir, this is a good time to correct the mistake that has been made. ... (*Interruptions*) Its okay, humans make mistakes. ... (*Interruptions*) Parties must have made mistakes, the Congress Party and other parties must have made mistakes. ... (*Interruptions*) Today is the time to correct. ... (*Interruptions*) Therefore, we are bringing about a correction. ... (*Interruptions*) Mistakes have been made, but at least they should not oppose while correcting them. ... (*Interruptions*)

Sir, there is section 108, special provision under the Administration of Evacuee Property Act, 1950, we are omitting it because such a section should not be there in any law of our country, in any statute book. ... (*Interruptions*) I would like to state some such issues, after hearing which the entire House will be convinced. ... (*Interruptions*) Sir, there is too much interruption, it is not right to interrupt in between. He is a senior Member. ... (*Interruptions*)

Sir, now I would like to move on to a bigger issue. ... (*Interruptions*) we have started the consultation process, I am not talking about the old days, ... (*Interruptions*) After 2014, thousands and lakhs of people have been consulted by the Ministry, or they have come to the Ministry with

representations and we have heard their views. ...

(Interruptions)

[ENGLISH]

During the last one year, we have received about 194 online complaints related to encroachment and illegal transfer of land to the Waqf Board. We also got 93 complaints against the Waqf Board officials, and about 279 general complaints were received online on our portal.

[Translation]

Sir, today the Muslims are being misled and the issue is being put forward here. ... *(Interruptions)* Till last night, till late last night, Muslim delegations kept coming to me. ... *(Interruptions)* Earlier also, so many people have met me and they think that ... *(Interruptions)* The number of Bohra community is less, so will they not give importance to them? ... *(Interruptions)* The number of Ahmadiyas is less, so will they ignore their thoughts and their problems? The number of Aagakhanis is less, so should their views not be heard? If one community dominates and crushes other small communities, how can we deliver justice by sitting in this House?... *(Interruptions)* Therefore, by raising a one-sided voice, in the name of the entire Muslim community, these people are raising

the voice of a few people one-sidedly here in this House today.... (*Interruptions*) Many Members have mentioned about the Wakf Board, but , there are many leaders among them who have come to me and told me privately that all the State Wakf Boards in the country have been taken over by the mafias.... (*Interruptions*) Many people have said this.... (*Interruptions*) They are not saying this in the House today.... (*Interruptions*) They are not saying this in the House due to pressure from their respective parties or due to fear of someone or vote bank, but privately every Muslim says this.... (*Interruptions*)

THE MINISTER OF HOME AFFAIRS; AND MINISTER OF COOPERATION (SHRI AMIT SHAH): Kiren ji, don't reveal their names.... (*Interruptions*)

SHRI KIREN RIJJU: Sir, we will not reveal names.... (*Interruptions*) I would not like to ruin their political career.... (*Interruptions*) I would not name the Hon. Members who have come to me and told that the party is opposing, but we are supporting, I will not take their names.... (*Interruptions*) I will not ruin the political career of my fellow MPs by taking their names.... (*Interruptions*)

Sir, as far as consultation is concerned... (*Interruptions*) That's it... (*Interruptions*) We have done consultations at many

layers... (*Interruptions*) We have done very wide consultations at the official level, at the political level, with the representatives of the State Governments and at the individual level across the country... (*Interruptions*) It has been about two months since I have been in this Ministry, but the previous Ministers earlier in this Ministry, identified the problems minutely and the consultation process has also been done on a very large scale... (*Interruptions*) I definitely would like to tell you about some consultations... (*Interruptions*) The process of active consultation has started after the year 2015... (*Interruptions*) Do not think that we have suddenly brought this Wakf Board Amendment Bill in the year 2024. You should not think so. (*Interruptions*) I am going to tell you that only after exercising such an extensive consultation, I am presenting this bill before you today. I have talked to all the people from different communities, as I have mentioned, Ahmadiyas, Bohras, Pasmandas, Aghakhanis, women representatives and all other backward classes of Muslims, including the chairmen, CEOs and other official representatives of the Wakf Board of 19 States and Union Territories. The consultation process was conducted in Patna in the year 2015. Then it was conducted in New Delhi on 16 April. Then on 12 October, 2015, consultation

cum meeting was held in Srinagar, Jammu and Kashmir. Thereafter, a meeting was held in delhi on November 11, 2015, January 7, 2017 and March 8, 2018 respectively. On July 13, 2023 the meeting was held in Mumbai and in July, 2023 in Lucknow. Then again a meeting was held on November 7, 2023 in New Delhi under the consultation process....(*Interruptions*) Akhilesh ji, Lucknow is in Uttar Pradesh itself.... (*Interruptions*) Lucknow is the capital of Uttar Pradesh.... (*Interruptions*) You have been the Chief Minister there.... (*Interruptions*)

Hon. Speaker Sir, discussions were held with public and common Muslims. We have invited them to put forth their point if they have any issue even at the individual level. We assured them that they can meet the Minister and the officials. In Mumbai, a meeting was held between the general public and the officials. In this meeting, suggestions were received regarding what steps should be taken to improve the State Waqf Board. In Lucknow, there was a discussion with the Chairman of the Uttar Pradesh State Waqf Board and also with the common people in detail. With respect to the information shared on the WAMSI portal regarding the property of the Waqf Board and its utilization and maintenance,

recommendations have been given, so there is a need for amendment in it. Recommendations have also come from Lucknow. After that, a meeting was held in Delhi under the chairmanship of the chairperson of the Central Waqf Council. The meeting was held in Vigyan Bhavan and many issues were brought forward in it, which I had put before you. Officers from every state had come. I will not tell the name of the officer, but I would definitely want to mention name of the state.... (Interruptions) They must have the patience to listen. They have asked so many questions that I feel I should speak for at least three hours. These people have spread so many wrong notions here.

Hon. Speaker Sir, Sunnis from Andhra Pradesh, Assam and Bihar and both Shias and Sunnis from Delhi, Gujarat, Haryana, Himachal Pradesh, Jammu & Kashmir, Karnataka, Madhya Pradesh, Maharashtra, Odisha, Gujarat, Rajasthan, Tamil Nadu, Tripura, Telangana, Uttarakhand and Uttar Pradesh participated in this meeting. Today, we have brought this Amendment Bill in detail after having discussion to address the issues and concerns raised by the representatives of every state. They are trying hard to protect the Waqf Board in spite of the fact that there are many people against them in the

Muslim community. The management of the Waqf Board is against the tribunal. You have no idea how much resentment is there against this among the Muslims. I definitely want to put some individual cases before you so that you too can feel their anguish. As a human being, you must know about these cases. First of all, I have received many representations from Ahmadiyya. In particular, representations have been received from the State Waqf Boards of Karnataka, Kerala, Telangana and Tamil Nadu. A case has been filed in the Central Waqf Council and the case has also been filed in the National Commission for Minorities and that case is ongoing, so I will not say anything in detail. There is an individual case of the Bohra community. There is a specific case in Mumbai involving a trust which has been settled by the High Court in 1944 and its status was clarified. You're also mentioning Dawood Ibrahim and his former proximity to this trust.

Later, when Hon. Prime Minister Narendra Modi came to power, a big work was started for Maharashtra and Asia's largest cluster development scheme was launched at the same place. At such a time, a person who had nothing to do with this property, someone in Gujarat complained against this property and then the Waqf Board notified this thing. You can imagine

that a person who neither lives in that state nor in that city, never in history has had anything to do with that property, he is from somewhere else and he disturbed it by complaining about a developmental project and by interfering through the Waqf Board. The people of that community, who come to meet us have a lot of pain within their hearts. I understood this when I met them as to why this could not be resolved.... (Interruptions)

Sir, this case which I am going to tell you was discussed a lot in the media. Tiruchirapalli is a district in Tamil Nadu where there was a 1500 year old Sri Sundareswarar temple. A person living in the village in this district went to sell his 1.5 acre land. He was told that the land of his village is Waqf property. Just think, the whole village has been declared as Wakf property.... (Interruptions) Just think. The history of that village is 1500 years old and the whole village has been declared as Waqf property.... (Interruptions) Don't see it from religious point of view... (Interruptions) Being the citizens of this country the Members of Parliament, we should consider the issues of every state from a similar standpoint, whether it is Tamil Nadu or Uttar Pradesh. How did such an incident happen, does it not make them concerned after hearing all this? It should be natural for them to be worried about this... (Interruptions)

Sir, they are unable to listen to it and many things are being said here to divert the issue.... (Interruptions)

Sir, think about Surat Municipal Corporation. This is not a private land. The entire headquarters of Surat Municipal Corporation has been declared as Waqf property. Think about it, how can this happen? Can you think of it?

Sir, by definition I am a Buddhist. I am neither a Hindu, nor a Muslim or Christian, but I believe in all religions.... (Interruptions) These people should not repeatedly link this to religion. Is Municipal Corporation someone's private property? How can you declare Municipal Corporation's land as Waqf property?... (Interruptions)

[ENGLISH]

SHRI A. RAJA (NILGIRIS): Mr. Minister, are you yielding or not? ... (*Interruptions*)

[Translation]

SHRI KIREN RIJIJU: You please be seated, do not disturb. There is no use of it, I will not yield now.... (Interruptions) I have listened to you quietly... (Interruptions)

Sir, a wonderful work has been done by Karnataka. Listen to it carefully. Listen to the report of the year 2012 of the Karnataka State Minorities Commission. I have gone through

it. In the report of the Karnataka State Minorities Commission, it was said that the Karnataka Waqf Board converted 29,000 acres of land for commercial purposes. If you do the calculation of this, you can understand it, but everyone knows for what purpose you can use the Waqf property. You can use it for religious, charitable and 'pious' purposes, but you are using it in arbitrary manner. The Karnataka State Wakf Board was acting so arbitrarily and the MPs of Karnataka have witnessed it. There are very few MPs among them who have spoken on this, this huge scam took place in front of their eyes.

Sir, I would like to cite an individual case again. This is the case of Dr. Bari Bushra Fatima. Akhilesh ji, this is a case from Lucknow. Perhaps you were the Chief Minister at that time, did no one tell you about this at that time? ... (Interruptions) That poor woman is living under such difficult conditions with her child. If the current system of Waqf Board is not amended, then when her father dies, she and her child will not get all this property. So should we not intervene at such a time? ... (Interruptions) Should we not take steps to give them justice? ... (Interruptions) So do not link it with religion, look at it from the point of view of justice. ... (Interruptions)

SHRI GAURAV GOGOI: Send this to the Committee, all the study will be conducted there. ... (Interruptions)

SHRI KIREN RIJJU: Sir, this is the problem of the Congress people. First they raised the question and when I am giving clarification, they say that we will discuss it in the Committee. Do not try to run away after levelling allegations. ... (Interruptions)

[ENGLISH]

SHRI GAURAV GOGOI : The Parliament Committee will have all the Members and it is also a mini Parliament. We will deliberate on it.

[Translation]

SHRI KIREN RIJJU: I know about the Parliamentary Committee. Hon. Speaker, we will move forward taking the sense of the House with your permission. But so many of Members of their party, who were allowed to speak, have given false statements and have also spread myths.....(Interruptions).given false statements...(Interruptions) Ok, I am telling a lie...(Interruptions)

SHRI AMIT SHAH: Hon. Speaker, Sir, his objection is justified...(Interruptions) That word cannot be used

here...*(Interruptions)* Whatever he says is not true and should be replaced.

SHRI KIREN RIJJU: Sir, now the Home Minister has also clarified that you have given a false statement, you must also accept it. ... *(Interruptions)* I will conclude my speech by telling you the provisions and the main points of the content. Sir, we have changed the title of this Bill. When we present a Bill, its futuristic vision and intention should come to the fore. Now, the name of this Bill that is being presented today will be - the United Waqf Act Management, Empowerment, Efficiency and Development Act, 1995. In short, we can call it 'UMEED'. So, I hope that you will understand the provisions of this Bill and support it wholeheartedly.

Sir, regarding the changes we are making to the definition –if some one wishes to declare any property, then one must have the right to do so. The change that was made in 2013 was a very dangerous thing. In 2013, it was provisioned that any person could declare a Wakf. We have stated that this is absolutely not possible. Only Muslims can create a Wakf, non-Muslims cannot. While answering this in the future, we will explain in detail what its dangerous implications could be. If you allow anyone to declare a Wakf title, how can this be

possible? Therefore, we are going back to the old system, the old definition.

Sir, there have been many objections raised about the Collectors. Are the Collectors, who are also Deputy Commissioners, appointed by any particular political party? They handle revenue, and the revenue records are held with the Collector. These people are saying that revenue-related work should not be assigned to the Collector. Could you tell me what is the work of a Collector? A Collector is appointed to look after the revenue records. I am unable to understand what these people are opposing, especially since they are revenue officers... *(Interruptions)*.

Sir, numerous recommendations regarding the functioning of the Survey Commissioner have been given. These objections are not raised only by me. They have formed multiple committees, including a Parliamentary Joint Committee. Questions have been raised in Parliament. Representations have been made through various channels. All this happened during their tenure. It was also during their time that the Sachchar Committee was formed. The Committee said that the Survey Commissioner is the source of the problem. Therefore, all the properties should be validated by linking them with

revenue records. The District Collector should also be included in this. This is their own report. We are simply implementing this. Therefore, there's no need for them to become so agitated and oppose this Bill.

Sir, we have made another provision in this Bill. We are not abolishing the tribunals that have been formed. Earlier, the tribunal had three members. Now, we are making a provision that it will have one judicial and one technical member...*(Interruptions)* They have not understand it. The technical Member in this...*(Interruptions)*

Sir, they are unaware of this. In all the tribunals and commissions formed in this country, only judges are appointed. All the technical members in the tribunal are officers only but the judicial members are retired judges. This much should be understood by the Hon. Member. He has been an MP for five times...*(Interruptions)*

Sir, we were elected together in the Lok Sabha. He should have known this. We were elected at the same time, though he don't seem to know it even now...*(Interruptions)*

Sir, there are a total of 12,792 Wakf Board cases pending today. 19,207 cases are pending in tribunals. Isn't it possible to

dispose these cases? Do you not wish these cases to be disposed of? You please think about this.

Sir, timeline is very important for us. Justice should not only be delivered but delivered on time. Therefore, I have included a provision in this new Bill that I would like to present here to you. We have now established a timeline. Any appeal must be filed within 90 days and the disposal of cases should be completed within six months. With the passage of this Bill, thousands of pending cases will be completely disposed and settled.

HON.SPEAKER: What is the problem in this ? It would be good if justice is served at the earliest.

... *(Interruptions)*

SHRI KIREN RIJJU: Sir, if he does not want to listen then why did he ask so many questions?...*(Interruptions)* If he has asked so many questions then at least he should listen. You want to run away after asking questions, we will not let you do that. We will keep speaking even after you run away. We will put forth our entire point in this House.

Sir, it is the age of technology. The technological induction within the Waqf Board is crucial. Therefore, we have made provisions. Technology will be fully utilized within the

Waqf Board to operate it in a scientific, highly efficient, and transparent manner.

15.00 hrs

It will be under constant surveillance. Our Ministry will continue to conduct oversight and continuous monitoring. All these provisions have been made for Waqf property. The Central Government has a portal. It will have the format for all accounts. Mutawallis against whom complaints are made have been made accountable so that if someone does something wrong, action will be taken against them. We have already started the process of integrating this portal with the Gati-Shakti ecosystem. I am pleased to say that the representation of women has become mandatory in the new Central Waqf Council and State Waqf Boards. There will be Muslim women, representing all different denominations, Bohras, Aga Khanis and Other Backward Classes amongst Muslims, we have decided to give them a place on the board as well... *(Interruptions)* We are all Members of Parliament. There are people of every religion in our constituencies. Just now, Dada was asking if there are Muslims in my constituency. There are many Muslim voters in my constituency. *(Interruptions)* Tell

him... *(Interruptions)* That is why I said, Dada, don't speak all the time, you will fall asleep. *(Interruptions)*

HON.SPEAKER: If there is a speech, will you fall asleep in the House?

...*(Interruptions)*

SHRI KIREN RIJJU: ... *... *(Interruptions)*

HON.SPEAKER: I will look into it.

...*(Interruptions)*

SHRI GAURAV GOGOI: ...*(Interruptions)* He should apologise for that.

SHRI KIREN RIJJU: Broader political representation is necessary for us...*(Interruptions)* Sir, please remove this from the proceedings.

HON. SPEAKER: I will look into it and remove it from the proceedings.

...*(Interruptions)*

SHRI KIREN RIJJU: You were reading a book, so what can I do? ...*(Interruptions)*

HON. SPEAKER: I have directed to remove it from the proceedings.

* Not recorded as ordered by the Chair.

... (*Interruptions*)

SHRI KIREN RIJJU: I would like to say something about the political representatives. People from all the religions including Hindus, Muslims, Christians, Buddhists, Parsis and Sikhs may be residing in our Constituencies. Hence, it is not fair to link a Member of Parliament with any particular religion.

... (*Interruptions*) We never advocated inclusion of this religion in to the Waqf Board. We never said this. We are saying that Member of Parliament should be included as a member in it. We can't help if that Member of Parliament happens to be a Hindu or a Christian. Should the Member change his religion, who has come after being elected from a Constituency and becomes a member of the Board by virtue of being a Member of Parliament? This is a very basic argument. They are making an issue out of nothing. ... (*Interruptions*) Now, I would like to tell an important fact. ... (*Interruptions*) talented and knowledgeable persons are required to efficiently run the affairs of Waqf Board. You cannot nominate any one as a member of the Waqf Board. I am only reiterating the recommendations made by every committee and the JPC. Persons with good knowledge and administrative skills from a diversified talent pool should be taken on the Board. Efficient

officers must be deputed to manage Waqf Board. We have included all these which are as per the recommendations made by them only. They are not appreciating the fact despite me telling and reminding repeatedly that these are merely as per their own recommendations which are being implemented by us.

Sir, we have taken adequate care for the interests of children and women. No Muslim child or woman should remain deprived of justice after passage of this Act. We have introduced concrete measures for it. The proceeds and income from Waqf properties will be spent for the welfare of the Muslim community. We want to benefit the Muslim community and it has been done particularly for the welfare of backward Muslim women. Should they be left on their mercy? They have never rendered any help to them during all these years. ... (*Interruptions*) The Hon'ble Prime Minister has coined the slogan of '*Sabka Saath, Sabka Vikaas*' which is the guiding light of this Government also. They are saying that I should not speak on this Bill since I am not a Muslim. This is quite objectionable. ... (*Interruptions*) Whether it is necessary for a person to belong to any particular religion or caste in this country to become a Minister and take charge of the affairs of

a Ministry? They are repeatedly saying that I should not speak since I am not a Muslim. ... (*Interruptions*) They have made a very wrong statement and I would like to record my objections over it. ... (*Interruptions*)

Sir, I am elated while introducing this Bill in the House and I have some underlying emotion as well. ... (*Interruptions*) I am fortunate enough to have got the opportunity to introduce this Bill in the House meant for the welfare of Muslims, despite me being a Member of minority community and being a non-Muslim. I have got this great responsibility with the blessings of the Hon'ble Prime Minister. I consider myself quite fortunate because not everyone gets such an opportunity. We work here every day, participate in debates till 12 in night and hold discussions, but there are few occasions and opportunities which shall be remembered for centuries to come. Only few Governments and a few Ministers get such an opportunity to speak like this in the House.

Sir, I have got several points to make and I feel that I have replied to the major issues and objections raised as per the request made by my colleagues from the Congress Party. I would put forth in detail all the provisions and sections of the

Bill wherein certain deletions, additions or amendments have been made, elaborately at the appropriate time.

This is not my last address. I have replied only to fifty percent of the so many objections raised by them and another fifty percent are yet to be replied. It is with the blessings of the Hon'ble Speaker that you have got to raise so many questions.

Hon'ble Speaker Sir, with these words I would request to seek your leave to introduce this Bill in the House. ...
(*Interruptions*)

HON. SPEAKER: Hon'ble Minister, the Members have expressed their intention to discuss it in more detail. Would you like to say something over it?

SHRI KIREN RIJJU: Hon'ble Speaker Sir, we have been proceeding in an open- minded and democratic manner ...
(*Interruptions*) Noticing their behaviour, I would like to quote an incident. Earlier, when I was elected as an MP for the first time, I used to sit on the back rows. I requested something over some issue when the UPA Government was newly formed. I do not want to quote names of senior leaders in the House. They rose and declared in the House that the our job was to oppose and it was the Government's prerogative to pay heed to it or not. These were their views at that time. Today, we are saying

it from our large hearts and are respecting their sentiments and requests to further discuss and scrutinise this Bill. Why not? We are not going to run away from it because our intentions and our steps are clear. Why to fear? We welcome any Committee to scrutinise it. We try running away when we are to doing something wrong. We are not the ones running away. So we are open to forming any Committee. We would like to express the intentions of the Government to refer this Bill to a Joint Parliamentary Committee constituted and to pass the Bill through the Committee by holding detailed discussions with all the Parties as per their numbers and listening to the stakeholders by calling to depose before the Committee. We will definitely listen to your suggestions in the time to come, but at the same time, will definitely do whatever is in the interest of the nation. With this, I would like to thank you.

HON. SPEAKER: The question is:

"That leave be granted to introduce a Bill to further amend the Waqf Act, 1995."

The motion was adopted.

... (Interruptions)

HON. SPEAKER: Now, the Hon'ble Minister to introduce the Bill.

[ENGLISH]

SHRI KIREN RIJJU: Sir, I introduce the Bill.

15.14 hrs

(ii) MUSSALMAN WAQF (REPEAL) BILL, 2024*

[Translation]

HON. SPEAKER: Item no. 14, Shri Kiren Rijiju ji.

[ENGLISH]

**THE MINISTER OF PARLIAMENTARY AFFAIRS;
AND MINISTER OF MINORITY AFFAIRS (SHRI
KIREN RIJJU):** Sir, I beg to move:

“That leave be granted to introduce a Bill to repeal the
Mussalman Waqf Act, 1923.”

[Translation]

HON. SPEAKER: Motion moved:

* Published in the Gazette of India, Extraordinary, Part-II, Section 2, dated 08.08.2024.

“That leave be granted to introduce a Bill to repeal the Mussalman Waqf Act, 1923.”

... (*Interruptions*)

HON. SPEAKER: Shri E.T. Mohammed Bashir. Would you like to speak on Item no. 14? This is the second Bill.

... (*Interruptions*)

HON. SPEAKER: Shri Benny Behanan, Shri K. Radhakrishnan, Shri Sougata Rai ji.

PROF. SAUGATA RAY (DUM DUM): Sir, this Bill is to withdraw the Muslim Waqf Committee... (*Interruptions*) Mr. Owaisi, let me speak please, then you speak. ... (*Interruptions*) There is nothing wrong. ... (*Interruptions*)

SHRI ASADUDDIN OWAISI (HYDERABAD): Sir, division is my right. ... (*Interruptions*)

HON. SPEAKER: Now the Hon. Minister will move the motion.

... (*Interruptions*)

HON. SPEAKER: After he speaks, I will move it.

... (*Interruptions*)

[*ENGLISH*]

PROF. SOUGATA RAY: Sir, under Rule 72(1), I oppose the introduction of this Bill...(Interruptions)

[Translation]

HON. SPEAKER: One minute. Now the Hon. Minister is moving the motion. This Bill and that Bill are the same. This second part is a Bill to repeal that.

... (Interruptions)

PROF. SAUGATA RAY: Sir, there is only one Bill. There is a question of repealing it. I want to say only two things in this. There is a doubt that the government wants to take over the Muslim Waqf property. Waqf Board has 8.7 lakh properties in the whole country, whose total area across India is 9.4 lakh acres. Its estimated value is Rs 1.2 lakh crore. The government wants to interfere in this. As far as the Collector is concerned, earlier there was no Collector, the government wants to interfere in this. They say that there are two Muslim women and two non-Muslim members on the Board. If a non-Muslim member goes to the Board, then the sanctity of the Waqf Board will be affected.... (Interruptions) It is a Muslim property gifted by a Muslim for the benefit of Muslims. It should not be a non-Muslim.

[ENGLISH]

Sir, it also introduces the District Collector as an arbiter to decide whether a property is a property of the Waqf Borad or it is a Government property. *[Translation]* Therefore, I completely oppose the attempt to withdraw the Muslim Waqf Act Bill. Kiren Rijju Ji has spoken for an hour. Our colleague Owaisi Sahab has asked for a division on the earlier Bill, I fully support him. This is a very sensitive Bill. There should be no hurry and no compulsion in this. You gave an opportunity to discuss the law of Parliament, everyone spoke, but if he wants division now, then get it done. What is the harm in it? This whole thing should not go in the hands of the government. ...
(Interruptions)

HON. SPEAKER: Okay.

Hon'ble Minister.

... (Interruptions)

SHRI KIREN RIJJU: Sir, I have moved the motion to repeal the earlier Act. The Muslim Waqf Act, 1923 is for repeal, repeal it.... (Interruptions) If you would like to know, I will tell you.

HON. SPEAKER: Please explain in two minutes.

... (Interruptions)

SHRI KIREN RIJJU: Sir, I will tell you in two minutes.

Sir, in repeal, The Mussalman Waqf Act was brought into force on 5th August, 1923 and was applied to whole of the then British India. ...(Interruptions) Please listen. That law should not have remained in the Statutory Book in the first place. It remained there for so many years, it should be repealed. It was applied to the then British Baluchistan and Santhal Parganas. I am telling you the jurisdiction of that time.

[ENGLISH]

Sir, the Waqf Act, 1954 which enacted the laws of Waqf for the first time in Independent India provides vide Section 69 (1) (5) that the Mussalman Waqf Act, 1923 does not apply to anyone governed by the 1954 Act. *[Translation]* The Mussalman Waqf Act of 1923 has in effect become redundant. It is not applicable. In effect, it has become redundant, so it does not have to remain in the Statutory Book. That is why I have brought this repeal amendment.

HON. SPEAKER: You are referring this also to the committee, right?

... (Interruptions)

THE MINISTER OF HOME AFFAIRS; AND MINISTER OF COOPERATION (SHRI AMIT SHAH): Hon. speaker

Sir, this Act actually does not exist after the introduction of the 1995 Act and the Amendment Act of 2013. We are taking it out of the paper. That is all there is. I believe that the Opposition will agree to this. ... (Interruptions)

HON. SPEAKER: Will you form a Joint Parliamentary Committee on this? What is your proposal?

SHRI KIREN RIJJU: Sir, this is the mussalman Waqf (Repeal) Bill, 2024.

HON. SPEAKER: Will you form a Joint Parliamentary Committee?

... (Interruptions)

SHRI KIREN RIJJU: Sir, I propose that a Joint Parliamentary Committee be constituted and the Waqf (Amendment) Bill, 2024 be referred to it.

HON. SPEAKER: I will form a Joint Parliamentary Committee after talking to the Hon'ble leaders and members of all parties.

SHRI KIREN RIJJU: Sir, okay.

HON. SPEAKER: The question is:

“That leave be granted to introduce the Bill to repeal the mussalman Waqf Act, 1923.”

... (Interruptions)

[ENGLISH]

SHRI ASADUDDIN OWAISI: Sir, I want division.

[Translation]

DR. NISHIKANT DUBEY (GODDA): Sir, I want to raise a point of order.

HON. SPEAKER: Please speak.

DR. NISHIKANT DUBEY: Sir, Rule 67 says that if two identical Bills are together, then one Bill can be withdrawn by the Government. This is what the rule says. What is there for division in this? The rule says this. These two are identical bills. There is a 1923 bill, which is being repealed and the Waqf Act, 1995 is being introduced. Both the Bills are the same. This is what the rule says....(Interruptions)

HON. SPEAKER: You speak.

[ENGLISH]

SHRI ASADUDDIN OWAISI: I demand a division, Sir. This is my right. I want a division, please.

[Translation]

HON. SPEAKER: You definitely have the right, but how will you have the right on this?

SHRI ASADUDDIN OWAISI: Sir, I have been saying from the beginning that I want division.

HON. SPEAKER: You have been saying from the beginning.

SHRI ASADUDDIN OWAISI: Sir, if you are not listening, then what can I do? I have the right. If the Speaker himself will not listen, then how will it work? I have been saying from the beginning that get the division done, get the division done....(Interruptions)

HON. SPEAKER: The question is:

“That leave be granted to introduce the Bill to repeal the mussalman Waqf Act, 1923.”

The motion was adopted.

SHRI KIREN RIJJU: Sir, I introduce the Bill.

15.23 hrs

MATTERS UNDER RULE 377*

[Translation]

HON. SPEAKER: Hon. Members, the Matters under Rule 377 shall be laid on the Table of the House. The Hon. Members who wish to lay Matters under Rule 377 on the Table of the House under Rule 377 may lay the text of the matter on the Table of the House.

(i) Need to include Bishnupriya Manipuri community of Assam in the list of Other Backward Classes (OBCs)

[ENGLISH]

SHRI KRIPANATH MALLAH (KARIMGANJ): I have the honour to draw the kind attention and personal intervention of the Government towards the strong public demand and sensitive issue for a community called Bishnupriya Manipuris, for including them in the Central List of OBCs residing in Assam. A survey report of the community was forwarded by ABC Commission on 4th March 2021 Vide letter No. ABC/OBC/2/2017/53/1-8 to the National Commission for Backward classes, Ministry of Social Justice and Empowerment, New Delhi against the letter of National

* Treated as laid on the Table.

Commission for Backward classes Letter No. NCBC/13(7)/PH/2014-RW Dated 30.12.2014 for favour of taking necessary measures in this regards but unfortunately till date NCBC has not taken any action in favour of the community submitted by the ABC Commission of Assam whereas the same community were recognized OBC in the central list in the state of Tripura, which is the neighbouring state of Assam. So, I urge upon the Minister to look into the matter for including the Bishnupriya Manipuri communities as a separate entity in the Central List of OBCs in Assam.

(ii)Regarding violation of terms of lease agreement of land of BHEL, Bhopal leased out to industrialists

[Translation]

SHRI ALOK SHARMA (BHOPAL): Bharat Heavy Electricals Limited (BHEL) was given 4479.21 acres of land in Bhopal for setting up industry. Out of this land, about 75 acres of land was given on sub-lease to other industrialists near Rani Kamlapati station. Violating the terms of the contract by BHEL, these industrialists have filed a case in the honourable court. They are not even paying the lease money to BHEL. The

family members for whom the land was given do not even fulfill the purpose. An inquiry committee should be constituted and this entire matter should be investigated. A plan has been made to lease out 2000 acres of BHEL's vacant land on rent with the connivance of land mafia. This plan should be cancelled and employment should be provided to the youth by starting the Prime Minister's ambitious scheme of startups on the said 2000 acres of land.

(iii) Need to re-establish Indian Veterinary Research

Institute in Mukteshwar, Nainital district, Uttarakhand

SHRI AJAY BHATT (NAINITAL-UDHAMSINGH NAGAR): I would like to draw the attention of the Government towards the Indian Veterinary Research Institute (IVRI) located in Mukteshwar under Nainital district of Uttarakhand state. This institute was established in 1889 in the name of Imperial Bacteriological Laboratory to do research work for the protection of Indian livestock wealth from deadly diseases. Dr. Alfred Lingard was the director of this laboratory. After this, it was re-established in the year 1893 in Mukteshwar, a Himalayan region. The main objective of this laboratory was to prepare a vaccine for Rinderpest disease. In Mukteshwar, while working on many deadly diseases like

Rinderpest, Foot and Mouth Disease, diptheria, Pox, Smallpox, PPR, Ranikhet Disease, vaccines were prepared and these were completely controlled not only in the country but also in the whole world. Unfortunately, the headquarters of the Foot and Mouth Directorate and all the research project equipment were shifted to Orissa and this research unit was also reduced. I urge the Central Government that the Indian Veterinary Research Institute (IVRI) located in Mukteshwar under Nainital district of Uttarakhand state should be re-established.

(iv) Regarding special package for people who suffered economic loss due to flooding from dam in Raipur Parliamentary Constituency, Chhattisgarh.

SHRI BRIJMOHAN AGRAWAL (RAIPUR): I would like to bring a very serious issue of my parliamentary constituency Raipur (Chhattisgarh) before the Government. Due to the breaking of the dams of the Central Government undertakings NMDC and Korba HCL, iron and coal based water has spread across hundreds of villages. Due to the spread of "black" water in the fields, the crops of hundreds of farmers have been destroyed, causing them huge financial loss. It is as if the farmers have been punished by this black water. At the same time, the lives of common people have also been badly

disrupted due to the accumulation of red and black water in residential areas. In the rainy season, apart from my parliamentary constituency, incidents of dam breaking are happening continuously in other areas of Chhattisgarh. A large number of common people are getting affected by this. Due to the negligence of the officials, there is a lot of anger among the farmers and the general public. I request the government to issue orders for strict action against the culprits. Along with this, a special package should be arranged for proper compensation of the financial loss suffered by the farmers and the general public.

(v) Need to acknowledge Rajahmundry in Andhra Pradesh as a heritage city and include the same under HRIDAY Scheme

[ENGLISH]

SHRIMATI DAGGUBATI PURANDESWARI
(RAJAHMUNDY): Rajahmundry is one of the major cities in the State of A.P. located on the banks of the river Godavari in East Godavari District. In its earlier days, it was called 'Rajamahendravaram'. It is a historical city famous for its political, agricultural, literary, economic, social and cultural

background. Hence, the city is also known as the "Cultural Capital of A.P". It is also acclaimed as the birthplace of the Telugu language. Adi Kavi Nannayya translated Mahabharata from Sanskrit on this sacred land. Kandukuri Veeresalingam, a great social reformer and the great Social worker, Durga Bai Deshmukh are also from Rajahmundry. Despite its historical and cultural wealth, Rajahmundry has not yet received the recognition it truly deserves. Bestowing the Heritage City status upon Rajahmundry would not only honor its rich legacy but also ensure the preservation and promotion of its numerous cultural landmarks. This status would attract more tourists, boost the local economy, and provide the necessary funds and infrastructure for the conservation of its heritage sites as well as respect the Telugu culture & Heritage. Therefore, I urge the Government to recognize Rajahmundry as a Heritage City and ensure its development through the HRIDAY Scheme.

(vi) Need to make operational two shifts of Air Traffic Control System in Kanpur airport

SHRI RAMESH AWASTHI (KANPUR): I am bringing to the attention of the Government in regard to the very serious problem faced by Kanpur airport. Presently, the Kanpur airport is served by single shift Air Traffic Control (ATC) personnel. It is controlled and operated by Indian Air Force. Due to operability of single shift, the airport is facing difficulties in the arrival and departure of flights early in the morning and late in the night. Although night landing device has been installed at the Kanpur airport, yet very few flights are coming to the airport. This issue may be looked into with right earnest and a double shift in the ATC at Kanpur airport may be set up so that flights can run from 6.00 AM till 10.00 P.M. in the night. Once two shifts are operational, the number of flights and the fliers will increase.

**(vii) Regarding development of Lunavada Railway
Station in Panchmahal Parliamentary
Constituency, Gujarat**

[Translation]

SHRI RAJPALSINH MAHENDRASINH JADHAV (PANCHMAHAL): In the last 10 years, there has been a lot of development in the railway infrastructure and the number of railway trains in Gujarat and the whole of India, for which I congratulate and express my gratitude to the Ministry of Railways.

Godhra Railway Station in Panchmahal Lok Sabha is a big junction which connects Maharashtra via Baroda on one side and connects Madhya Pradesh and further to Delhi on the other side.

I request the Hon. Railway Minister to develop the railway station of Lunawada city of my constituency. With the development of this station and railway line, Godhra Lunawada and further onwards Modasa will provide railway line connectivity to Shamlaji and further to Rajasthan. The line is operational till Delhi. With this development, the citizens of my constituency will be able to connect to Udaipur and Jaipur.

People will get a new benefit of rail transportation. I humbly request the government to direct further action in this matter.

(viii) Regarding development of temples in small districts and promotion of Sanskrit language

SHRI SHASHANK MANI (DEORIA): Deoria district is home to many culturally rich sites like Devrahimata Temple, Pakaulimaharaj Kuti and Devrahababa Temple. My parliamentary constituency Deoria (Uttar Pradesh) Fazilnagar and Tamkuhiraj hold special significance for Buddhists and Jains. Fazilnagar is home to the nirvana sthal of Bhagwan Mahavira and the ancient Sun Temple at Turkpatti. Tamkuhiraj is located near the beautiful Narayani River. Kushinagar, where Buddha attained Mahaparinirvana, attracts Buddhist devotees. Deoria has been a stronghold of Sanskrit, which has been attracting Sanskrit scholars for a very long time and I have started working for the revival of the same in my Lok Sabha constituency. I would like to draw the attention of the Hon'ble Minister of Culture, Government of India and all other Hon. Members to the following:-

- Sanskrit, culture and cultural tourism should be strengthened at the grassroots level by developing temples in smaller districts.

- Policies should be formulated for revival of temples for cultural tourism purposes in smaller districts.
- Sanskrit language should be promoted around these temples, so that it can play an important role in establishing a cultural economy.

(ix) Need to start a scheme for free treatment of children with type – 1 diabetes

SHRI HARIBHAI PATEL (MAHESANA): I represent the Mahesana constituency. I would like to speak about a unique initiative that has started from the district of the birthplace of Hon. Prime Minister Shri Narendra Modi. Normally, there are two types of diabetes in the human body. As far as type 2 diabetes is concerned, it is very common, it is also easily treated and its medicines are available at very affordable prices in PM Jan Aushadhi Kendras.

Today, I am talking about type 1 diabetes, which is mostly found in young children. Young children have to take insulin injections two-three times a day. The parents of poor children are not even aware of this and the lifespan of the children keeps decreasing. With the cooperation of Mahesana district administration and an NGO, an initiative was taken for children in 2018 and 186 children with type-1 diabetes were screened and given free treatment and free insulin regularly.

Taking this experiment of Mahesana forward, the Government of Gujarat has made a provision of 13 crores in the budget 2023-24 for children with type-1 diabetes, which includes provision for screening of children, free treatment,

free insulin and spreading health education about this type 1 diabetes, which is unprecedented. This is a great relief for the poor parents of the children suffering from type 1 diabetes.

I would like to request the Hon. Minister of Health that such a scheme should be implemented in the entire country. This will bring a new dawn in the lives of lakhs of children of the country who are suffering from type 1 diabetes.

**(x) Need to expedite completion of railway projects in
Nizamabad Parliamentary Constituency and
reinstatement of Nizamabad-bound discontinued
trains**

[ENGLISH] **SHRI ARVIND DHARMAPURI**
(NIZAMABAD): I would like to bring in to the notice of the Government a matter of urgent public importance related to the railway infra projects in the Nizamabad Parliamentary Constituency, concerning their stagnation and delay. Railways have constituted the central point of the economic lifeline of Nizamabad, with many people travelling to Mumbai, Surat, and other neighboring regions in search of employment opportunities and better sources of Livelihood. The time-bound

completion of railway projects is necessary to facilitate ease and comfort of travel. One such request relates to reinstating and increasing the frequency of Train Number 07195/96, which travels from Kazipet to Dadar Central Mumbai via Peddapalli and Nizamabad. Currently, it runs as a weekly service, and I request that it be increased to thrice weekly and converted into a regular train rather than a special one. Owing to the special trains being started for darshan of Ayodhya Dham, trains like Kazipet to Dadar had been stopped. Secondly, while a total of 6 ROBs (Railway Over Bridges) have been sanctioned for my constituency yet as of today only one ROB has been made operational. The delays caused by the State Government, along with the subsequent lack of seriousness and professionalism by the concerned contractors, have had a detrimental impact on the daily commute of thousands of people in Nizamabad. Hence, I request the Hon'ble Minister of Railways to kindly expedite these developmental works, along with the reinstatement of the trains, in order to fulfill our Government's vision of ease of living.

**(xi) Need to establish a Kendriya Vidyalaya in Rajsamand
District Headquarters, Rajasthan**

[Translation]

SHRIMATI MAHIMA KUMARI MEWAR (RAJSAMAND): I would like to draw the attention of the Government towards a very important issue of public importance in my Parliamentary Constituency, Rajsamand. Despite Rajsamand being the district headquarters, No Kendriya Vidyalaya has been set up there till date, whereas a Kendriya Vidyalaya is set up in the subdivision headquarters Devgarh in the district. The children of the common people and working Government employees will be able to get quality education in English medium at a low fee by setting up a Kendriya Vidyalaya at the district headquarters. Therefore, I would like to request the Government to set up a Kendriya Vidyalaya at the district headquarters Rajsamand at the earliest.

**(xii) Need for establishment of a health and research
institute like AIIMS in Kishanganj, Bihar**

[ENGLISH]

DR. MOHAMMAD JAWED (KISHANGANJ): According to the 2021 Multidimensional Poverty Index (MPI), Kishanganj is the poorest district in Bihar, with 64.75% of its population living in poverty. In 2022, the Central Ground Water Board (CGWB) and the Geological Survey of India released a report indicating that the amount of uranium in groundwater in nine districts of Bihar, including Kishanganj, exceeded the WHO-prescribed limit. The consumption of uranium-contaminated water can cause thyroid cancer, blood cancer, bone marrow depression, and kidney disease. The Chairman of the Bihar State Pollution Control Board noted that uranium is a chemotoxic and nephrotoxic heavy metal, particularly affecting the kidneys and bones. A study of the elderly in Kishanganj revealed high prevalence rates of anemia (63.75%), cataracts (61.25%), and hypertension (50.63%). Another study identified contamination of drinking water in Kishanganj with heavy metal ions like chromium, copper, and fluoride, resulting in dental fluorosis in 53.6% and skeletal fluorosis in 11.2% of the population. The absence of Government-run hospitals forces

residents to rely on private hospitals, exacerbating poverty due to medical expenses. Many residents seek treatment for terminal illnesses like cancer in hospitals outside the district. Establishing a Government-backed health and research institute like AIIMS in Kishanganj could address health challenges effectively.

(xiii) Need for amendment of Wildlife Act alongwith comprehensive measures to protect the life and property of farmers from menace of wild animals

ADV. DEAN KURIAKOSE (IDUKKI): The population of vermin has increased uncontrollably in the last few years. This has led to losses in the tune of hundreds of crores in the last couple of years. Dangerous animals cause grievous injuries and deaths on a regular basis. Unscientific forest management that seeks to blindly enforce laws rather than controlling healthy population sizes of all flora and fauna is one reason behind this. The population of many species are above the carrying capacity presently, hence, needs to be controlled. Also, scientific studies must be conducted to estimate their population size and methodologies like birth rate monitoring and control, culling or relocation etc. must be adopted at the earliest. The farmers should be empowered with the right to kill animals that enter their properties and are a threat to their life and property. The Wildlife Protection Act must be suitably amended. I urge upon the Government to take immediate action, including legislative and executive measures - to resolve the issue of human-animal conflict at the earliest.

**(xiv) Need to provide financial assistance for
development of various infrastructure projects in Ranga
Reddy district, Telangana**

DR. MALLU RAVI (NAGARKURNOOL): The Government of India is requested to provide adequate amount of assistance to develop the infrastructure such as Educational Institutions and Steel related project in Pallamara Ranga Reddy, Telangana.

**(xv) Need to review the decision to impose 200 percent
duty on Indo-Pak trade through Wagah Border**

SHRI GURJEET SINGH AUJLA (AMRITSAR): Earlier, in Amritsar Parliamentary Constituency, trade was allowed through Pakistan via the Indo-Pak Wagah border route. Over 10,000 people got employed due to Indo-Pak trade through this route. But, after the Balakot attack by terrorists, over 200 percent duties were imposed on this trade. This led to the entire import- export trade between India and Pakistan via Wagah check-post to grinding halt. However, Indo-Pak trade via Dubai through ports in Gujarat and elsewhere is still taking place. I urge upon the Government to review 200 percent duties imposed on Indo-Pak trade via Wagah border.

(xvi) Need to set up a Trauma Centre in Shamli district, Uttar Pradesh

[Translation]

SUSHRI IQRA CHOUDHARY (KAIRANA): I would like to express my views on the issue of medical infrastructure in Shamli district. Shamli district is a new district. It lacks medical facilities in the district headquarters. There is no facility in the district hospital. Panipat-Khatima National Highway and Meerut-Karnal Highway and Delhi-Yamunatri Highway are passing through Shamli and another highway Shamli-Ambala Green Highway is being constructed. Due to good roads, a lot of vehicles pass through here at high speed and due to this, more accidents occur here. But there is no trauma center. In case of an accident, the injured patients have to be taken only to the trauma center in AIIMS, New Delhi. Due to this, the first golden hour, which is very important for the injured persons, passes by because it takes more than 3 hours to reach any nearby trauma center or super specialty hospital from Shamli. Therefore, I would like to urge the Hon. Minister of Health and Family Welfare to take note of the problem and demand to set up a trauma center in Shamli district. I would also like to

request to provide special funds for the district hospital of Shamli under the central scheme.

محترمہ اِقرا چودھری (کیرانہ): محترم اسپیکر صاحب، میں ضلع شاملی] کے میڈیکل انفراسٹرکچر کے وشے کو سدن میں رکھنا چاہتی ہوں۔ ضلع شاملی نیا ضلع ہے۔ یہاں پر ابھی تک ڈسٹرکٹ ہیڈ کوارٹر والی میڈیکل سُویدھاؤ کی کمی ہے۔ ضلع اسپتال میں کوئی سہولیات نہیں ہے۔ شاملی سے پانی پت کھٹیمہ راشٹریہ راج مارگ اور میرٹھ کرنال راج مارگ دہلی یمنوتری راج مارگ ہو کر گُزر رہے ہیں اور ایک راج مارگ شاملی امبالہ گرین ہائی وے اور بن رہا ہے۔ اچھی سڑکوں کے ہونے سے بہت زیادہ واہن تیز گتی سے یہاں سے ہو کر گُزرتے ہیں۔ اور اس وجہ سے یہاں پر ایکسیڈنٹ زیادہ ہونے لگے ہیں۔ لیکن یہاں پر کوئی بھی ٹروما سینٹر نہیں ہے۔ دُرگھٹنا کی حالت میں نئی دہلی ایمس میں ٹروما سینٹر میں ہی زخمی روگیوں کو لے جانا پڑتا ہے۔ اس سے فرسٹ گولڈن آور جو کہ زخمی انسانوں کے لئے بہت اہم ہوتا ہے، وہ بیت جاتا ہے۔ کیونکہ شاملی سے کسی بھی قریبی ٹروما سینٹر یا سُپراسپیشیلیٹی اسپتال تک جانے کے لئے تین گھنٹے سے زیادہ کا وقت لگتا ہے۔ اس لئے میں محترم وزیر صحت کی توجہ اس مسئلے کی طرف دلانا چاہوں گی اور مانگ کروں گی کہ جن پد شاملی میں ٹروما سینٹر قائم کرنے اور شاملی کے ضلع اسپتال [کو کیندرئے یوجنا کے انتر گت ویشیش دھن راشی دینے کا کَشٹ کریں۔

(xvii) Need to repair the roads excavated during laying of pipelines under 'Har Ghar Nal Se Jal' Scheme in Azamgarh Parliamentary Constituency, Uttar Pradesh

SHRI DHARMENDRA YADAV (AZAMGARH): I would like to draw the attention of the Hon'ble Minister towards a very serious problem of my Parliamentary Constituency, Azamgarh (Uttar Pradesh). Due to the 'Har Ghar Nal Se Jal' scheme being implemented by the Central Government, the lanes of the village which were already paved were dug up to lay water pipelines and they were not paved again, due to which people are facing difficulties. On one hand, the Central Government is providing tap water to every house, while the other, people are facing difficulties as the lanes were dug up and left open without repairing them. Due to the lack of repair work of the lanes, people are feeling cheated and are facing problems.

I would like to request the Hon'ble Minister of Jal Shakti to give directions for repair of the lanes that were dug up to lay pipelines under the 'Har Ghar Nal se Jal' in my Parliamentary Constituency so that people do not have to face inconvenience.

I have made my point in public interest and would like to request the Hon. Minister to get this work done at the earliest. Thank you very much.

(xviii) Need to take steps to eliminate Water Hyacinth from river Cauvery along with measures to make the river pollution free including construction of embankment along the said river in Tamil Nadu

[ENGLISH]

SHRI K. E. PRAKASH (ERODE): I want to raise an important issue about eliminating water hyacinth spread over the Cauvery river all along causing severe environmental problems. The presence of water hyacinth over river Cauvery not only obstructs the flow of water but it pollutes the entire system. This widespread water hyacinth also affects the livelihood of local people making them unable to get pure drinking water, The spread of water hyacinth also creates health issues. Experts say that in order to eliminate water hyacinth totally from the surface of Cauvery river, and to arrest its growth, it takes continuous efforts of at least 7 years. We should therefore act swiftly by keeping this in mind. More over setting up of embankment on the sides of rivers and the areas affected by floods will be beneficial. This will result in

checking soil erosion besides providing protection from floods to people, industries and habitation. Keeping in view the seriousness of this issue, the Union Ministry of Water Resources, in coordination with Local Bodies and State Governments, should undertake measures to eliminate water hyacinth from water bodies particular over river Cauvery. We should not only eliminate Water Hyacinth but also improve the pollution control measures besides expediting the construction of flood walls wherever there is a possibility of flooding of waters. I urge that such work should be undertaken in a coordinated way.

**(xix) Need to set up a National Coir Training and
Design Centre in Dr. B.R. Ambedkar Konaseema
district of Andhra Pradesh**

SHRI G. M. HARISH BALAYOGI (AMALAPURAM):
Coir is a coarse fiber extracted from the fibrous outer shell of coconut, traditionally used as ropes and cordage. India is the largest producer of coir in the world. 80% of the coir workers in the fiber extraction and spinning sectors are women. Coir Vikas Yojana, Skill Upgradation and Mahila Coir Yojana (MCY) provide training programmes on manufacturing of value-added coir products, spinning, weaving and other

product diversification processes to women SHGs and NGOs. But the number of women trained under the MCY scheme in Andhra Pradesh has seen a decline of almost 95% from 1,240 in 2012-13 to 59 in 2022-23. This statistic is very concerning as Andhra Pradesh is the fourth largest coconut producing state in the country. Dr. B.R. Ambedkar Konaseema District alone shares 50% of Coconut Cultivation in Andhra Pradesh, where coconut is the designated One District One Programme (ODOP). Currently only a Regional Coir Office exists in Rajahmundry, which provides skill development training. Therefore, I would like to suggest setting up a National Coir Training and Design Centre (NCT&DC) in Andhra Pradesh, particularly in Dr. B.R. Ambedkar Konaseema District. Furthermore, I would also suggest the adoption of more robust awareness campaigns and information disseminating mechanisms to promote higher participation in the state.

**(xx) Need to establish a ‘Champan Sangrahalay’ in
Lauria in**

Valmikinagar Parliamentary Constituency, Bihar

[Translation]

SHRI SUNIL KUMAR (VALMIKI NAGAR): I would like to draw the attention of the Government to the need towards

consolidate the historical heritages of Valmiki Nagar Lok Sabha constituency at one respective location. Valmiki Nagar is the 'karmabhoomi' of Mahatma Gandhi, the Father of the Nation. He resided at the Bhitiharwa Ashram in the Gonaha block for several months during the Satyagraha. The remains of Lord Buddha's bones have been found in Rampurwa of Gonaha. Nandangarh in the Lauriya block and Chankigarh in Narkatiaganj contain the remains of palaces built by the Nanda dynasty and Chanakya, which have now become mounds. The Nandangarh mound is also considered a stupa built over the remains of Lord Buddha's remains. At a distance of 1 km from Nandangarh in Lauriya, there stands a 2310-year-old Ashoka pillar topped with a lion head. Valmiki Nagar is also known as the birthplace of Luv and Kush, the sons of Lord Shri Ram. I urge the government to build a Champaran Museum in Lauriya, the centre of Valmiki Nagar where the renowned heritage of this place can be displayed for visiting tourists.

**(xxi) Regarding establishment of Kendriya Vidyalaya
at SSB Camp at Birpur in Supaul Parliamentary
Constituency, Bihar**

SHRI DILESHWAR KAMAIT (SUPAUL): Approval has been granted for the establishment of a Kendriya Vidyalaya in the SSB camp located in Birpur which lies under my Parliamentary Constituency, Supaul but the land registration process for the school has not yet been completed. The land registration fee of ₹33,00,250 (thirty-three lakh two hundred fifty rupees) should be paid from the Paramilitary Force Welfare Fund and a Kendriya Vidyalaya must be established so that the children of the Sashastra Seema Bal personnel can receive quality education.

**(xxii) Need to expedite construction of NH 65 in
Osmanabad Parliamentary Constituency, Maharashtra**

SHRI OMPRAKASH BHUPALSINH ALIAS PAVAN RAJENIMBALKAR (OSMANABAD): In my Parliamentary Constituency of Osmanabad, Maharashtra, the construction work for National Highway No. 65 was awarded to S.P.P.L company which commenced construction in June 2014. However, this road remains incomplete to date. In contrast, the

construction of National Highway 211 (Dhule - Solapur), which began later has been completed within the stipulated timeframe. Therefore, the Solapur-Umarga road needs to be completed urgently. There has been a long-standing demand to convert National Highways No. 63 and 548C (Latur-Kusalam-Tembhurni Highway) into four-lane roads. Connectivity to the Surat-Chennai Greenfield Corridor is needed at Village Vairag, Tehsil Barshi and District Solapur so that it would link the Bazarpet to other major bazarpets. For the Surat-Chennai Greenfield Corridor, land belonging to farmers in Pangaon village, Barshi tehsil, in my Parliamentary Constituency was acquired and their crops were damaged. These farmers have not yet received compensation. Therefore, it is requested to provide compensation to the farmers as soon as possible. I would urge the Government to fulfill the demands raised by me here at the earliest and bring relief to the affected farmers, travellers and the public there.

(xxiii) Need to expedite approval of applications of pensioners who opted for enhanced coverage under Employees' Provident Fund Organization (EPFO) Pension

[ENGLISH]

SHRIMATI SUPRIYA SULE (BARAMATI): In November 2022, the Supreme Court passed a judgement allowing eligible employees who had not opted for enhanced Employees' Provident Fund Organization (EPFO) pension coverage prior to the 2014 amendments to EPS-95 to jointly do so with their employers within the next four months, and this deadline was extended multiple times until the end of May 2024. The EPFO received a total of about 17.5 lakh such applications. However, as of December 2023, 11.7 lakh of them are still pending, and there is no timeline on how long it will take to process them. The retired employees of the Pune District Cooperative Milk Producers Union are among the many pensioners who continue to be excluded from the revised pension scheme due to this extended delay. It is deeply disappointing that the Government has not made any announcements regarding this issue in the Union Budget 2024-25. These pensioners are reliant on their pensions to meet their needs, including medical expenses, and

face significant financial hardship due to the delay. I urge the Government to approve their applications at the earliest and ensure that they, along with all other senior citizens eligible for increased pensions, receive the full amounts they are due.

**(xxiv) Regarding refund of money to investors who
invested in various schemes of Sahara Company**

[Translation]

SHRI SUDAMA PRASAD (ARRAH): Nearly 11 crore poor and middle-class people in the country had deposited approximately ₹2.5 lakh crores in various schemes of Sahara India. These 11 crore investors had saved significant amounts of money for the marriage, education, and future of their children and the Supreme Court had ordered Sahara to return this money. However, even 13 years after that order, they have not received their money back. While 3970 (Three thousand nine hundred and seventy) investors and 65 agents have died, the others are still waiting for their money back. The Home Minister of the country had also given an assurance in this regard, which has not yet been fulfilled.

Therefore, I strongly demand for the immediate return of all investors' money, along with interest, within one year. Additionally, I demand an ex-gratia compensation of ₹10 lakhs each for the families of the deceased.

**(xxv) Need to expedite the process of acquisition of land in
Karuvadikuppam village in Puducherry acquired for
establishment and expansion of Coast Guard Unit by
Indian Navy**

[ENGLISH]

SHRI SELVARAJ V. (NAGAPATTINAM): The Indian Navy took a policy decision in the year 2009 to establish and suitably expand and strengthen a Coast Guard Unit at Puducherry to meet the emerging and escalating security challenges to the nation through the East Coast Region of Puducherry and Tamil Nadu. Later on approximately 30 hectares of land at Karuvadikuppam Revenue village in Puducherry was identified to be the most suitable site to establish the proposed Coast Guard Hqrs. These identified lands were belonged to several small and marginal farmers of the village and it was marked in the Revenue/ Registration records as "Lands proposed for Acquisition for Coast Guards" thereby preventing them from alienation/ sale of their lands to meet their family commitments which is causing them unbearable hardships.

I, therefore, urge upon the Government to expedite the process of acquisition of the land and pay the compensation to

the poor farmers at the earliest possible to mitigate their sufferings.

15.24 hrs

BHARTIYA VAYUYAN VIDHEYAK, 2024*

[Translation]

HON. SPEAKER : Item No. – 16, Bharatiya Vayuyan Vidheyak, 2024.

Hon. Minister.

[ENGLISH]

THE MINISTER OF CIVIL AVIATION (SHRI KINJARAPU RAMMOHAN NAIDU): Sir, I beg to move**:

“That the Bill to provide for regulation and control of the design, manufacture, maintenance, possession, use, operation, sale, export and import of aircraft and for matters connected therewith or incidental thereto be taken into consideration.”

[Translation]

HON. SPEAKER : Hon. Minister, please speak on the Bill.

* Published in the Gazette of India, Extraordinary, Part-II, Section 2, dated 08.08.2024.

** Moved with the recommendation of the President.

[ENGLISH]

SHRI KINJARAPU RAMMOHAN NAIDU: Hon. Speaker, Sir, thank you for giving me the opportunity to introduce the Bharatiya Vayuyan Vidheyak, 2024, in this House.

Sir, this Bill aims to regulate and control the design, manufacture, maintenance, possession, use, operation, sale, export, and import of aircraft and for matters connected therewith or incidental thereto.

I would just like to give a brief update on why we had to bring the Bill. The Act is from a pre-Independence era which had been brought in 1934 and it was called the Aircraft Act. The Indian Aircraft Act which was brought in 1934 has undergone several changes over the years. In fact, up to 21 amendments were made. Twenty-one number of times, there have been changes brought through various sections which were amended in the Act also.

Now, because of this, the whole structuring of the Act itself has led to a lot of ambiguity and contradictions. And, in terms of the powers and functions of certain internal organisations like the DGCA, BCAS, and also the other provisions which are supposed to be there in the Act, they are

not well structured. Because of this, there was a dire need to structuralise the whole Bill once again.

15.25 hrs

(Shrimati Sandhya Ray *in the Chair*)

That is why, we have brought the Act again with a lot of changes and are also bringing a lot of structure into this. So, I would again like to introduce the Bill. I am open to all the suggestions that the Members are willing to make. Now, I open the Floor for discussion on the Bill.

[Translation]

HON. CHAIRPERSON : The motion was moved :

“that the Bill to provide for regulation and control of the design, manufacture, maintenance, possession, use, operation, sale, export and import of aircraft and for matters connected therewith or incidental thereto be taken into consideration”

[ENGLISH]

ADV. ADOOR PRAKASH (ATTINGAL): Madam Chairperson, thank you for having given me this opportunity to participate in the discussion on this important Bill. The legislation aims to overhaul and modernise the regulatory

framework governing civil aviation in India, replacing the Aircraft Act, 1934.

Madam, I welcome every effort to achieve the highest levels of safety in civil aviation. But it has to be pointed out that the aviation sector of the country is facing many issues and safety challenges today. The increasing cases of near collision incidents, flight delays and cancellations, frequent schedule cuts, and airfare without any regulation are a matter of concern.

Madam, one of the alarming absences in this Bill is the sheer lack of any consideration the Government has given to the cause of climate change. The aviation industry accounts for nearly three per cent of the carbon dioxide emissions annually but the potential impact of this is much severe, considering the fact that these emissions take place much higher in the atmosphere, closer to the ozone.

We, as a nation, having the first place in population, third place in military power, and fifth place in economy, must make our commitments to climate change clear. It is the responsibility of this House and this Government to ensure that the national policy towards sustainability stands resolute and is second to none.

The actual need of the hour like addressing the skyrocketing number of cyber threats also seems to have left the thought of this Government while drafting this Bill which, in effect, makes the ground reality of this Bill a token effort.

Madam, Air Albania, being targeted by the LockBit ransomware group, the group which engaged in similar threats to Bangkok Airways, Kuwait Airlines and many more airlines, serves as an instance for the Ministry of Civil Aviation to learn from. We must either learn from the examples of others or face the same fate due to sheer ignorance.

It is shameful how the Government has wished to proceed with the latter than consider the former. In this rush to reiterate and substantiate before the people of this nation the misguided words "*modi hein tho mumkin hai*", a stampede of constructing new airports can be witnessed by the Ministry of Civil Aviation. Analysing Section 3, sub-section 2 and Section 5, sub-section 2 of the new Bill, both the Directorate General of Civil Aviation and the Bureau of Civil Aviation Security have been charged with the oversight functions related to civil aviation without any clear segregation of the functions of both the institutions.

It is to be noted that alongside these two institutions, the CISF and the Airport Authority of India also have roles to play in this ambivalent mechanism which can prove to be lethal in emergency situations as we have seen in the unfortunate incidents of the World Trade Centre attack or the Flight 814 hijack to Kandahar. In the Standing Committee Report related to civil aviation, it has been unconditionally stated that the Central Industrial Security Forces, which valiantly guard our airfields, have been overburdened by the ever-expanding network of our airports and air traffic and yet no provisions to redeem their difficulties have been curated in this new Bill. It is high time that in avenues similar to the American Transport Security Agency, an Indian counterpart must be established to ensure proper security administration.

If expansion and advancement of the Indian aviation industry is indeed the prerogative of this Government, then there must be provisions that ensure this rather than red herring measures that sum up to the construction of a house of cards.

The extensive loss of life during the Corona pandemic has made our national policies sensitive to the possibilities of epidemics and the provisions stated in Section 14 of the Bill can prove to be instrumental in the same instance in the future.

However, the ignorance in engaging provisions about invasive species that may cause loss of livelihood to the menial farmers of our nation is a grave negligence by this Government which proves again that this Bill is a mere tool to keep the industrialists happy rather than to account for the growing needs of the industry, the people of the nation and the national interest.

The Government's claims about aviation sector are not true. The Adani Group owns eight airports in the country, making it the single largest private operator in the country. This monopolisation has happened in the past four years at the risk of concentrating important national assets in a few private hands. An estimated 25 per cent of passenger air traffic flies through the Adani airports and one-third of all air cargo is handled through these airports. The CAG Report released in August 2023 on UDAN and the Regional Connectivity Scheme found that 93 per cent of the routes under the scheme were cancelled beyond the three-year concessionary period.

Madam, data from the Airport Authority of India has seen, in the first three months of 2024, a decline in passenger traffic in tier-2 city airports. Experts have attributed this to airlines concentrating on Metro cities and high-density routes. The

scheme, which was projected to link smaller centres with air-connectivity, has failed to impress so far.

Madam, the Government is always making exaggerated claims of new airports built in the country during the last 10 years. The deadly roof collapse of Delhi Airport has raised many concerns over the quality infrastructure development in the country. Recently, we witnessed many such infrastructure failures, and it is evident of the corruption and criminal negligence over the last 10 years.

Madam, another issue is the soaring airfares without any regulation and cap on higher fare. It has become a regular practice for the airlines operating service in the Gulf-Kerala sector. Lakhs of Keralites working in various Gulf countries are put to a great hardship and agony due to the steep hike in the airfares from Kerala to Gulf countries. The airlines are charging fares more than five times the basic tariff for various destinations in Kerala. A majority of the Keralites working in the Middle East countries are low-earning workers who cannot afford such high airfares. This unjustifiable hike in airfare is done keeping in view the demand among the non-resident Keralites returning to home State for festivals and summer vacations. Even budget carriers are adopting such heinous

methods by charging huge amounts for tickets. Even though this issue has been highlighted on many occasions, no action has been taken by the Government. This should be considered and corrective measures should be taken on priority.

Recently, the Airport Economic Regulatory Authority (AERA) has revised the User Development Fee at Thiruvananthapuram International Airport and increased it by as much as 50 per cent from the present tariff. As per the order issued by AERA, the User Development Fee for domestic passengers will increase from Rs. 506 to Rs. 770 till 31st March, 2025. Thereafter, it will be raised in subsequent financial years, that is, Rs. 840 for the financial year 2025-26 and Rs. 910 for the financial year 2026-27. Similarly, the landing charges for aircraft have also been raised three-fold, with further hikes in the following years.

The hike in tariff for international passengers is even higher than the hike in the domestic rates. The steep hike in tariffs will be an additional burden on the passengers who are already under the pressure of high airfares. Moreover, this decision will lead to higher airfares in this sector, and will adversely affect the Thiruvananthapuram International Airport as the nearby Cochin International Airport is offering lower

rates. I request an intervention from the Government to review the tariff hike which is against the interest of the passengers. Thank you.

[Translation]

SHRI RAJIV PRATAP RUDY (SARAN): Madam, this is a subject that touches the lives of everyone. It is a matter of great fortune that I have been given the opportunity to speak on this. For this, I would like to express my gratitude to the Government and especially to my party. We envisioned flying. We would like to delve into its origins: where did airplanes and aviation services come from, and where were they invented? After a brief historical overview, I would like to discuss the current situation. In the fifth century, kite flying began in China and that time, the notion arose that humans could also fly in the sky. In the 15th century, the world's greatest painter, who resided in Italy, first conceived this idea. All of you must have seen the picture of the Mona Lisa, the same Leonardo da Vinci created a drawing of an airplane for the first time in the 15th century which was approximately 700-800 years ago. In 1647, a person named Tito Livio invented a four-winged plane, but it did not fly. Later, Terzi, often called the father of aeronautics,

published this theory and was the first to imagine that we could fly a plane by passing a cylinder through copper foil. This idea emerged around the year 1647. Following this, the focus shifted towards the hydrogen balloon. It was in the 17th century that the first hydrogen balloon was filled with gas and ascended into the sky. In the same year, the first pilotless balloon also took flight. Even today, ballooning remains a topic of discussion and a visible activity. The first balloon flight covered nine kilometers in 25 minutes without any passengers. From that event, we started having the idea of an aeroplane. Following this, larger airships were developed. Initially, they were flown without passengers, filled with hydrogen gas. Later, they carried passengers. In 1901, a Brazilian man in Paris built an airship named Number-6. It flew for approximately 30 minutes. From that, we have reached this level in aviation.

The history of aviation is relatively recent. In 1904, the Wright Brothers began their journey for the first time. Around 1903-1904, a passenger took to the sky in an aeroplane, nearly twelve generations before us. After the Wright Brothers, they flew for the first time on December 17, 1917 and that plane crashed after travelling a short distance, but since then we have come a long way in the field of aviation. Today, whether it is

the Arabian Sea or the Atlantic, I would like to tell the House, the extent to which technology has developed. No one could have imagined that we could cross the Arabian Sea or the Atlantic without four engines. It was believed that if the first engine of the aircraft failed, then it would land with the help of the second engine, if the second engine failed then the landing would take place with the help of the third and the fourth engine. Today, four-engine aircrafts have ceased to be built in the world. Whether it is the Arabian Sea, the Bay of Bengal or the Atlantic Ocean, today, a plane can cross the ocean even with two engines. Its specialty is that two engines are installed in it, but one engine is enough to cross the ocean. Science has taken the course of such an advancement. We have now switched from a four-engine aircraft to a two-engine aircraft to fly 6,000 kilometers across the Atlantic Ocean from London to Washington. There was little development in the field of Aviation during World War I. By World II, the German Forces, the Allied Forces or the American Forces started building aircrafts in large numbers. The largest number of aircrafts in the world were built during World War II. India had the largest number of airports built that we are talking about in this bill. During those days, more than two and a half thousand small

and large airstrips were constructed across the various locations of present day Madhya Pradesh, Bihar and Uttar Pradesh, whose conditions is probably not the same as we see today. Most of the airstrips in India and the world were constructed after and during the World War.

Madam, during the World War from 1939 to 1945, America also produced a number of aircrafts. The same thing happened in Germany and Europe as well. After that, by the year 1969, the jumbo aircraft which was the largest aircraft in the world was introduced all across the globe. Until recently, the jumbo aircraft 747 was owned by Air India and was used in India. There are few jumbo aircrafts left in India which used to be called as jumbo jet or 747 or double-decker and their production has almost stopped. After that a lot of aircrafts were introduced into the aviation sector and instrumentation on GPS was also introduced. We used to fly with the help of compass earlier. Now the aircraft has a GPS connection in the sky and there is an imaginary path with no line drawn in the sky. There are many imaginary points in the sky, following which the aircraft reaches its destination with the help of GPS tracking, satellite communication and navigational aids while maintaining passengers' comfort. When the House is over,

many Members will go by plane and many will also travel abroad. During the air traveling, despite flying at an altitude of 35 thousand feet people can attend nature's call, can sleep and can read a book. The aviation services have come a long way and there has been an enormous expansion of aviation services in India too. Indeed, it is a science that amazes the whole world. What is its history in India? The first aircraft flew in India on February 18, 1911 and do you know how far did it go? We all should remember that in 1911 it was only a 6-mile flight journey. About 125 years ago, the first aircraft flew from Allahabad to Naini, which was 6 miles away. The world's first postal service flew from Naini to Allahabad for 6 miles with 6500 mails. Thereafter, the first London-Karachi-Delhi flight started in India, which was a commercial flight in collaboration with India Air State Services and UK based Imperial Airways. Today, we all agree that Tata has played a big role in this field. Today, I would like to express my gratitude to the Prime Minister of the country. None of us were born in the year 1915, at that time Tata Sons took the maiden flight and started air mail from Karachi to Madras, now perhaps it is known as Tambaram Airport. In 1920, the Royal Air Force started regular services between Karachi and Mumbai. This is a small history, and then

the civil airports started being constructed in India in 1924. Be it Dum Dum Airport in Kolkata, which was started to be constructed in 1924, or the airstrip at Bamrauli near Allahabad, or Gilbert Hill in Mumbai, where the first first airport of the region was built, all were constructed by the British. I will come to the point and would like to tell the entire House and the entire India that during the same period in the year 1927, the Civil Aviation Department was created in India during the British era. At that time, another organization was formed. Perhaps those sitting in the public gallery might not understand this. I mentioned to the Hon. Minister that aviation in India began properly in 1927. The name of that organization was the Aero Club of India. During British rule, the Aero Club of India, which we understand as a club today, was not merely a club. It was known as the Royal Aero Club of India and Burma. The first aviation services in the country originated from there. Subsequently, it was known as the pre-independence Royal Aero Club of India. During that period of British rule, there was a prominent royal businessman named Victor Sassoon. He donated one lakh rupees in 1910. Today, I can proudly say that if we check the archives of India, the amount of one lakh rupees given by Victor Sassoon in 1910 is still safely deposited in the

Aero Club's account. I would like to ask the Hon. Minister, as to who received the first pilot's license in India? It wasn't an Indian citizen. J.R.D. Tata obtained the first license because he held French nationality. He was given the first license by the Aero Club of India. Today, many people hold licenses and discuss aviation. But, the first license in India was given to J.R.D. Tata who was a foreign national. He used to live in Paris at that time and that is why he was called a foreign national. According to the history of India, Bhagat Bihari, a resident of Karnal, was the first Indian to be granted a pilot's license by the Aero Club of India in 1929.

I am repeating history because we do not often discuss the Aero Club of India. Madam, you are here, I will mention in the House, the name of the Indian woman who got the first license. U.K. Parikh, a resident of Gamdevi in Mumbai, received the 97th license. She was the first woman officer before independence to obtain a license to fly an aircraft. It was remarkable. In 2023, approximately 14 to 16 percent of new pilot licenses in India are being issued to girls and women. About 22,000 pilot licenses have been issued across India till now.

When the Aero Club of India was started, it was the Aero Club of India that issued licenses in India. Training licenses and instructor licenses were also issued by the said club. The Club also provided flying training and issued flying certificates for various flying clubs such as the Patna Flying Club, Madras Flying Club and Bombay Flying Club. All of these functions were centralized within the Aero Club of India. Until 1990, when private companies did not provide commercial pilot training in India, 90 percent of the pilots flying planes in India, including those flying for Air India, received their training through Aero Clubs funded by the Government of India. This training was conducted in India at a low cost. Now, the cost of training a commercial pilot ranges from ₹1.25 crore to ₹1.5 crore. I will address that topic as well. I say this because the Aero Club of India is an institution that the previous government of the country had forgotten. During a parliamentary question concerning sports, there are institutions like the FIAO and the International Olympic Association to refer to. However, a peculiar situation arose where some employees throw away the belongings of an institution which was discarded materials from the 'Mother of all Aviation in India.' Subsequently, the Airport Authority of India which was

established 30 years after that institution filed a case against that original institution. An MP then appealed to the High Court arguing to save that institution and the name of that person is Rajiv Pratap Rudy. I am talking about such a situation because I have to preserve history. An institution whose members included two former Prime Ministers of the country, which laid the foundation of aviation in India and initiated aviation in India, is being pushed towards its end for various reasons. It is my duty and I know that the Hon. Minister will take action in this direction. I would not like to elaborate further.

Madam, today we are discussing the Aircraft Act. It was enacted in 1934 by the British and as the Hon. Minister stated, it has been amended and improved twenty or twenty-one times. The Chicago Convention took place in 1944. These are all conventions of protocols. This time as well, the Bill that has been introduced relates back to 1944, during World War II, when there was a significant crisis with aircraft from all countries entering others' airspace. In the Chicago Convention, 57 countries worldwide agree that each nation would have the right to create rules for civil aviation in order to uphold national sovereignty. Following that, the International Civil Aviation Organization came into existence. Planes flying from here used

to travel anywhere like birds, as they have no boundaries. They used to fly over countries such as Pakistan, Afghanistan, China, Bangladesh, America and Europe. In the absence of regulations, any plane could fly freely from one place to another. Considering the way planes were being used during the World War, people worldwide decided to convene and sign an international treaty. This agreement was the Chicago Convention under which the International Civil Aviation Organization was established.

Our Hon. Minister is present here along with two other Hon. Ministers. I think I was of a similar age. when I was in the other House and also served as a Minister around twenty-two to twenty-three years ago and I was of a similar age as well. *[ENGLISH]* Then I was also 36 years of age. But it is a privilege. ... *(Interruptions)* He studied in R.K. Puram. He has an Electrical Engineering background from the United States of America. He has an MBA degree from Long Island University in New York. *[Translation]* After that, he also worked in Singapore. Saugata Dada, the bigger thing is that I also had a chance to work with his father in the same cabinet when he was a Minister in Shri Atal Bihari Vajpayee's Government. It is a matter of pride for me that today I have

gotten a chance to work with the son of Shri Kinjarapu Yerran Naidu, who was a Minister in this House. *[English]* We are proud of him. He is amazing. His understanding about civil aviation is fantastic. I do not know whether he did it before or he understands it, but I have heard him talking on civil aviation last month or so. He is amazing. He understands the contents. I am thankful to the Hon. Prime Minister who has given an opportunity to such a person to look after this Ministry. Of course, I have another young man here sitting next to me. He is from Pune. He is Murlidhar Mohol. I am flanked by both the Cabinet and the State Ministers. So, I am sure my words would be heard much better than what I was heard earlier. So, it is fantastic to be here, talking to two brightest people about civil aviation. Of course, it was a great feat. His Chief Minister of Andhra Pradesh was also the Chief Minister in 2001. ... *(Interruptions)* He is Murlidhar Mohol, a State Minister for Civil Aviation. It is a privilege for me. We all appreciate what has been done.

[Translation]

Hon. Chairperson Madam, I have a small request. I don't know but this Bill has come after being approved by the

cabinet. The word used in it is a Hindi word. Madam, this is an Act of the year 1934 and the British had prepared it. We have also given a hindi form to it it. Sometimes the department reads Hindi in the English word itself and sometimes the Hindi word comes out while reading the English. You see that this Act has been named – ‘*Bharatiya Vayuyan Vidheyak*’. It has been converted from English straight to Hindi. ‘*Vayuyan*’ means ‘aircraft’ and not ‘complete aviation’. Your department is named ‘Civil Aviation – *nagrik vimanan*’. My request is whether it might be possible to amend the name to something like the ‘*Bhartiya Vimanan Vidheyak*’, as it directly relates to aviation. The word ‘*vimanan*’ means ‘Aviation’ whereas ‘*vayuyan*’ specifically means ‘aircraft’. *[English]* It is too late. I think it should be done If it can be done, if the Government agrees to it, it will go a long way. It is a typographical error. It is an error of understanding. ‘Vayuyan’ means ‘aircraft’ and ‘Vimanan’ means ‘civil aviation’. Possibly, this error could have been corrected. But I thought I should just point it out because I understand that your understanding of the subject is fantastic. I heard you talking this morning on MROs. I have been reading about that subject, and he has an amazing understanding of MROs when he was talking about aviation and how things have

been. So, this was one aspect to it. *[Translation]* There are three things in the amendments that have been brought, one has been read by the Hon'ble Minister. There are four major things in it. The House should consider it important to see how the Hon'ble Prime Minister of the country and our Government is making far-reaching policies. Perhaps we have not been able to understand its impact very much, *[English]* and you just have to understand it. The Section 2 has talked about realigning the definition of aircraft with ICAO. It is very important that there were a lot of gaps in what we talked about in aviation and what the ICAO defines aviation has to be. So that realignment has been done. Something has been brought about the Arbitration Act of 1940 to be replaced by the Arbitration Act of 1966. Now, there are three important things which everyone in this House would completely understand when I am talking about it. There were three aspects, and I will just point out each aspect in a small way. *[Translation]* First of all, today there are about 700 aircrafts in this country. Out of these 700 aircrafts, roughly 80% of the aircrafts are not purchased. These are all leased aircrafts. The aircrafts you are flying in were bought during the time of Air India and Indian Airlines, but today all the current companies, have not bought any aircrafts. That is why, if India's

leasing law is not right, then such companies will face difficulties in India because the number of aircrafts being manufactured all over the world is decreasing. I will tell the reason for this also.

16.00 hrs

We brought the Insolvency and Bankruptcy Act in the year 2016. The leasing company operates, under the Cape Town Convention which stipulates that if goods such as, aircraft, engines are given to a country and if it intends to bring it back in case of company's closure then the law is different. There was a conflict between these two laws. 57 planes of Go Airways discontinued their operation. Now, the matter went to NCLT. According to the convention, the international law was different from the Indian law. If your law is in contradiction your law is weak and if there is no trust in your country, then the lease rental of the plane which you will get for one lakh rupees, might be leased for two lakh rupees. If it is two lakh rupees per hour or whatever its rate is, then who will pay that price? That price has to be paid by the passenger. That is why the change that has been brought by making this change in this law, I think it is very significant. Leasing, which is the preamble of this law, basically the crisis that arose in Go

Airlines, they went to court, foreign companies, that had given planes in India faced difficulty in taking them back, So the government has done this to maintain India's image at the international level. Today this change has come because of Go Airlines.

I don't know how many Hon. Members know this. Today a very big decision has been made and the process of this decision didn't start today. Efforts have been made for 30 years. I would like to thank the Hon. Prime Minister and the Hon. Minister, to whom we had spoken. How many pilots are there in India today? About 22000 to 23000 licenses have been issued in India. I am also one of them, that is a different story. There are 22-23 thousand pilots in India and they have to appear for an exam. The exam is conducted by DGCA, but under the Act of 1934, one exam is to be conducted by the Ministry of Telecom. Now what does the Ministry of Telecom have to do with civil aviation? The exams are conducted by DGCA and for one exam the candidates have to go to the Ministry of Telecom. At that time there used to be a Morse code, now the transmitter operates on VHF and UHF. The Ministry of Telecom used to conduct the exam for one paper. The candidates had to find out the Ministry of Telecom in

between their exam, which was also a part of our Government. But it was difficult for them while appearing in the exams. The candidates were not happy and DGCA also wanted to conduct that exam. Today a historic decision has been made for the future of the youth of the country. Those who wish to become captains, those who wish to appear for the RT exam, now they will not have to go to the Ministry of Telecom. They can appear for the exam through DGCA under the Ministry. It is an important decision for the coming generation. I still remember, when I went to appear for the exam, I sat in a small centre in some corner and gave the RT exam. It did not seem right at all, but this was happening for the last 40-50 years. Today, all the pilots across country who are listening to this will thank the Government and the Hon. Prime Minister who has taken a historic technical decision in favour of youths and the coming generations for handing over the RT communication test to DGCA. No one felt the need for this decision. I thank the Hon. Prime Minister of the country for this.

All my friends are sitting here. All these things were about policies and Act. Now, I would like to mention about a big crisis and every day we hear about it somewhere or the other. The Hon. Members from the Congress party were now

discussing this. They all say that the price of air tickets is very high.... (*Interruptions*) Like the Hon. Member said that the price of tickets has increased all of a sudden. I would like to neither speak in its favour nor against it, but I would like to tell something to the House and the country through you. Even today it was in the newspaper that private companies are making profits.... (*Interruptions*)

Hon. Chairperson Madam, remember how many airline companies started their operation and discontinued their operation before 1990 in this country. ModiLuft Airlines, East West Airlines, Jet Airways, Sahara Airlines came to India and discontinued their operation. Indian Airlines and Air India also discontinued their operation, but later Tatas started the it's operation again with the name of Air India. Deccan Airlines, Kingfisher Airlines, GoFirst Airlines, Jackson Airlines shut their operation. One would say that these were very big companies. The number of airlines shutting their operation in India was four times the number of the airlines operating today like Indigo, SpiceJet, Vistara or Tatas' Indian Airlines. At that time most of the companies shut their operation. There is a saying in English that [*ENGLISH*]“how does a billionaire

become a millionaire? Ask him to set up an airline, and he will become a millionaire”. And this is a very old saying.

[Translation]

Hon. Chairperson Madam, we all say that the plane should be landed at this place. There was a huge distortion in India and that distortion was done by the Government. Which Government was it? Air India and Indian Airlines have incurred a loss of Rs 72,000 crore. The fund was provided from the Indian treasury. We ran the loss-making company for 70 years. Today, the distortion in the market has ended after privatization of Indian Airlines and Air India. Now the airlines would be run under control, in competition and at fair pricing. The world's biggest aviation companies, British Airways, discontinued their operation in 1987. Japan Airlines closed down in 1987. Air France Airlines closed down in 1979. Turkish Airlines closed down in 2011. Malaysian Airlines closed down in 2012. USA Airlines partially closed down in 1978. Privatization happened everywhere. Privatisation took place everywhere. Why did it take so much time, but the Hon'ble Prime Minister took a big decision, a tough decision. Some people criticized it but a historic decision was taken to end distortion in the interest of the country, which we all have to accept. I remember who

signed first to run a low cost airline in India, fortunately that person was me.... (Interruptions)

Madam, no one will tell you what I am saying. I am telling this only for the Members. There is no low cost airline in India now and we should not have such a misconception that there is any low cost airline in India. *[English]* The concept of low-cost airline is not there. It is a hybrid mode. If anyone tells you that it is a low-cost airline, he is completely telling you a lie. There is no low-cost airline in India anymore. The only low-cost airline which came to India -- fortunately I was the person who gave a licence to it -- was Deccan Airlines, and Captain Gopinath was the architect of it. When low cost airlines were first introduced in India, airlines like Jet Airways, Indian Airlines etc. said that this is a completely wrong concept, this should not happen and they opposed him. However, Captain Gopinath launched a low-cost airline, and that was the beginning of a new concept of pricing which came into this country. I would like to point out these things. *[Translation]* There are no low cost airlines in India. Just now, my MP friend from Kushinagar was speaking in the House. He said that the name of the airport there is written as International Airport but no international flight lands there. The Hon'ble Minister was

also listening to him. I want to tell that after the announcement of the government, an international airport is not made by just our or your announcement. Only that airport becomes an international airport where there is a system for international travel and people are ready. Coonoor, Calicut, Cochin have become international airports because people from there go abroad and airlines land their planes there and facilitate them. The name of Patna airport is Jai Prakash Narayan International Airport but no international flight operates from there. Today there is a need to look at the expenses of aviation companies as well. 40 percent of the ticket price is spent on oil. After that, the remaining 60 percent is taxed by the state. For example, the tax in Bihar is 29 percent. There is a list of how much tax each state imposes. After that PSF is called. PSF is the same CISF Jawans who stand there and do security checks. The government does not pay for it, rather the passengers themselves bear the expenses of CISF. I tell the CISF Jawans that I am an MP, you drop the MPs, but you should also greet with 'Good Morning', 'Good Afternoon', 'Good Evening' to the passengers. But they think that I am from CISF, I am from the government. But the owner there is not CISF, its owner is BCAS. CISF will have to accept that every passenger, who

travels out of the airport must be treated politely. The Prime Minister of the country also wants the same. The salaries that are paid to CISF there, the money that goes to them, goes through each passenger. This should be clear. The day the government of the country decides that we will take over its statutory function, then that is a different matter.

Madam, then there is a user development fee that is imposed. Big airports are being built. The cost of building airports is also not borne by the government, rather only the policy is framed by the government because we are moving towards privatization. This is a very good policy. Now an airport terminal is being built in Patna. I will tell you specifically about that terminal. That terminal has not been built yet, but UDF has been imposed on the ticket. which is why we all have to think about this together.

The government does not increase the price of air tickets. I told you about CISF. Airplanes fly. There is an air traffic controller for that. If I hold my plane for 20 minutes in the sky due to bad weather and congestion, then its fuel keeps burning for that whole time and that also is included in its expenses. Whether it is bad weather, or difficulty in landing ahead, or FDTL, or the worker who is sitting there, or the captain whose

duty hours increase, the passengers pay for all of them. Now you will ask how this expenditure is met. The planes that fly in the sky, even if a plane is going from Japan to Europe and if it is going over India, then the passenger has to pay for the time it is over India. Suppose Pakistan's airspace is closed and we have to go to America, then our route is changed. The longer I travel, the more I have to pay. There are so many things. Oil companies provide fuel. They levy taxes for that....
(Interruptions)

Madam, as you have asked me to conclude the speech, I will try to shorten it. I thought I would tell you a little about it. There are ground handling charges, ATF charges, natural calamities charges, diversion, emergency, weather, ATC, accidents, congestion etc changes included in it.

Madam, on the earth we know that this state government is of Tamil Nadu, Andhra Pradesh, West Bengal, Bihar, but the sky is open. In it, birds fly from one place to another; they do not need any license. Even a bird does not need a passport to visit abroad. But, in India, 30 percent of the air space is not with us, it is with the army. If we have to land a plane near Hindon, then we will have to take a turn. We have a lot of respect for the army. It is said that the cost of a plane is high. If you do not

allow a plane to land in Goa between 8 am and 1 pm, then the rest of the planes will land at the last minute. When passengers do not have the freedom to go at that time, then it becomes a matter of demand and supply. When the demand increases, then the price of tickets increases.

Madam, now take an example of Bagdogra airport. I have been landing planes at Bagdogra airport for the last three years. I am the only one in the world to do so, I have got this privilege and I am proud of it. People say that Rudy ji, why do you travel with your Parliamentary identity card, so when I travel as a captain, I also travel with my captain's identity card in the same way. I am proud of being an MP and as an MP I am also proud of being the only pilot in the world. I like it. Bagdogra airport is an army airport, the ILS has not been working there for the last three years. The captain does not have the courage to tell. The airport authority does not have the courage to tell the Air Force because their big and fighter planes do not need one. Fighter planes do not need any instrument approach system. They will come anyhow because they are fighter planes. ... (Interruptions) I should tell you about Bagdogra, Goa, Jammu, there were many more topics before ending, but I will keep getting opportunities, I will keep telling about different topics

to my brothers in this House. I will also tell my history as to how I became a member of NCC in 1985 when I was a student in my college. From there I used to go to Patiala from Chandigarh for pilot training, there was an air crash, my flying stopped. I became an MLA in the year 1990, went to Bihar, Manjhi ji was our senior at that time. I wanted to take admission in Bihar Flying Club, but the then Honorable Chief Minister Lalu Prasad ji did not give admission saying that the MLA is incompetent, he will not be given admission. I became the Civil Aviation Minister of the country in the year 2001, but I was not given admission. When I returned to Bihar after becoming the Civil Aviation Minister, I got admission in the year 2005. I had never been a pilot. I am the first ever pilot in India and the world to have acquired license after 50 years of age. I am proud of it and I am serving on honorary basis in the largest aviation company in the country. There is no conflict of interest.

Madam Chairperson, I am coming to my last point. I hail from Bihar and the population of Bihar is 14 Crores. Both the Hon'ble Ministers are present in the House. One hails from Mumbai while the other is from Hyderabad. They had decided it at that time. Madam, is it justified? During the Government of Vajpayee ji, I myself worked to provide slots between two

metro airports, be it Bangalore, Mumbai or Delhi and also set up Green Field Airports at Mumbai, Delhi, Devnali, Shamshabad and Hyderabad because Commonwealth Games were about to be held. The flights between two Metro cities are going to be cheaper at present because necessary infrastructure is already in place there. But the flight from Delhi to Patna is going to be thrice as costly because in a State with a population of 14 crores there is no place for the aircraft to land. This is bound to push the prices up because it is a matter of demand and supply. I went to the Patna Airport. The Government is spending Rs. 1600 crores in Patna. There is no improvement in the air strip even after spending Rs. 1600 crores. Even today, with medium braking, highest braking and with penalty, Patna Airport is the most dangerous airport in the country. I have been demanding a new airport in Bihar for the last 14 years. Everyone, be it me, my colleagues or bureaucrats, should proceed to work with a clear understanding of the matter. You are saying that a new airport will be constructed at Bihta. Bihta will also be like Patna only. There is conflict along the take-off path which may lead to crash. ... (*Interruptions*) I have submitted in writing.

We have to build Green Field Airports in smaller States just like airports being constructed across India with a vision including at Hyderabad and Chennai or in Gujarat. I would like to mention one more thing that if it is proposed to open airports at the Military Air Base in your State, better avoid it, because it is injustice to you. We can exclude Leh, Ladakh and Srinagar which are special and exclusive airports. If you intend to use the Military air base as airport, the military will put a number of restrictions and you cannot do anything about that. What do we need to build an airport? Three kilometres, 9000 feet and one and a half kilometre wide land parcel is required. What forced the Shamshabad Airport, Bengaluru Airport and the Rajkot Airport to be built 40 kilometres away from the city limits? There is no dearth of land. Thousands of acres of land is available in Jaisalmer. Hon'ble Members, I would like to suggest you to go for a new airport and not fall for the old one, if you demand an airport to be built in the next five years.

Madam Chairperson, there were numerous issues to be raised but these two young Ministers are amongst us and I am fortunate being the lone pilot of the world, lone former Minister and the lone Member of Parliament who has got this opportunity to put forth these issues before you.

SHRI RAJEEV RAI (GHOSI): Hon'ble Madam Chairperson, I would like to thank you for giving me an opportunity to speak on this Bill.

Hon'ble Madam, you have given an opportunity to Rajeev Rai to speak. Just now, Rajiv Pratap Rudy ji spoke at length. Both of us share the same first names, so I would also like to take half of the benefit.

Hon'ble Madam, more powers have been given to DGCA and BCAS has been separated from it. BCAS has always been independent. The first issue is, whether the Aircraft Accident Investigation Bureau is going to be an independent body or will it remain under the DGCA? If it is going to remain under the DGCA, what is the likely outline to fix accountability?

Madam, as far as BCAS is concerned, I would like to suggest that the BCAS and Airport Security need to be modernised. We need to provide them all the technical equipment required by them.

16.21 hrs

(Shri Dilip Saikia *in the Chair*)

Hon'ble Chairperson Sir, what is the population of our country? We cannot also compare much with any other country. We must have screening machines for physical

frisking as are available at airports in other countries. The doubtful cases may only be checked. This will save time. Hon'ble Minister hailing from Bengaluru is present in the House. When we reach Airport to board flights in the morning, there is a long queue. Many a times we feel that we will miss the flight. Rajiv Pratp ji rightly pointed out that the airports are located 40-50 kilometres away from the city centres, but it has its own side effects also. Normally it takes 45 minutes to reach airport from my house in Bengaluru but during day time, it may take up to even two hours. After that, if the process of security checks at airport is not smooth, we have to suffer.

Sir, I would like to give another suggestion. Sometimes, when multiple aircrafts land on an airport, they are asked to deploy their own staff. The side effect of the communication gap and the prevailing confusion among staff members is also to be borne by the passengers only. The question is not of giving more independence and more powers to DGCA. Ordinary people like me find faults with DGCA only. For example, if we take pilots and about which Rajiv ji must know better, I have come to know that the notice period for pilots in Spice Jet Airlines has been extended from six months to one year. The Government should also pay attention to the bonded

labour like hiring conditions of employees from porter to pilot in these big companies.

When we changeover at airport while going from one domestic flight to another domestic flight, security checking is carried out again. When we changeover from a domestic flight to a connecting international flight, security checking is carried out again. That aspect should also be addressed in the interest of passengers.

Sir, there are a few more issues. Earlier, I was listening to the Hon'ble Minister also and today I listened to Rajiv ji. Everyone is concerned about air fares. A standard reply is handed out that the Government does not have control over air fares. I would like to ask the Hon'ble Minister that if the Government does not have control over air fares, then who coined the slogan of enabling a common person wearing *Hawai Chappals* to travel by air? Once you do not have control over this, whom this slogan was meant for. ...* As we used to hear during our childhood days that black marketing is done by people. Are you not responsible? We have seen right during our childhood days that there used to be black marketing of

* Expunged as ordered by the Chair.

Kerosene fuel and sugar in the areas of UP- Bihar border, I hail from. We used to bring Kerosene fuel and sugar from Buxar to our village. Black marketing used to take place there. You have officially permitted them to hike the fares arbitrarily. The reasonable fare from here to Benaras is Rs. 3000, but they start charging Rs. 30,000 instead and the Government express its helplessness. We do not want to have a Government which is unable to keep tab on looters. Hon'ble Minister Sir, either you have to take responsibility for this or have to tender an apology to the nation. I would like to highlight that it was your leader only who said that we would enable an ordinary person wearing *Hawai Chappal* to travel by air.

Sir, the fourth point is regarding airports. My Party and I are strictly against selling off the airports to private players. You can hire services from them. Our responsibility lies in creating the assets and not in disposing them. The coming generations have to suffer if we sell the assets. In our area, the person selling the ancestral property is not considered good. If I may use a bit rude term they are called unworthy (*'Nalaayak'*). I do not know what are they called in your area.

The cost of construction of airport in Kolkata is Rs. 5,500 per Sq Ft while the same is Rs. 12,000 per Sq Ft in Delhi. Who

pays for this cost? The cost is recovered from us only. The CISF has been withdrawn from most of the security check points. Private personnel have taken over the duties there now. The Government should pay attention towards security also. We fully support the Government's view that cooperation should be extended wherever there is matter of Security checking or security. It is the responsibility of the Government to find ways to smoothen the security process. I would like to make two suggestions regarding the processes being handed over to private players. If all or most of the airports of the country are handed over to a single person or single company, or for that matter, if you hand over most of the assets into any company's hands, and it experiences any reverses in future, then all our assets handed over to it will be at stake. As per the information shared with me regarding the software for dynamic fare, it is managed by them only. It is observed that the system automatically raises airfares in case of increased number of queries regarding fare for a route; say for Bengaluru, though the number of seats available remains the same. This process needs to be checked.

These were some of my suggestions. I feel that if the Government takes cognizance of the same, the slogan shall also

get fulfilled. In present circumstances, a person wearing *Hawai Chapples* can't even imagine getting there. If at all, a common man manages to reach there, he can't afford any eatables in the canteen there. There is no control over anything anywhere. Our's is the first and only Government which is handing over everything to private players. I would like to reiterate that our's is one of only the few countries which have sold off the only airline of the country, the Indian Airlines also which gave the slogan of affordable air travel for common persons wearing *Hawai Chappals*. The selling spree should stop and the work towards creating should commence. Regarding security hassles, the BCAS in particular needs to be modernised, its personnel need to be imparted training, its equipment need to be updated and the security hassles need to be addressed. These are some of my suggestions. Thank you very much for giving me an opportunity to speak.

PROF. SOUGATA RAY (DUM DUM): Sir, debate is being held on the Bharatiya Vayuyan Vidheyak in the House today. *[English]* Sir, we heard a long speech by Mr. Rudy. He has every right to make a long speech because he has been a professional pilot. In spite of being a pilot, I do not know how he wins from Saran.

Once, we went to a visit as a Parliamentary Committee from Delhi to Mumbai. We heard a man announcing on the aircraft's radio. When he came out, it was Mr. Rudy. He was flying the Indigo aircraft from Delhi to Mumbai. So, kudos to Mr. Rudy. But I would suggest to him that he should take a copy of the speech that he has delivered today, make it into a booklet, and distribute it among the Members. *[Translation]* It is going to be educating. You have detailed everything right from the design of aircraft by Leonardo da Vinci, first flight by Wright Brothers in the year 1903 to the flight from Allahabad to Naini reaching up to the year 2024. Your book may be rightly be titled *History of Flying in India*. I would not like to speak much in this regard.

[ENGLISH]

Mr. Kinjarapu Rammohan Naidu is the Minister of Civil Aviation. I would like to pose a question to him. Is it efficacious to open more and more airports and start more and more airlines? Airlines and airports have become a status symbol, and we must open them. But most of the airlines do not run.

Mr. Rudy has mentioned that Jet Airways has closed down; Sahara airlines has closed down; ModiLuft has closed down; Deccan has closed down; GoAir has closed down; and

Kingfisher has closed down. So, running airlines is not a profitable business.

I represent a constituency which has an airport. When these are closed down, all the employees come to me. I say that I have no power to open an airline. Jet Airways has gone to the National Company Law Tribunal (NCLT). In my constituency, all these employees stay there; all the pilots stay there; all the air hostesses stay there. When Tata was taking over Air India, all these people used to come to me. I told them that if the Government is selling Air India, I am sure that your jobs will be protected. Tata initially said, they will not change any employees for the first year. Then, slowly it has started getting rid of the employees. They have to make it profitable. So, you should have a Civil Aviation Policy. What do you want? *[Translation]* The Government claims of providing flight services in smaller towns. Is it profitable? Is it efficacious? Is it prestigious if planes land at small towns in Uttar Pradesh and Andhra Pradesh? It is only a few politicians who avail their services. *[English]* It is not profitable. The Government should have a Civil Aviation Policy.

In the 90s, when Jyotiraditya's father, Shri Madhavrao was the Civil Aviation Minister, he introduced the Open Sky

Policy. Before that, there was only one airline operating, that is, the Indian Airlines. He opened up the sector. Many airlines came into. But most of them closed down. We do not want this mortality of airlines. That is why, I urge you to think about it. There is no hurry. Come up with a Civil Aviation Policy. New airlines are not for employing pilots. They are really for being profitable institutions. If an airline is introduced, some pilots get jobs. But after that, does it run?

In Raebareli, there is a pilot training school. There is an airport as well. Does an aircraft go there? So, we have to take a practical view, not a status symbol or view of things.

Our friend was talking about the airfare. Now, all other routes are non-profitable but the Gulf route from Kerala is profitable. Our brethren go to Gulf, clean bathrooms there, make money and send remittances to India. That is how our economy runs. You find new houses coming up in Kerala. In that sector, the airlines are making the maximum profit. In this House, it has been raised repeatedly. The Government has no say in it. So, unless you have any say or any control over the airfares, what is the point of having a Civil Aviation Ministry?

After Air India has gone, *[Translation]* glamour has also vanished. This Ministry portfolio suits you. Earlier, Air India

belonged to the Government. Everybody used to catch hold of the Civil Aviation Minister with the request to upgrade their seats. All the Hon'ble MPs used to approach. Now, no one is going to approach you and they are not going to upgrade even after requesting also. We have to understand this fact.

[ENGLISH]

You were answering to the Questions on civil aviation this morning. It will take you 50 years to manufacture an aircraft like Boeing or Airbus in India. We are end users. When the tender for Indigo to buy aircraft is awarded. Mr. Rudy was saying that we can get it on wet lease.

There are big orders, but India will not be able to manufacture these high-class aircraft. So, we are, again, running after status symbol. *[Translation]* This is not acceptable. We will have to walk back to the era of ATR 72 Dakota. A Dreamliner used to fly in our Kolkata Sector which now stands discontinued. Now, it flies only in Delhi and Mumbai. It does not go to Guwahati at least. Smaller planes fly to you region in Guwahati, Silchar and Imphal with subsidised air fares applicable in the North-East regions. Is it viable? *[English]* You have to take a practical view, not a status symbol or a prestige view.

You do not make aircraft. You cannot run airlines profitably. Ultimately, what is happening? The Tatas have got total control of airlines. Air India belongs to them. Vistara also belongs to them. Then, Adani Group has got control of all the airports in the country. They are controlling eight airports. The most profitable airport is Mumbai Airport which they got after pressurising GVK ... (*Interruptions*) through ED. Dayanidhi's family also had an airline. I think SpiceJet belonged to his brother. ... (*Interruptions*) There is nothing wrong in it.

[Translation]

HON. CHAIRPERSON: Hon'ble Member, please address the Chair.

[ENGLISH]

PROF. SOUGATA RAY : I want you to come out with a transparent policy. Will you go on selling your airports to Adani Group? Earlier, privatisation of Kolkata Airport was also finalised. I fought against it. Then, I got hold of Mamata Banerjee. She passed a Resolution in the Assembly and also wrote to the Prime Minister. Ultimately, it was stopped. Kolkata and Chennai airports were on the chopping block. We, somehow or the other, saved them from privatisation. In the

case of Dum Dum Airport in my constituency, I do not want to fall in the trap of Adani Group. I want to stay away.

Now, let us talk about the Bill. Having talked about the civil aviation policy, this Bill, if you pardon my saying so, was unnecessary. You have not introduced anything new in the Bill. You say:-

“Bill to provide for regulation and control of the design, manufacture, maintenance, possession, use, operation, sale, export and import of aircraft and for matters connected therewith or incidental thereto”.

What is new in it? How is it different from the Aircraft Act, 1934? You have only rephrased it and put it in one shape. Basically, this Bill is nothing more than the Aircraft Act.

There are three different big organisations under you. Now, Air India is not there. You have got the Directorate General of Civil Aviation, the main licensing authority, the Bureau of Civil Aviation Security and the Aircraft Accident Investigation Bureau. These are the three bodies. ... *(Interruptions)* The Airports Authority of India is not related to this Bill; it has got a separate law. I would like you to strengthen the Airports Authority of India.

You should also strengthen the DGCA and BCAS. Please see what kind of security is there. You have given the full control to the CISF. One CISF girl slapped our MP, Kangana Ranaut, at Chandigarh Airport. What protection will the CISF give to you? The CISF people are hitting the passengers, that too MPs. *[Translation]* Please pay attention towards this issue. If the CISF personnel start hitting an MP from the ruling party, then *[English]* what security is there for other people?

All I want to say is that there is nothing in this Bill. Why are you constantly changing the names? *[Translation]* What is the need to bring in the Bharatiya Vayuyan Vidheyak? Rudy ji opined that it should be Vimanan' instead. There is no need of it. It could well be termed as '*the Indian Aircraft Act*'. But it has been started by Hon'ble Amit Shah ji and all of you are following with the *Hindi-Hindi* chant. We are not Hindi speaking. We have objection to it. ... (Interruptions) Your mother tongue is Odia. Why are you speaking in favour of Hindi? Please sit down. ... (Interruptions) Is it Odia? Does this Bill belong to the Ministry of Home affairs introduced by Hon'ble Amit Shah ji? ... (Interruptions)

HON. CHAIRPERSON: Hon'ble Member, please address the Chair.

PROF. SOUGATA RAY: Sir, they do not understand any names too. Is it going to propagate Hindi? It is not going to happen. We are against it. ... (Interruptions)

HON. CHAIRPERSON: Now, you please conclude.

Dada, Hindi is *Rashtrabhasha*.

... (Interruptions)

PROF. SOUGATA RAY: I do not resort to speaking Bengali. I speak the exact language. They have changed the names of Indian Penal Code with unrecognisable titles. We are even unable to remember those names also. ... (Interruptions) They have changed the title of Criminal Procedure Code. There is no meaning of Bharatiya Vayuyan Vidheyak. ... (Interruptions)

[*ENGLISH*]

All I want to say is that this is old wine in a new bottle. Nothing is new. But we wish you godspeed. You are a young man. Rudy ji has described your qualification. You have an engineering degree and a management degree from abroad. You apply a modern mind to aviation. Aviation is not for ordinary people like us. If I had not been an MP, I would not have taken a single flight. Can one afford a flight ticket? ... (Interruptions)

[Translation]

HON. CHAIRPERSON: Now, you please conclude.

[ENGLISH]

PROF. SOUGATA RAY: Sir, you also fly. Can a middle-class man afford an airfare in this country? Is it within our capacity? So, we have to think anew of our problems. We support all your regulatory efforts.

HON. CHAIRPERSON: Hon. Member, address the Chair.

PROF. SOUGATA RAY: Please keep the CISF under control.

HON. CHAIRPERSON: Please address the Chair.

PROF. SOUGATA RAY: Sir, you are looking very nice in the yellow kurta. You are presiding very nicely. I will address you and say a hundred things in your favour.

HON. CHAIRPERSON: You are a senior Member. We all respect you. You address the Chair.

PROF. SOUGATA RAY: Sir, I wish him godspeed. He has a long way to go. He is only 35 years old. He has a long way to go. He is half my age. I do wish that he gave a concrete shape to India's aviation policy.

Thank you.

SHRI C. N. ANNADURAI (TIRUVANNAMALAI): Thank you, Chairperson Sir. The Bhartiya Vayuyan Vidheyak, 2024 must incorporate indigenous aspects of manufacturing and maintenance of the aircraft. Its design, operation and use should be managed by Indians and efforts should be made to assure that the sale, export, and import of the aircraft is guided by Indians in the national interest and keeping in view the balance of payment in the international trade.

The Bill does not spell out clearly airworthiness of aircraft and capability of flight crew that stands against safety and security of the passengers. The proposed law does not clearly specify aircraft accident, time-bound investigation, and mechanism for compensation thereafter. The Bill must share information in regional languages about the year of aircraft manufacturing, flying hours, and the distance covered with the passenger at the time of purchasing the air tickets as well as at the time of boarding. High-density ToF camera sensor may be fitted in all aircraft for smooth landing and take-off during foggy season. The proposed Bill must incorporate a provision for regulated air eco-system to monitor and prevent the tendency of profit-making and monopoly of the private airlines.

I request the Hon. Union Minister for Civil Aviation to consider laying out an air network in Tamil Nadu with latest infrastructure and to increase frequency of national and international flights. I also urge the Minister to consider an airport around Tiruvannamalai to facilitate domestic pilgrims, especially the Andhra Pradesh pilgrims and the international pilgrims to get darshan of Lord Arunachala in Shiva Temple and perform parikrama. Thank you, Sir.

SHRI MAGUNTA SREENIVASULU REDDY (ONGOLE): Sir, thank you very much for giving me an opportunity to speak on this Bill.

Firstly, I thank my leader, Hon. Chief Minister of Andhra Pradesh, Shri Chandrababu Naidu Garu and Nara Lokesh Garu for choosing a young, energetic and vibrant Civil Aviation Minister, Mr. K. Rammohan Naidu Garu and recommending him to our Hon. Prime Minister, Modi ji. He has got fire in his belly and a lot of ideas are there in his mind. I request the entire House, through you, to bless him to be the best Civil Aviation Minister in the country itself.

After hearing the speeches of my good friend, Mr. Rajiv Pratap Rudy and my senior colleague and my elder brother, Prof. Saugata Ray, there is nothing much to say about it. But

actually, the Bill has been introduced now to create some more activity in the civil aviation industry. This industry, as you see now, at present has 150 airports in the country whereas in 2014, when our Prime Minister, Modi ji took over as the Prime Minister, there were only 74 airports. So, it has been doubled in this 10-year period, which is a big achievement and many more airports also have to come up in the near future under the leadership of our Civil Aviation Minister.

As far as this Bill is concerned, as already discussed also, this is relating to the various methods to regularise recognition of design, manufacturing and maintenance of aircraft, and clear distinction between organisations. In my view -- and just now my good friend, Mr. Rudy has also stated that -- setting up airports or starting airlines is a tough thing in our country. As you already know, there is a saying in America that if you want to be a millionaire, with a billion dollar launch a new airline, which has also happened in India. My colleagues have already stated about a lot of airline companies that have been closed.

Here, more airports are required and more airlines are required. The monopoly is going into the hands of only 2-3 people now. Nearly, 75 per cent of the total passenger traffic is with three companies. This has to be widened and this has to be

looked into. So, through you, I would request the Civil Aviation Minister to do it. I am saying this because it is very much required for the country.

I have travelled a lot. I am 70 years old. So far, I have travelled about 15 lakh nautical miles and 20,000 kilometres throughout the world. What is lacking in our country is low fare. As my friend has mentioned, they call it as budget airlines with no frills, but the charges are very high. I felt happy when I saw that the Deccan Airlines had started 20 years back with a fare of Rs. 999 thinking that a common man also could travel in an airline from place to place. But that company went bust.

Here, the Government of India has to look into the airfares. Now, we talk about flexi fares, which go from low to high. As our elder brother, Mr. Saugata Ray has said, only the MPs can afford to travel in it. The common people should also be able to travel in it. Moreover, in all the States, the VAT charges will also be different for the Aviation Turbine Fuel (ATF). They have to be regularised. Our Civil Aviation Minister has to look into that.

Our Hon. Prime Minister started the UDAN Scheme a few years ago. That is an excellent scheme for small routes. For North-East and South India, we need such schemes.

Upgradation from railways to air travel needs more airports. That is why, my leader and Hon. Chief Minister of Andhra Pradesh wanted to start new airports which were already declared as new airports. He wanted to have an airport in all the district headquarters. Twenty years ago, I requested the then Chief Minister of Andhra Pradesh to sanction one airport in Ongole, which is my Parliamentary Constituency. He said that Ongole is a small place and how an airport can be built there. He asked me to talk to his Secretary. I met his Secretary. He said that for building an airport, one road and a shed are required. Road is the runway and shed is the terminal. Everyone thinks that building an airport is a big thing because a lot of money is required. Nowadays, it is not difficult.

I discussed with the Civil Aviation Ministry that there are a lot of Centrally Sponsored Schemes which have the provision of 60:40 per cent cost sharing. Why can we not build new airports under this Scheme? I request the Civil Aviation Minister to talk to our Hon. Prime Minister and make use of such schemes so that new airports can be built which will help in passenger traffic management.

Thirty years ago, the air taxi service used to be there. At that time, only the national carriers were there like the Air India

and Indian Airlines. They used to have only 10 seats. Later, it was expanded. After they opened their skies, all the aircraft started landing at the airport but there should be a national carrier in our country. It has to be privatised. Otherwise, nobody will use the airlines. A lot of lease companies are coming for work and offering us their aircraft. I request you to build small airports for small aircraft.

Under the UDAN Scheme, the provision of Viable Gap Funding should remain there so that everybody can enjoy the services. It is very important for building an airport in my Parliamentary Constituency of Ongole. It has been approved by the DGCA and the Airports Authority also but the land of about 650 acres that has been selected is under litigation. If that litigation and the other issues are resolved by our Government, then, at least, an airport will come. This is a long-awaited request. I want an airport to be built in Ongole so that I can satisfy my people in Ongole. Our Civil Aviation Minister has to do a lot. He is a young person. He will definitely perform well with his vision. He is a highly educated person. He has got passion. This portfolio used to be a high-profile portfolio but now it has become a common man's portfolio. I would like to

conclude by saying that new airports should be built with minimum air fare in mind.

[Translation]

SHRI DILESHWAR KAMAIT (SUPAUL): Hon'ble Chairperson Sir, I would like to express my gratitude for giving me an opportunity to take part in the discussion on the Bharatiya Vayuyan Vidheyak, 2024. I would like to express my gratitude to the Hon'ble Prime Minister Shri Narendra Modi ji for bringing this Bill in order to make the facility of air travel accessible and easy for the common people of India.

Sir, this Bill has been introduced in order to make provisions connected and integral to the regulations regarding the design, manufacture, maintenance, possession, use, operation, sale, import and export of aircraft and which I support.

Sir, this Bill has been introduced mainly to amend the Aircraft Act 1934 and replace it with the new Act. Its objective is to modernize the regulatory framework in the aviation sector in India through a new law and to simplify the goals of Make in India and Aatmanirbhar Bharat. Through this Bill, the Government can take appropriate steps in the international aviation sector from time to time.

The Bharatiya Vayuyan Vidheyak- 2024 is Bill No. 74 of the year 2024 in which the major sections and acts have been described by creating eight main chapters. The main chapters will include Preliminary, Directorate General of Civil Aviation, Bureau of Civil Aviation Security, Aircraft Accident Investigation Bureau, Powers of the Central Government, Payment of Compensation for Loss or Damages, Offences and Powers and Miscellaneous and will be implemented by the Parliament after enactment in the 75th year of the Republic of India.

Sir, now the new law will have provisions in simple language to meet the current needs of regulation of civil aviation so that common citizens can also take benefits of air travel. There are immense possibilities in the aviation sector in India. According to the International Air Transport Association, India is expected to surpass America and China by the year 2030. Due to this, the airlines sector will become an attractive market in the aviation sector in India. Tourism will also get a big boost. For this, the infrastructure of the country will need to be further strengthened. Therefore Sir, all these measures will also increase employment opportunities in the

country. The aviation sector is going to make a big contribution to the economic development of the country.

Sir, I would like to draw your attention towards certain major demands regarding transport facilities for the people of my Parliamentary Constituency Supaul and the Parliamentary Constituencies of Kosi region. My Parliamentary Constituency Supaul is a flood-prone backward area of Bihar bordering Nepal. An airport was constructed in the year 1960 at Virpur in my Parliamentary Constituency bordering Nepal, for which 62.16 acres of land of the airport was transferred to the Directorate of Civil Aviation for domestic flights by the Chief Engineer of Kosi Project. Out of the transferred land, 8.06 acres of land belongs to the Kosi Project Water Resources Department and 54.10 acres of land belongs to the Government of India. Emergency landing of the Indian Air Force's Dakota fighter aircraft was made at this airport in the first week of October 1969. Not only this, 18 planes and four helicopters landed at this airport when the then Prime Minister Shrimati Indira Gandhi arrived there on the demise of the then Minister of Railways Late Shri Lalit Narayan Mishra on 03 January, 1975. The Election Commission had arranged for air ambulance for the first time during the Lok Sabha elections in

the year 2024. An air ambulance was deployed at Virpur by the Election Commission, so as to be used in case of any requirement in the entire Supaul Lok Sabha Constituency during the elections. The runway of Virpur airport was repaired after the catastrophic floods in the year 2008. The runway is also ready. Construction of an airport in Virpur is also necessary from the security point of view, this being a border area. I have also submitted my letter in writing to the Honorable Minister in this regard, and have also asked for necessary action. Therefore, it is requested that passenger flights should be started at the earliest by getting the Virpur airport properly constructed in public interest.

Sir, my second demand is regarding the existing airport of Government of Bihar in Saharsa which is small and the Government plans to expand the same. Proposals for expansion of several airports of Bihar have been forwarded by the Hon'ble Chief Minister to the Union Government. Hence, it is requested that Saharsa Airport must also be expanded.

Sir, my third demand is regarding Sabeya Airport in Gopalganj district of Bihar which has been included in the Udan scheme. The bidding of the airlines should be held without delay and operations at the airport should be started as

soon as possible. With these words, I conclude my speech.
Thank you.

17.00 hrs

SHRI SHRIRANG APPA CHANDU BARNE (MAVAL):

Hon'ble Chairperson Sir, I am putting forth my views on the Bharatiya Vayuyan Vidheyak, 2024. I wish the Hon'ble Minister, Shri Ram Mohan Naidu ji all the best. The young Minister has been assigned the responsibility of this department. He will certainly take the Indian Aviation sector forward on the path of progress in times to come. This Bill replaces the Aircraft Act, 1934. This Act is being amended after a gap of 90 years.

Hon'ble Chairperson Sir, several changes have taken place in the field of civil aviation in our country since the enactment of the Aircraft Act, 1934 and a need has been felt to effect changes in the standards of safety due to growth in aviation sector and technological advancements with passage of time. That is why this Bill has been introduced by the Government. I support this Bill.

At present, 157 airports are operational in India. However, there is a need to increase the number of airports considering the needs of our vast and diverse country. According to a report,

about 16 crore people will undertake domestic air travel during the year 2024 while about 3 crore of these people will be travelling by air for the first time. By the year 2030, the number of people traveling by air in the country can reach around 30 crores. From January to June, 2024, 7 crore 93 lakh passengers have traveled by domestic flights, compared to 7 crore 60 lakh people in the same period last year.

According to the DGCA, the total cancellation of the domestic flights for the various airlines in May 2024 was 1.70 percent. The highest percentage of flight cancellation was 39.6 percent due to bad weather conditions. This was followed by 23 percent due to operational reasons and several flights due to other reasons. 16.4 percent flights were canceled due to technical issues.

Through this bill, I would like to tell the Hon. Minister, when many private companies cancel their flights, they do not refund passengers. They resort to monopolistic practices when many flights are canceled. This needs to be addressed. There is a need to facilitate the travelers. There is a need to provide regular soft skills and passenger service training to the employees of airports and airlines. There is a need to train the officials to check the arbitrariness of the airlines companies.

Hon. Chairperson Sir, I hail from Pune region of Maharashtra. There is a defence airport in Pune. Many airlines operate from there. Being a defence airport it has its own limitations . I would like to request the Hon Minister that steps should be taken to build a new airport in Pune. This will definitely be a commendable step for all the Pune residents. Today, airports are being built in all the States of the country with the cooperation of the State Government. The Central Government does not have to bear much of the cost. The Central Government and the State Government should take steps jointly for Pune, Maharashtra and other areas. Only one runway is operational at Mumbai Airport. Many airlines face difficulties in taking off and other issues. Secondly, the airport being built in Navi Mumbai, Panvel is in my Parliamentary Constituency. If the operation of the same is started at the earliest, all the air passengers will get relief. Now a days, the airports are also getting crowded just like railway stations. Due to this, passengers traveling by air are called two-three hours before the scheduled flight, but there is lack of convenience. It also needs to be paid attention to.

Many private companies are there now. Earlier, only Air India was there which was a Government owned Company, but

now it has also been privatized. Passengers in India have to rely on private airlines. Both the Hon. Ministers, Shri Ram Mohan Naidu ji and Muralidhar Mohol ji, are young. The entire nation has hope and expectations from them, that the air passengers will get facilities in future.

I congratulate both the Hon. Ministers. This is a small bill. I would like to thank Shri Rajiv Pratap Rudy ji as he has spoken at length about the airlines and passengers. He has well informed everyone while discussing the Indian Aircraft Bill, 2024.

I, again, congratulate the Hon. Minister and support the bill. Thank you

[ENGLISH]

***SHRI BAJRANG MANOHAR SONWANE (BEED):** Hon. Chairman, Sir, thank you very much. I hail from Beed district in Maharashtra. There is no air connectivity available in my district. We have to go to Sambhajinagar which is 130 kms away and at Latur, no regular flights are being operated. Even Pune Airport is around 500 km away from my city. We urgently

*English translation of the speech originally delivered in Marathi.

need an airport facility at my district Beed. Kindly consider my demand sympathetically.

Today, we are focusing on overall development of our country. We are mainly focusing on our economic growth so that our economy grows at faster pace. There are only two companies which can produce aircrafts worldwide, Boeing and Airbus. Countries like America and China are far ahead in aircraft technology. But we are lagging behind in this sector. I think, we should also take an initiative in designing and development of aircrafts. We also need to focus on aircraft production.

Sir, I am really disappointed that our airplane operations are totally disturbed. Air passengers have to wait for long hours for boarding as well as for the landing. My flight's landing got delayed by 3 hours at Delhi airport two days ago. It causes mental pain to passengers and the government should look into it urgently. The Ministry of Civil Aviation and DGCA should talk to the airline company regarding delayed flight operations.

We have heard that a new airport would be constructed at Pune. But, by when is it going to complete? Pune is a big and beautiful City. If an international airport comes up there, it would benefit the adjoining areas and districts.

It would also boost the air connectivity in Maharashtra. If you sanction a new airport at Beed, it would be convenient for the nearby Dharashiv and Latur as well as entire Beed district. The farmers residing there would get an easy air travel access to Mumbai, Pune and even for Delhi. I have to take a flight for Delhi on regular basis. But, I cannot. So, an airport should be constructed in my Beed district urgently.

I would also like to talk about certain issues related to Mumbai Airport. A flight lands every 2 minutes at Mumbai Airport. Most of the times, the planes are denied landing due to poorly planned airspace which can lead to air congestion and delayed flight operation. I request the Union Government to take a serious note of it and take necessary steps to relieve the passengers by providing stress-free flight services.

Thank you.

[Translation]

SHRI KISHORI LAL (AMETHI): Hon. Chairperson Sir, first of all, I would like to thank you. This is my maiden speech and I have been elected as MP for the first time. I would also like to thank the people of my Parliamentary Constituency, Amethi and the Gandhi family, who gave me an opportunity to get elected to this House.

Sir, I rise to speak about the Indian Aircraft Bill, 2024. There is Indira Gandhi Rashtriya Uran Academy (IGRUA), Rajiv Gandhi National Aviation University and Hindustan Aeronautics Limited in my Parliamentary Constituency itself. I would like to speak about the training, safety and manufacturing there. Training and Certification has been mentioned in Chapter 4 under point nos. 'L', 'M' and 'N' in the Bill. I would also like to draw the attention of the Government to the, fact that as far as training is concerned, IGRUA has trained 1570 pilots in the country so far, who are serving in various airlines. Pilots of various services of the Indian Defence Forces have been trained by the institute. It is a matter of sadness, talking about training here. This university was set up on September 7, 1985. Hon. Rajiv ji was Prime Minister at that time. Since it was his dream project, he set it up. But it is sad that grants have not been provided to it since 2015. The Parliamentary Committee, which was formed under the chairmanship of Derek O brian Ji, submitted its report in the year 2018. But despite its recommendation, grants have not been provided. IGRUA is a very prestigious training institute. If one talks about safety, the situation is so bad there that even the necessary instruments of the air traffic control system have

not been installed there, as their calibration is not being done. As calibration needs money, it has not been calibrated yet. I would like to request the Hon. Minister that provisions may also be made for these things in the Bill. Before setting up new training centers, the existing training centers should also be taken care of and proper grants may be provided so that they can be run smoothly. It is indeed very sad that there is no regular director there since the year 2018. A technician was given charge in between, which is very wrong in terms of safety. How can a technician have knowledge of flying? As a result there of four aircrafts crashed there from 2019 to 2023, in which three children died. It is a matter of safety norms. Hon. Minister should also take note of this. They may set up new ones but attention should also be paid to the existing one.

Rajiv Gandhi National Aviation University was also set up in my Constituency. under the Parliament Act, 2013. But the first VC was appointed only in the year 2016. After that, the building was ready in the year 2017. A penalty was imposed on a company named KPMG, due to delay in the year 2018, but unfortunately, the partner of the same company later became a joint secretary in the Ministry of Civil Aviation, Government of India and later the same person became the acting vice

president of the University. These things should also be taken care of in the Bill so that such people do not mess things. The person related to a defaulter construction company, became an officer there. The first Registrar was appointed in the year 2019. It took six years from the year 2013 to 2019. After that, on August 5, 2019, the first course i.e PG Diploma in Airport Operations was introduced. Since such things are happening there, the courses that should have already been offered there till date are not being offered yet. This ambitious university was established under the Parliament Act. It is a central university. Therefore, the minister must take note of it.

If I talk about its safety, a course on fire safety was introduced there. The course was introduced over there without any infrastructure. A child lost his life due to non availability of ambulance. No medical facilities were available there. There was a delay in taking him to the hospital. He was a 22-year-old boy from Satara, Maharashtra, who died there. Therefore, when we talk about safety, these things also come to the fore. These should also be included in this Aircraft Act. I would like to tell here that it has been awarded status of a University, but there are no faculties in this University. The courses were started in

the joint venture with GMR, so there is no clarity yet as to what will be done and how.

In the end, I would like to say that the leader of opposition had mentioned two 'A's here - 'A-1' and 'A-2', but the one I am talking about can be called 'A-3', as it may not be appropriate to take names in Parliament. His name also starts with 'A'. The man who committed so much corruption and later became the acting VC and joint secretary in the Government of India.

A Hindustan Aeronautics Limited factory is also there. I would also like to know about it. There was a buzz of private players. Whether the HAL is also likely to be given manufacturing work or only private players are likely to be included in it? The current situation of HAL is not very good. There is a lack of work there. Work should also be allotted to HAL as it is a public sector organization.

Since I hail from Punjab, Amethi is my Parliamentary Constituency. The airport in Adampur, Punjab is the main hub of NRIs. It would be better if national and international flights are started from this airport. Many of our NRIs live abroad, they go from there. The work on the civil airport being constructed in Fursatganj is also being carried out. But at a very slow pace.

If it gets completed, the people of Amethi, Rae Bareli, Pratapgarh and many other districts are likely to get benefitted.

Hon'ble Chairperson Sir, thank you very much for giving me the opportunity to speak on this.

SHRI GANESH SINGH (SATNA): Hon. Chairperson Sir, thank you. I am putting my point in support of the Indian Aircraft Bill, 2024. I am proud that the name of the Aircraft Bill will now be Bhartiya Vayuyan Vidheyak. It is a different matter that our senior TMC MP Saugata Dada has an objection to the addition of the word 'Bhartiya', but we feel proud of it.

No department is left in the country where reform has not taken place under the leadership of Hon. Prime Minister, Shri Narendra Modi since the year 2014. Today India is the country with the largest population in the world. There are immense possibilities in the aviation sector. The law was made during the British era in our country. This law is of the year 1934, which is 90 years old. This law was in force in our country.

Sir, the Aircraft Act of 1934 had 20 sections, while it had been amended 21 times. The last amendment was made in the year 2020. It was the biggest sign of slavery. By the way, our Hon. Prime Minister has repealed all the laws of the British era,

which are not so useful now. The Waqf Bill introduced this morning was also a law of the year 1923. The NDA Government led by Hon'ble Prime Minister Shri Narendra Modi has presented the Indian Aircraft Bill, 2024 in the Parliament to enact a new law under the Panch Prana or Five Resolutions, Make-in-India and Aatmnirbhar Bharat. It is an effort to remove the signs of slavery. This is a very commendable step.

Hon. Chairperson Sir, many important provisions have been made in the Bill like regulation and control of design, manufacturing, maintenance, possession, use, operation, sale, export and import of aircraft. Amendments have also been brought in this Bill to make the provisions of international agreements effective. Now the proposed Bill also aims to make the provisions of international conventions such as the International Civil Aviation Conference (Chicago Convention) and the 1944 Convention of the International Telecommunication Union (ITU) effective. It aims to implement the Standards and Recommended Practices (SARPs) of the International Civil Aviation Organization (ICAO). It also aims to ensure better safety and monitoring as per recent audit recommendations to ICAO and FAA.

Section-2 of the Act makes enabling provision for design, manufacture and maintenance of aircraft and related equipment to support Make in India, Atma Nirbhar Bharat. Directorate General of Civil Aviation Chapter-2, Bureau of Civil Aviation Security Chapter-3 and Aircraft Accident Investigation Bureau Chapter-4 will be approved as statutory authorities. Section-10 will provide the power to the Union Government to make rules. The Union Government will be given the right to regulate the issuance of certificates and licenses to radio telephone operators under Section-10 and 11 in this amendment, which was banned. Currently it is issued involving two different Ministries, Ministry of Telecom and DGCA. Now, there will be no difficulties in issuing the said licenses. Through clauses 15 and 19, the Union Government will also be given the power to ban, suspend, cancel the license, certificate or approval. In clause 21, powers will be delegated to the statutory authorities under the administrative control of the Act. In clause 15, the Central Government will have the right to issue orders in an emergency for public safety and peace. Clause 33 will provide adequate opportunity for natural appeal. In clause 42, provision is being made for the Government to make Government Orders and Acts for a period of two years from the date of

commencement of the Act. Clause 43 provides to repeal the Aircraft Act, 1934 and protect the work done under the said Act. There are a total of 44 clauses in the Indian Aircraft Bill 2024. The new Bill has given more powers to the Directorate General of Civil Aviation, Bureau of Civil Aviation Security and Aircraft Accident Investigation Bureau. This will give these departments more powers over the security of aviation environment in the country. This Bill was first sent for consultation to the Home Department, Defence Department, Ministry of External Affairs, Ministry of Telecommunications, Ministry of Law and Justice and Ministry of Commerce. The Bill has been made more well-planned and systematic with provisions made chapter-wise and section-wise.

The powers of the Central Government DGCA, BCAS and AAIB have been provided in different chapters 5, 2, 3 and 4 respectively. The Central Government has been given powers to restrict, suspend or cancel license certificates and approvals. The Bureau of Civil Aviation Security was set up after the report of the Pandey Committee formed on the hijacking of Indian Airlines plane on 10 September, 1976. Then in 1985, after the Kanishka plane accident, the Bureau of Civil Security

was recognized as an independent department under the Ministry of Civil Aviation.

Sir, our country had 74 airports before the year 2014, which has increased to 147 airports in the year 2022. Our Government has decided that 220 airports will be built for the convenience of the people during the year 2024-25. A total of 21 Greenfield airports are also being built. This will be a huge achievement in itself.

Sir, 123.2 million passengers traveled by domestic flights and the number of foreign travel that took place in international flights is 43.4 million in the year 2022. I had asked a question on 1st August 2024. I hail from Satna and the Hon. Minister will take note of it that Satna has been included in the domestic air flight service. Satna has also been included in the 100 such airports in the country. It has been said that this authority is with the Airport Authority of India. The runway and the new airport have been constructed for the operation of small airplanes. The file is under process with the DGCA for issuance of license. Satna is an industrial city. People do visit big cities for the purpose of tourism. The Ministry has accepted this. Under regional connectivity, work will begin in three phases to make preparations conducive for the expansion and

development of 19 airstrips. This is what the Ministry says. The work under the first phase of Satna has been completed. 19-seater airplanes can be operated. The license is awaited. When will the ATR operations begin in the second phase? I demand from the Hon. Minister that Satna may be connected with Indore, Bhopal and Delhi under regional connectivity.

Khajuraho International Airport is in our Madhya Pradesh, yet a Spice Jet flight operates there. It flies to Delhi. That too is in a state of uncertainty. It may be connected with big cities like Mumbai, Bengaluru and Kolkata. Jabalpur to Kolkata and Mumbai connectivity was available which is lying suspended now. The runways in Chitrakoot, Karwi are ready but it is not operational. The Ministry had said that the airports included under the domestic air service will be given Rs 100 crore each but Satna has received only Rs 40 crore out of that. I demand that the rest of the funds be released to it. Our Rewa airport is also ready and operations may be started there soon.

At the end, I would like to say that today, there is a shortage of planes in proportion to the speed at which air services are expanding in India. I would like to submit the Hon. Minister that since the Government does not have sufficient number of such planes, people from the private sector should

be offered to operate under domestic air services from the cities selected under the said plan. Our state Government, our Chief Minister Dr. Mohan Yadav ji in Madhya Pradesh has launched a domestic connectivity and a tie up has been made with the Tourism Department. I wish the Aviation Ministry of the Government of India to take notice of that too. All other airports that have been completed should also be connected with that. I fully support this Bill. I congratulate Ram Mohan ji on becoming a Minister and thank him for bringing a good Bill. I congratulate him as he is going to enact an Indian aviation law by changing the law of the British era.

Sir, I am very grateful to you for giving me an opportunity to speak.

SHRI ABHAY KUMAR SINHA (AURANGABAD): Hon. Chairperson Sir, I am grateful to you for giving me the opportunity to present my views on the Bharatiya Vayuyan Vidheyak, 2024. Airways are very important for promoting tourism and other industries. I want to draw the attention of the Hon. Minister to one issue that the sudden huge increase in air travel tickets restricts a large number of common people from travelling by air. I want to give an example. We have three airports in Bihar i.e. Patna, Gaya and Darbhanga for last three

years. Patna Airport is a very busy airport. It would have been better if a green field airport was constructed at some other place for Patna Airport. When fare from Patna to Delhi is Rs. 4500, fare from Gaya to Delhi remains Rs. 12 thousand or Rs. 15 thousand or Rs. 18 thousand instead. What is the reason of this huge difference in the fare? The distance is the same and the place is also same. Gaya is an international tourist destination. Bodh Gaya and Vishnupad were being discussed during the recent budget. The discussions were going on to develop Vishnupad Corridor and Bodh Gaya Corridor and to upgrade Gaya as a national level industrial area. There is only one flight from there to Delhi. I request the Hon. Minister to connect it to Varanasi, Delhi, Hyderabad, Kolkata, Mumbai, Bhubaneswar etc at least in view of the fact that this is an international tourist destination. This is the land of salvation and meditation. It is meant for Pitru Paksha. There is Gayaji Dham which is considered to be an ideal place to offer pind-daan to one's ancestors for the moksha of their soul during Pitru Paksha. This period is going to start after a month and about 20 lakh people visit Gayaji. I would request that at least frequency of flights at Gaya Airport may be increased immediately. It will be beneficial for the department to constitute a Joint

Parliamentary Committee in view of the Pitru Paksha for the design, manufacturing and rules of maintenance of aircraft and related equipments.

Sir, Bihar is an agrarian state. Fruits, vegetables etc. are produced here on a large scale but not even a single cargo plane for transportation operates from here. We demand from the Hon. Minister that air cargo facility may be arranged to promote agricultural produce, to facilitate us to send litchi, mango and many other variety of fruits and vegetables from Bihar to other places. There has been a discussion about Purnia airport for a long time, whenever elections are held, we hear that Purnia airport will be made operational. We would like to request the Hon. Minister through you that this time during the budget speech, please apprise us as to when Purnia airport is going to be operational. Darbhanga airport is operating from last three years but basic facilities are missing there. The airport is running in a tent there. I request the Government and the Minister to pay special attention to all these points so as to promote the immense possibilities of tourism in Bihar to a great extent. Thank you.

SHRI RAJESH RANJAN (PURNIA): Hon. Chairperson Sir, thank you very much. Sir, first of all, I want

to apprise the Hon. Minister that we have only 130-140 airports. The population of America is 330 million and there are 5,472 airports. China's population is equal to ours, whereas there are more than 500 airports. On the other hand, as far as our economy is concerned, you give 5 kg of grains to 80 crore people and about 90-95 percent of the people do not have laptops, computers, two-wheelers and 92 percent of the people are living below the poverty line. Today we want to make the air travel accessible to the common man and wish to expand the air services to various places, whereas your own report shows the increase in fare by 41 percent. Why don't you fix its upper limit, why do you fix its lower limit only? Why don't you determine its slab? You do not focus on this. You should establish an authority which monitors it at any cost. It is most important that private airlines are audited from time to time. Private airlines are charging exorbitantly. They feel that there is no control over them and they act arbitrarily because they have contacts with to all eminent persons. Therefore, they feel that they would not be restricted at all.

Sir, I have two-three requests in this regard. For example, look at the rates of its tickets. The rates increase after every four-five minutes. For example, whenever there is any festival,

they increase fares at that time. 2.25 crore labourers go to other places for work from our place. When there is a wedding season, the prices of the tickets jumps upto Rs 18,000 or 20,000 or 22,000. When there is a festival like Durga Puja, Chhath, Kali Puja, Ramnavami etc., if you notice the prices of its tickets, you will find that their fares have been increased. When we want to go to some places like Visakhapatnam or Goa or any other tourist place, then the tickets for such destinations will never be available for less than Rs 30,000. Why does no one tell me the reason that four minutes ago the prices of the tickets were something and exactly after five minutes the prices of the tickets increases exorbitantly lot. After all, what is the reason for this, you should tell us. You tell us the reason why the ticket prices increased within five minutes? No one is there to ask this.

Sir, the second thing is that when we go to the airports and the weight of our luggage exceeds four or five kilograms, then you forcefully and arbitrarily issue a ticket of some amount which we are bound to pay. If your plane is not ready to carry that much extra weight, then you return that bag. But, you allow us to carry luggage of that weight only after taking money. Then why do you take money?

Sir, my third point is regarding the exorbitant prices at airports. We get a single samosa for Rs. 160. Food there is so expensive that middle class people, who come from abroad after work and want to travel to their home town due to any unforeseen circumstances, are unable to complete their journey affordably.

Sir, the fourth point is that the Patients living below poverty line and needing to travel for treatment for diseases like cancer, brain tumors, heart problems or liver diseases often face obstacles in reaching specialized medical facilities. The cost of an air ambulance is simply beyond their means. What provisions are in place to enable these individuals to travel to Delhi or other major cities for essential treatment? Whether the Government is likely to make any arrangements for the people living below poverty line and suffering from cancer or any infectious diseases? Perhaps a fixed cost of ₹4,000 or ₹5,000 could be implemented to facilitate their travel for treatment.

Sir, my fifth point concerns children who are below the poverty line and need to travel to take exams. They often can't get train tickets and have to travel urgently. Whether there is any standard procedure for this? Whether the students traveling

from one state to another to take an exam, are in a financial position to buy a ticket for ₹30,000?

Sir, at last, I would like to urge that though the Government talks about increasing the number of planes, but for that there seems to be no allocated Budget. The Government is not providing the necessary funds. As my colleague mentioned Purnia, I have been consistently raising this issue. I have a specific request concerning it. Purnia has an Air Force station with underground facilities dating back to the Indo-China War. Even the Prime Minister stays there during his visits. Small planes had even started operating from there. I urge you to construct a terminal in Purnia. If there's a shortage of land initially, it can be acquired later. Please operationalize Purnea Airport by building a terminal...(Interruptions) The issue of Patna International Airport has been continuously raised. It has been under construction for around seven years. There is no information regarding the construction agency or the company involved in this project and expected completion timeline of it. Even the completion of this work is uncertain. The situation in Darbhanga is similar. Darbhanga generates the maximum revenue. Atal Bihari Vajpayee Ji had initiated its development. We had two airports, one of which is Gaya

Airport. However, despite being called an international airport, it has not been effectively connected with Buddhist tourism.

Hon. Chairperson Sir, I would like to request the Government to consider establishing an Air Force training center for children in Purnia...(Interruptions) Secondly, whether the Government is making any provisions for the aircrafts of the airlines that have gone bankrupt.

[English]

***SHRI SACHITHANANTHAM R. (DINDIGUL):** Sir, my salutations to this august House including the Hon. Speaker. On behalf of the Ministry of Civil Aviation, Hon Union Minister of Civil Aviation, in the introductory remarks, has spoken about the proposed amendments to this Bill named Bharatiya Vayuyan Vidheyak. He is a young and energetic Minister. Even though he is an able Minister, the Civil Aviation Ministry is not in order. I urge that there should be changes in the policy. The work of the Civil Aviation Ministry is confined now to manage the airports, provide registration certificates to the aircrafts, and providing fitness certificate to the aeroplanes. Even if Hon MPs and Ministers present here wants to place a demand relating to

* English translation of the speech originally delivered in Tamil.

a new air route or a new time slot for an aeroplane, this Civil Aviation Ministry is not in a situation to fulfil those demands. Therefore, we demand that changes should be brought in the functioning of this Ministry. Hon. Prime Minister inaugurated a new airport in Jabalpur. Within 4 months of its start, there is leakage on the roof like that of our new Parliament building. The roof of that airport gets a crack and comes down. Similarly, Rajkot airport in Gujarat built at a cost of Rs. 1400 crore was opened on 27th July 2023 and on the very next day, i.e. on 28th July it gets collapsed. This is the state of affairs of this Ministry. When the Terminal 1 of Delhi airport got collapsed, it created fear in the minds of MPs who after oath taking ceremony were returning to their respective places. The then Civil Aviation Minister Shri Jyotiraditya Scindia when he came to Chennai said that 200 airports would be set-up in 5 years. ‘In the last 65 years only 74 airports were created; we will create 200 airports in next five year’, this was his assurance. Efforts are on to hand over existing 25 airports to the private companies by the Government. This is what they are doing. We have witnessed particularly, Thiruvananthapuram, Jaipur and Mangalore airports given to Adani Enterprises for a lease of 50 years. Land for the airports was given by the State Government. They give

that land for a lease of 99 years at the cost of Rs. 1. Whereas the Ministry of Civil Aviation thereafter given that place to private companies for a lease of 50 years. I wish to say that a part of this earning should be shared with the State Government which has given land for that airport. Air India worth Rs. 58,000 crore was sold to TATA for just Rs. 18,000 Crore. Air India worth Rs. 53,000 crore was sold to TATA at a meagre amount, Aeroplanes should be given to TATA and Airports should be given to Ambani. This is the policy of this Civil Aviation Ministry. I wish that such policies should be changed. There are no night landing facilities in 55 airports. As many as 25 Airports in Shimla and other mountainous areas, do not have night landing capacity. I urge that these airports should be improved and upgraded. When as MPs we travel through flights, people look at us with a surprise. The people of our constituencies also crave for such air travel. I wish to say that if poor people have to get air travel facilities, then Government should bring a policy as regards directly operating these aeroplanes. There should be additional flight services from Madurai to Delhi. Kodaikkanal is a hill resort and tourist destination in my Dindigul constituency. If we want to reach Kodaikkanal, we have to either reach Madurai or Coimbatore

airports. Therefore, the basic policies of the Civil Aviation Ministry should be changed so as to create an airport in Dindigul district. Vice-Chancellor of a University of Andhra Pradesh has mentioned about Pushpak Viman during the period of Ravan. This was published in newspapers. Aeroplane was invented in 1910 and thereafter the flight services started in this world. If that is so a Vice-Chancellor of a University says that Pushpak Viman service was started during the period of Ravan itself. This shows that the Union Government is believing the Puranas which were ignored by science. I place before you the demand for changing these age-old policies of the Government for good. Thank you.

[Translation]

SHRI MALVINDER SINGH KANG (ANANDPUR SAHIB): Hon. Chairperson, Sir, thank you so much for giving me the opportunity to speak on this important Bill. Hon. Chairperson, Sir, air travel has shrunk the entire world today. Every day, millions of people start their journey in the morning and return in the evening after covering thousands of kilometers. Many new airports are being constructed in the country and many previously closed airports are also being brought back into operation. Representing the constituency of

Punjab in the Lok Sabha, I must emphasize that today, Punjab extends to every corner of the globe. Whether you travel to California in the USA, Vancouver in Canada – where a significant Punjabi presence exists – or to Australia and New Zealand, which boast their own distinct Punjabi communities, or even to the UK and Europe, you will find Punjab there too. Indeed, from nearly every household in Punjab, at least one individual resides in some part of the world, leading to a substantial volume of international travel.

Hon. Chairperson Sir, a prominent newspaper in our region, The Tribune, has conducted a study. It reveals that a significant 25 percent of the annual passenger traffic at Indira Gandhi International Airport originates from Punjab. Approximately 10,000 taxis travel daily from Punjab to Delhi Airport. This is a crucial matter of concern and I wish to draw the attention of the Hon. Minister towards it. This heavy traffic of 10,000 taxis contributes to traffic congestion and pollution in the National Capital Region. Furthermore, we spend crores of rupees in foreign exchange on fuel and our people also face inconvenience due to this extensive travel.

Hon. Chairperson, Mohali International Airport is located in my Parliamentary Constituency, which boasts of world-class

infrastructure. The Hon. Khattar Sahib, former Chief Minister of Haryana, is present here and he is well aware of all these things. Despite its world-class infrastructure, it is deeply regrettable that this airport currently operates just two flights. Today, there is a significant need for more connectivity. Millions of Punjabi religious tourists from across the world visit Sri Anandpur Sahib, Mata Naina Devi, Jwala Ji, Chamkaur Sahib, and the Darbar Sahib to pay their respects. Furthermore, there is immense potential for medical tourism, as treatment abroad is considerably more expensive, leading many to seek medical care in Punjab. Mohali also has a thriving IT industry. I would like to request the Hon. Minister to initiate more international flights from the Shaheed-e-Azam Bhagat Singh Ji Mohali International Airport to various countries of the world.

Indeed, whether it's travel to the USA, Canada, Australia, Europe or England, increasing international flights from Mohali would not only benefit the nation economically but also significantly reduce the inconvenience and potential harassment faced by the people of our country during their journeys. Moreover, this would considerably alleviate the immense traffic congestion on National Highway-1 that

connects Delhi to the entire North India. As I have mentioned, the daily movement of approximately 10,000 taxis from Punjab to Indira Gandhi Airport, coupled with Punjab contributing a substantial 25 percent of the airport's annual passenger traffic, underscores the urgent need for this enhanced connectivity from Mohali itself. Therefore, through you, I would like to request the Hon. Minister and the Government of India to commence more international flights from the Mohali International Airport, named after Shaheed-e-Azam Bhagat Singh, to provide greater convenience to the people. The Government frequently expresses its desire to promote air travel. This is a necessity, a demand from Punjab, a need of the hour and a requirement for the nation also. It will benefit both the country and Punjab. Through you, I reiterate my request to the Hon. Minister to operate more flights from Mohali Airport.

SHRI VIJAY KUMAR DUBEY (KUSHINAGAR): Hon. Chairperson, Sir, thank you for giving me the opportunity to speak on the Civil Aviation Bill. I also commend the Hon. Prime Minister for the unprecedented contribution the aviation sector has made in the nation's progress and modern development under his leadership over the past 10 years. Until 2014, the number of airports was 74. In just nine years, this

number has increased to 148, and the Government aims to further expand this network.

Sir, under the 'Regional Connectivity Scheme', 469 routes connecting 74 airports have been operationalized. This has provided affordable air travel options to millions of Indians. The Indian domestic aviation market has grown very rapidly and is credited with becoming the third largest domestic aviation market in the world. India is now the third largest domestic aviation market after the United States and China. With the continuous increase in the number of passengers, Indian airlines are planning to expand to new areas. The aviation sector, which was previously limited to a few people, is now reaching the common man of the country under the leadership of the Hon. Prime Minister.

Under the leadership of the Hon. Modi Ji, the Ministry of Civil Aviation of the country has achieved significant milestones over the past 10 years. However, amidst these growing strides in the development of the aviation sector, there exists one international airport that unfortunately appears to be facing a multitude of challenges today. This airport was built 22 years ago with the aim of tourism development of the Buddhist circuit area of Kushinagar. In a cabinet meeting,

during the difficult times of the Corona epidemic, Hon'ble Prime Minister Modi Ji not only just upgraded the status of this airport to an international airport but also it was inaugurated in a very grand manner in the year 2021. For the next four months, one SpiceJet flight operated from Kushinagar to Delhi and back regularly. For the next four months, flights became irregular and after that SpiceJet stopped the flights operation altogether by making the excuse of poor climate and non-availability of ILS facility at this airport.

I would like to draw the special attention of Hon. Minister of Civil Aviation that with the aim of connecting the Parinirvana Sthal of Lord Buddha in Kushinagar with dozens of Buddhist countries across the world, the Hon. Prime Minister got the international airport constructed with the aim of tourism development of the Buddhist circuit area. However, flights to the international destinations have not started till date, and domestic flights have also stopped completely whereas it is very much needed.

I would like to request the Hon. Minister that flights of major Indian Airlines companies like Indigo and Vistara must be operated from there to the major centres across the country. International flights should also be operated for countries like

Myanmar and Thailand etc. This will not only provide ease of transport and employment to the youth but will also help in achieving the aim of tourism development in the Buddhist circuit area for the purpose of which Hon. Modi ji had constructed this international airport. There is a loss of revenue worth crores of rupees per month in the form of security arrangements and salaries of employees.

I would like to make a suggestion that airports should be built and security should be arranged, but it is more important that regular flights should be operated from the airports built already so that there is no loss of revenue. The construction of airports provides employment opportunities in the form of taxis and hotels operations etc. Thank you.

[English]

SHRI DAYANIDHI MARAN (CHENNAI CENTRAL):

Sir, thank you for giving me this opportunity. The young Minister is not here, but we are very happy that the young and the dynamic Minister has been making a lot of efforts and trying to improve the civil aviation sector. ... (*Interruptions*) Okay, the Minister of State is here.

Sir, I read it that they are going to set standards for manufacturing. Yes, the young Minister is here. They are going to set standards for manufacturing. One wonders, in which part of India are we making civil aircrafts? Sir, I do not know right now whether this Act of 1994 is being renamed in Hindi or Sanskrit.

I only make this request to the Hon. young Minister. Sir, you are from the Telugu-speaking State. You are proud of Andhra Pradesh. You should have fought and used your might with the BJP and you should have named the Act in Telugu. We would have all appreciated it and welcomed it because Hindi is not alone the national language. Hindi is one of the languages and India is proud to have so many languages.

SHRI N. K. PREMACHANDRAN (KOLLAM): All the languages are national languages.

SHRI DAYANIDHI MARAN: Yes, Sir. We would have appreciated it. You, being a young and dynamic Minister, should have fought and named it in Telugu. In fact, constitutionally, we are supposed to name it in English. ... *(Interruptions)* You are only amending the Act. The 1934 Act is being amended. The Constitution allows you to make any number of amendments from time to time, which we need. You

do not have the facility, capacity or the capability to manufacture aircraft. We are dependent on two large countries. Which are those countries? One is the United States of America and the other one is France in Europe

America makes the Boeing aircraft and they set the standards. In fact, our DGCA is following the Federal Aviation Authority standards. They come and inspect whether we are following the standards or not. From time to time, they have come and told us that there are a lot of discrepancies in our aviation system.

Every time, the Ministers here, and before you also, have said that we are trying to update it; we are trying to do it. What is happening is no young blood is coming into the aviation system. Only the Ministers are young. But, if you see the DGCA, all retired people are being given extensions because of their experiences. They are sitting there.

Sir, you should bring young blood. What is the talent pool are you going to bring? Right now, you do not own any airports. The airports are not with you. You do not own any aircraft. All the aircraft are owned by the Tatas. So, what is it that you own? You can wriggle it.

We are asking what powers the Union Government has? They just ensure that no buildings come around the airport; no trees are planted. The job that the Union Civil Aviation Ministry can do now is to ensure that no one puts up a post, or plants a tree, or puts up a building etc.

18.00 hrs

Look at the pitiful side of yours, flight of yours. Once you were the Maharaja of India. But you wiped off Rs.68,000 crore. You sold it for Rs.16,000 crore. Today morning, you were answering very lovely.

[Translation]

HON. CHAIRPERSON: If the Hon'ble Members agree, the proceedings of the House could be extended till the conclusion of discussion on this Bill.

SEVERAL HON. MEMBERS: Yes sir.

[English]

SHRI DAYANIDHI MARAN: Today, the Hon. young, dynamic Minister was answering about Maintenance, Repair and Overhaul (MRO). Till Air India was with the Government of India, no discount was given for MRO, no discounts were given for maintenance or repair. The moment Air India was

sold to Tatas, Tatas are getting the benefits which Air India should have got. If you had given these benefits to the Air India earlier, we would have been in profit. But you made sure that you run the airline into losses and hand it over to Tata.

There was one young person, Captain Gopinath. He was welcomed by the middle-class people. ... (*Interruptions*) I am not yielding. ... (*Interruptions*) I want to speak about Captain Gopinath. ... (*Interruptions*)

[*Translation*]

HON. CHAIRPERSON: Dr. Nishikant Dubey ji, what do you want to say?

DR. NISHIKANT DUBEY (GODDA): Sir, I am saying that the Government sold Air India. But spice Jet was their own company. They must disclose at what loss they sold it.

[*English*]

SHRI DAYANIDHI MARAN: Sir, let him prove that it was owned by me. ... (*Interruptions*) Mr. Nishikant Dubey, this is a question of privilege. ... (*Interruptions*)

HON. CHAIRPERSON: Maran ji, please address the Chair. ... (*Interruptions*)

SHRI DAYANIDHI MARAN: Sir, my flow was stopped. They do not own any aircraft. Captain Gopinath was a dream of all the middle class people. This is because he said that he will bring the prices of airline tickets equivalent to the price of railway tickets. And he did it. See the Deccan Airways, that too from your State; he made a revolution. We all thought that the new Government, or whichever Government was there in the past 10 years will reduce the air fares. Today, the air fare is equal to train charges. I am talking about the Vande Bharat trains. This is because Vande Bharat train charges have increased very much. Today, you are just copying what is instructed by FAA. You are amending the Act because the European airport authorities want you to follow it. What is the genuineness in this? What are we doing? We are able to send our own Indian-made rockets to the Moon. But we do not have the capacity to make a single aircraft. China has its own aircraft manufacturing capacity.

18.04 hrs

(Shri Krishna Prasad Tenneti *in the Chair*)

Sir, this is for you. I am talking for you. I am talking for every Member. We are talking about having international

standards. You are a young Minister. I am asking you. Why is it that there is no Wi-Fi facility being provided to our people inside Air India? Inside Air India, no internet facility is there. While moving across the Indian terrain, you cannot access internet. This is what the consumer wants. At least, you take it up. The security agency in the name of national security will try and ensure that the Indian consumer will never get an internet facility in Air India. We travel from Chennai to Delhi. It is a two-and-a-half-hour flight. We really are cut off from what is happening around the society. Some people are travelling for more than two-and-a-half hours. I think, the common man needs it. Hosur is now coming up as a good MRO spot. Please ensure that Hosur is promoted. Do not transfer everything to Gujarat. Gujarat has got enough of it. I think, other States have to be satisfied.

Coming to the Chennai Airport, we are talking about a new airport. I think that the young, dynamic Minister should make a visit to the Chennai Airport and see how much of land is being wasted by the Airports Authority. On the left side and right side, we have Defence lands. Not a single person is there. Only wild trees are growing there. And you have petroleum or fuel containers for that thing which can be moved around. On

the right-hand side, we have residences for the workers. I know it is essential. You can shift those residences across the road where they have enough land. You can put 15 more aero bridges. That means you can expand the capacity. No Minister wants to do this for Chennai. I request you to please do that.

Even the Coimbatore airport was supposed to get into the international map. Till date, we are not able to do that. The unfortunate thing is that monopoly exists in Thoothukudi airport. What is that monopoly? There is a Thoothukudi airport where only one airline has the monopoly. It is the Indigo airline. No other aircraft is flying from there. The flight tickets go up to Rs. 25,000 for a propeller and it is full. Now, there is also a monopoly from Trichy to Chennai. Sir, you have to ensure that monopoly does not prevail in the sector. When you allow monopoly to prevail, prices increase, and the consumers get affected.

Sir, right now, you are only a policeman. ...
(Interruptions)

HON. CHAIRPERSON: Kindly address the Chair.

SHRI DAYANIDHI MARAN: Hon. Chairperson, Sir, I cannot say that you are a policeman.

You are only a policeman. You have a *lathi* with you. Please use that *lathi* on the airlines to reduce the price and increase facilities, and please do not use that *lathi* on the consumers.

Thank you very much.

DR. M. P. ABDUSSAMAD SAMADANI (PONNANI): Hon. Chairperson, Sir, thank you for giving me this opportunity to take part in this discussion.

Sir, considering the constraints of time, I would like to briefly draw the attention of the Hon. Minister and the Government to certain burning issues related to civil aviation, and especially, to our expatriate passengers from Kerala. I understand that the Hon. Minister is definitely aware of the drastic results and very serious effects caused by frequent strikes by pilots of certain airlines, resulting in cancellation of flights. I would like to request the Hon. Minister to have a serious look into this matter. Sir, what will be the fate of these passengers. If the flights are cancelled at the last minute, it will cause much disruption in the system and also, it will cause much hardships and sufferings to the passengers? It was often repeated that it has been frequently happening in the recent days.

Sir, through you, I would like to request the Hon. Minister to find an everlasting solution for these catastrophes. In the last recent months, many such flights were cancelled causing much sufferings to the expatriate passengers from Kerala. Sometimes it happens that the validity of the passport is over if the flights are cancelled at the last moment. Many people also lose their jobs. It happens that the return flights of many of these expatriates -- who have come to their motherland for vacations -- are cancelled at the last hour of their vacations. When their flights are cancelled, they are in a very difficult condition, and it happens that sometimes they lose their jobs.

Sir, in a very unfortunate recent event, a 40-year-old native of Kerala died in Muscat. His wife was not able to be by his side in his final hours as her flight was cancelled at the last moment, and she was unable to secure a flight ticket in the following two days. What will be the hardships? What will be the fate of that lady? I would like to draw the attention of the Hon. Minister to a very unfortunate thing. The family of the deceased approached the airline concerned for compensation. The airline refused to pay the compensation. I would like to request the Government that there must be a humanitarian approach, a passenger-friendly approach, and a consumer-

friendly approach with regard to the civil aviation. There is no accountability; there is no humanitarian approach; there is no passenger-friendly attitude. The passengers are put to trouble. There is no compensation for them. It is against any kind of international laws in denying their compensation.

Sir, again, I am coming to the problems faced by our expatriates from Kerala. They face very great difficulties in transporting the bodies of the deceased from foreign countries to our motherland. Efficient and expert processes have to be introduced especially for expatriates from Kerala. They are badly affected. Hon. Minister, there must be a system and a device must be evolved for improving the storage and cargo facilities and logistic issues need to be addressed.

With regard to the expatriates from Kerala, their contribution to the public exchequer is very valuable. It is very, very precious. But still, their problems remain unresolved in spite of repeated appeals from Members of Parliament and the organisation of the expatriates who are working abroad. Sir, a large number of expatriates are employed as labourers in middle and low income groups. But the excessively high air fare is unaffordable for the expatriates. So, there must be an urgent Government intervention. I do not know why the

Government is not intervening in this matter. The field is left to the airlines. They are free to do whatever they want to do. Sir, in the entire world, there is a general principle: when there is more demand, the rate has to be reduced. When there is demand during vacation days and festival days, these airlines increase their air fares.

HON. CHAIRPERSON: Please conclude now.

DR. M. P. ABDUSSAMAD SAMADANI: Sir, I am concluding within two minutes. We want more seats and additional flights for Kerala. Bilateral discussions need to be held and agreements have to be signed especially with GCC countries. Recently, at Mumbai Airport, there was an incident of two aircraft coming in the same runway, which is very surprising. It is a very, very serious event. It has raised serious question of safety concerns.

Finally, I would like to congratulate the Minister for bringing in RTR examination under DGCA. It is a good move. We support it. I urge that there should be more scientific and undefective methods for the aspiring pilots. The examiners have to be trained. They are not as much trained as they should be. I would like to request the Hon. Minister to consider it.

Once again, I would like to draw the attention of the Minister to the fate of the expatriate passengers, their sufferings caused by the last-minute cancellation of flights and high fare rates. Thank you, Sir.

HON. CHAIRPERSON: Shri N.K. Premachandran. Sir, have you already spoken?

SHRI N. K. PREMACHANDRAN: No.

HON. CHAIRPERSON: Sir, I will call you later. Dr. Rajkumar Sangwan.

[Translation]

DR. RAJKUMAR SANGWAN (BAGHPAT): Hon. Chairperson sir, I thank you for giving me the opportunity to speak on the Indian Aircraft Bill, 2024. I stand before this House to support the Indian Aircraft Bill, 2024. This Bill will prove to be a milestone for our aviation sector. Air transport is one of the important and basic infrastructure for the development of any country. It is a sector which directly and indirectly affects the economy and employment generation.

Hon. Chairperson Sir, the success of this sector mainly depends on factors such as facilities provided to the passengers and their safety. In our country, the Ministry of Civil Aviation operates air transport keeping in view the Aircraft Act, 1934;

the Aircraft Rules, 1937; the Airports Authority of India Act, 1994 and International Civil Aviation Convention (Chicago Convention), 1944.

Sir, it is very important to update the law for the safety and convenience of passengers in accordance with the time, technological changes and requirements. The Bharatiya Vayuyan Vidheyak, 2024, a Bill brought by the Ministry of Civil Aviation, aligns with the need of the hour. This Bill removes the ambiguity of the Act of 1934, fulfills the safety and facility requirements of passengers in accordance with the international standards, and provides simple and clear provisions for the competitors to conduct business in the civil aviation sector at present. This Bill focuses on resolving the issue of extra time taken in travel. The Bharatiya Vayuyan Vidheyak, 2024 not only meets the needs of the present but also provides solutions for future challenges. This Bill supports the 'Make in India' and 'Atmanirbhar Bharat' initiatives of the Government. It provides the capability to encourage manufacturing in the aviation sector.

Sir, just a while ago, Shri Rajiv Pratap Rudy addressed the House. He has experience in the Legislative Assembly, the Lok Sabha, flying aeroplanes as well as running

the Civil Aviation Department. While he was addressing the House, it was evident that he has extensive experience. We enjoyed listening to him. During his address, he reiterated his demand for the construction of a new airport in Patna. My Lok Sabha constituency, Baghpat along with one of my Assembly constituencies is part of Meerut. Meerut, is the land where the initial spark of freedom was ignited during the 1857 revolution. Meerut is home to significant historical sites like Hastinapur from the Mahabharata period. Meerut is an international center for the sports industry. Many prominent international cricketers use bats made in Meerut. We have an airstrip there but there is no air service.

Sir, since the Hon. Minister of Civil Aviation is present here, through you, I would like to urge him that Meerut is a significant place and there is a need for air services for districts like Bijnor, Saharanpur, Muzaffarnagar, Shamli, Meerut and Baghpat but there is no air service. If the airstrip is upgraded even to allow small aircraft operations, I believe that the local population will be benefited. It is also noteworthy that this Bill gives meaning to the concept of 'Make in India' in the field of civil aviation. I support this progressive Bill and congratulate

the Hon. Minister of Civil Aviation, Shri Kinjarapu Rammohan Naidu, for introducing this Bill. Thank you.

SHRI RAMESH AWASTHI (KANPUR): Hon. Chairperson Sir, thank you. I am grateful to you for giving me the opportunity to speak in India's supreme democratic temple. For the first time, I have been elected as a Member of Parliament. Therefore, I am very excited and also feel honored to have the opportunity to express my views on the country's progress and at the same time, I would like to express my gratitude to the revered people of my Lok Sabha constituency, Kanpur, and to my fellow workers of the Bharatiya Janata Party, who elected me as their Member of Parliament and sent me here.

Sir, before I speak on the Bharatiya Vayuyan Vidheyak today, I would like to salute the vision of our Hon. Prime Minister, Shri Narendra Modi wherein he not only has envisioned but also materialized the idea of even common people being able to travel by air. Today, not only our country, but the entire world knows that Narendra Modi is the only leader who says, 'the dream is yours, and the resolution is ours.' He has done what he has said. That is why today even a poor person has succeeded in traveling by air. Therefore, I would certainly like to say two lines about him.

I feel these lines perfectly suit our esteemed Prime Minister.

*Khud se jeetne ki zid hai meri
Mujhe khud ko hi haraana hai
Mein bheed nahi hu duniya ki,
Mere andar hi zamaana hai.*

Sir, it is indeed the vision of our esteemed Prime Minister that air travel in India has become accessible to the common person, just like trains and buses. Earlier, people in India only heard about airlines shutting down but now the situation has changed and new air services are being established to make flying accessible to citizens. The Hon. Prime Minister had initiated a new era of civil aviation in India during his first term itself. India is a country deeply connected to religious traditions. Airports have rapidly become crucial links to various spiritual destinations. In the year 2023, domestic air traffic witnessed unprecedented growth. This surge reflects a broader trend where religious tourism has gained significant momentum. To make air travel accessible to the common person, the Government has opened many new airports in the last 10 years. Civil aviation sector is progressing towards

advancement. It folds even more potential in it. I support this Bill.

Sir, it is indeed heartening to note that the RCS scheme is being adequately funded with the allocation of ₹502 crore for this significant initiative. This commitment particularly demonstrates the Government's dedication to enhance connectivity in the Northeast region which is crucial for regional integration and economic development.

Sir, I would like to commend the Ministry of Civil Aviation for its excellent work, especially for the RCS-UDAN scheme (Regional Connectivity Scheme - Ude Desh ka Aam Naagrik), which was launched in the year 2016 and has connected less-served and untouched routes as well.

Sir, the progress made in the field of civil aviation is remarkable. In line with the esteemed Prime Minister Modi's vision for digitalization, the Government has made impressive progress with the Digi Yatra project.

Sir, I would like to draw your attention towards my Parliamentary Constituency, Kanpur. Kanpur is the most populous city in Uttar Pradesh. Its population is over 50 lakh. During the British rule, Kanpur was known as the "Manchester

of the East." Kanpur was among the top five major cities in the country. However, Kanpur did not receive everything it deserved. Since our double-engine government came to power, the wheel of development in Kanpur has moved forward. We need to further accelerate this momentum. Smaller cities in India have progressed to the category of developed cities, but Kanpur is still awaiting its path to development.

Sir, along with bus and rail facilities, air travel is also very important for any developed city. However, Kanpur did not have a civil airport until now. There was a defence airport here, from where regular air service could never become operational which significantly impacted business in Kanpur. To meet the needs of Kanpur Airport, I am confident that the Hon. Minister of Civil Aviation will prioritize enhancing the air facilities at Kanpur. First of all, there is a need to start the night landing system. Secondly, currently, the airport has only one shift of ATC staff. This arrangement does not provide continuity in air services. So, there is a need to double the ATC staff shifts. Upgrading the Air Traffic Control (ATC) system is important. The control of the ATC system is under the Ministry of Defence. Therefore, I request the Hon. Minister of Defence to direct the Ministry of Defence to keep the ATC system

operational 24 hours so that the night landing system can be started at Kanpur Airport and the number of flights can be increased.

Hon. Chairperson, while concluding my speech I would like to submit that the Hon. Prime Minister has taken the resolution of Vikist Bharat (developed India) by the year 2047. The progress of the Civil Aviation Department is of special importance in the achievement of this goal because the people of India may connect to the world inside and outside the country only through solar air services.

Hon. Chairperson Sir, thank you very much for giving me this opportunity.

[ENGLISH]

***SHRI SELVARAJ V. (NAGAPATTINAM):** Sir, Vanakkam. Thank you for the opportunity. I extend my thanks to the voters of Nagapattinam Parliamentary Constituency and the people of Nagapattinam and Tiruvarur Districts of Tamil Nadu. Kodyakkarai, Kodyakkadu, Thopputhurai are the places situated in my constituency. Therefore, from one corner,

* English translation of the speech originally delivered in Tamil.

‘Kodi’, from a shore ‘Karai’, and from one ‘Thurai’, a harbour, I am speaking in the discussion on the Civil Aviation Bill. I am a Member of Parliament asking for aeroplane services coming from ‘Kaadu’, meaning a forest. That is why we insisted on 100-day employment guarantee scheme. When I went for expressing thanks to the voters of my constituency, the people of the rural areas, especially the ordinary people, the working-class, with tears in their eyes, were asking for implementation of the 100-day employment guarantee scheme. That is why, we are asking for increasing the funds meant for MGNREGA besides increasing the man days of work given under this scheme.

We have a young Minister. Not only the Cabinet Minister is young, the Minister of State is also young. Both the Ministers are young. As the aeroplanes fly faster, maybe, it looks like these young Ministers are appointed to cope up with this speed. I wish they worked efficiently. As mentioned by my colleague Hon. MP Shri Sachithanantham, Air India was made as a PSU by Jawaharlal Nehru by getting it from JRD Tata. Today we sold that Air India to Rattan Tata. We purchased from JRD Tata, the grandfather and sold it to Rattan Tata, the grandson. This is today’s situation. Today the Indian Government does

not have a single aeroplane. We were not having any aeroplane for safely rescuing the people, students and others from war-affected areas, during the Russia-Ukraine war. We were told that as MPs we would be given flight tickets for travelling to Delhi from our constituencies and back to home. As we do not have the Government aeroplanes to fly, we are travelling by any airlines, producing the ticket and making the claim for the same. This is the situation as of now. I request for a direct flight service from Delhi to Trichy. This becomes difficult as we have only one Indigo flight from Delhi to Trichy. There is only Indigo flight. I am saying my experience.

Our colleague Rajesh Ranjan, MP spoke about the exorbitant prices of food and other items sold in airports. I agree to what he said. Particularly I came by flight on Monday. While coming I boarded at Trichy at 6.25 am. I reached Chennai by 9.05 am. But there was an announcement for the flight being delayed from Chennai. It was scheduled to take off at 10.40 am, then 11.30 am, and at last it took off at 12.15 noon. I had to wait for five hours and 15 minutes at Chennai Airport. When I asked for four pieces of Idli, the cost was Rs 400. This is the prevailing situation.

I, therefore, urge for increasing more number of direct flights between Delhi and Trichy. There are many MPs who will be benefitted by this flight service such as myself as MP of Nagapattinam Constituency, MP from Perambalur, MP from Trichy and MPs of other nearby constituencies. Nagore is a famous place in my constituency. Muslim minority people have their Dargah here in Nagore. Velankanni Church is there where the Christians from all over the country come and pray to Annai Velankanni, the mother. Similarly, near Karaikal, we have Thirunallar which has a Hindu temple being worshipped by Hindus in large numbers. There are several Hindu temples all around. Nagapattinam is a special constituency having people of different faiths and religions. I, therefore, urge that an airport should be set up in Nagapattinam or Tiruvarur for the benefit of people living in Mayiladuthurai, Nagapattinam and Tiruvarur Districts of Tamil Nadu. My constituency has many coastal areas. Therefore, I request you to provide protection centres in my constituency to protect from cyclones affecting my constituency. Thank you. Vanakkam.

***DR. D. RAVI KUMAR (VILUPPURAM):** Sir, Vanakkam. This Amendment Bill is introduced by repealing the 1934 Act. When I looked into the details of the Bill, I came to know that the intention of the Government is to just change the name in Hindi and Sanskrit without making any major changes in the content of the Bill. This Government is following the same approach as it was following earlier. They renamed the Criminal Procedure Acts in Hindi and Sanskrit. Even after we stated this as unconstitutional, they are very particular, and they continue to change the names of such Acts.

While talking on this Bill, I also want to raise some of the demands pertaining to my Villupuram Constituency. During the 17th Lok Sabha I raised about this issue. It was about an airstrip which was set up during the time of the Second World War in Ulundurpet. This airstrip remains the same. I urge that an airport should be set up here under the UDAN Scheme. During the previous term of Lok Sabha, I was told that this Ulundurpet airstrip was included in the list of UDAN airports, but there was no further action in this regard. First, they said they had issued licence for Neyveli. Since it is coming in Neyveli, Ulundurpet may not be considered. But to my

* English translation of the speech originally delivered in Tamil.

surprise, the airport was not at all created in Neyveli. If you provide an airport in Ulundurpet, it will benefit the neighbouring Trichy, Kallakurichi, Viluppuram and other districts of Tamil Nadu. As there is an availability of a runway and sufficient land in this Ulundurpet area with adjoining highways, it becomes a natural choice for creation of an airport. I, therefore, urge upon the Hon. Union Minister for Civil Aviation, through you Sir, to provide an airport at Ulundurpet. There is an airport in Puducherry. But the flight services are less in number. Flights are only operated from Hyderabad and Bangalore to Puducherry. If the flights are operated between Chennai and Puducherry, hundreds of tourists will be benefitted. Puducherry has become a tourist destination. During Saturdays and Sundays several thousands of people from States like Karnataka, Kerala and Andhra Pradesh visit this place. Therefore, I urge that the current airport in Puducherry should be expanded. Tamil Nadu has to provide the land for the expansion of Puducherry airport. There were talks held between both the Governments of Tamil Nadu and Puducherry and the Government of Tamil Nadu has agreed to provide land for expansion activities. The Hon. Minister is very well aware of this place. He has a better understanding about

Tamil Nadu and Puducherry. Therefore, I urge that he should take action in carrying out expansion activities in Puducherry airport which will definitely benefit the people of this area. Besides passenger traffic, it will also help in freight operations and ensuring industrial development of this area. Due to the efforts of the Hon. Chief Minister of Tamil Nadu, so many industries have come around East Coast Road in Tamil Nadu. Particularly in Marakkanam, the efforts are on to create a harbour. If you take forward the expansion activities in Puducherry airport, that will definitely benefit Tamil Nadu and Puducherry together. Therefore, I request you to do this favour.

Many Members here spoke about the airfares. While booking tickets, it shows one fare, for instance. as Rs.30,000. But once we go for booking, within seconds, it is, for instance, showing as Rs.60,000. This is a huge difference. Through the Artificial Intelligence (AI), these companies have designed their system in such a way that if there is more number of searches or demands for a particular service, the prices get inflated. The Hon. Union Minister should take action in order to control such immoral practices. Almost all MPs, who spoke here, have flagged this issue.

Another issue is relating to flight delays. This Amendment Bill talks about compensation. But we need compensation for delayed flights from these airline companies. Time is of essence. We cannot get back the precious time once it is spent. If an MP had to wait in an airport due to a delayed flight, the time lost by that particular MP cannot be given back to him. Therefore, I urge that keeping in view of the precious time of passengers, there should be compensation provided by these air operators if there is any delay beyond the scheduled departure. I urge that the Hon. Minister should take appropriate action needed in this regard. Thank you.

SHRI N. K. PREMACHANDRAN (KOLLAM): Thank you very much, Sir, for affording me the opportunity to take part in the discussion on the Bharatiya Vayuyan Vidheyak, 2024.

Sir, I rise to support the contents of the Bill in full but strongly oppose the title of the Bill as it is in Hindi whereas the contents of the Bill are in English. At the time of the introduction of the Bill, I had made an observation and I opposed the introduction of the Bill on the ground that Article 348(1)(b) is very clear that the authoritative text of the Bill shall be in English. That is a mandatory provision in the Constitution. But unfortunately, this Government is not complying with the mandatory provision of the Constitution, thereby, violating it. They have again done the same thing in the case of the IPC, the CrPC, and the Indian Evidence Act. But here, the entire content of the Bill is in English, but unfortunately, only the title alone has been changed. I do not know what is the logical reason by which this is being done. I have already explained it at the time of the introduction of the Bill. I am not going into the details. I feel that this is a deliberate attempt on the part of the Government by indirectly imposing Hindi on the non Hindi speaking States and people belonging to South India.

Coming to the Bill, I fully congratulate the Hon. Minister. He is very dynamic. Everybody is saying this. Today, the Hon. Speaker also congratulated him the way in which he is answering in the Parliament. His performance in the Parliament is very good. We hope and expect that the performance in the Parliament should be reflected in the performance in the Ministry also. Let the Minister take that initiative. Definitely, the entire House will be with you. The Civil Aviation sector is getting much importance. Even the common man is able to travel by air. In such a situation, definitely, a lot of things can be done in this area.

Coming to this Bill, there is nothing new to oppose in this Bill as it is replacing and re-enacting a 90-year-old law, that is, the Aircraft Act of 1924. This Bill is a legislative initiative aimed at comprehensive reenactment of the Aircraft Act of 1934. This is an accepted fact that we are bound by the provisions of the international conventions and agreements. We know that India is a signatory to the Chicago Convention of 1944. Therefore, it is an obligation on our part to harmonise our legislation with the standards recommended by the international reputed agencies.

Further, the importance and significance of the Bill is that it provides enabling provisions for design, manufacturing, and maintenance of aircraft. Further, this Bill is providing statutory authority to the Director General of Civil Aviation, Bureau of Civil Aviation and Security, and Aircraft Accident Investigation Bureau. These three agencies are having a pivotal role in providing safety and security to the passengers as well as the aircraft as a whole. These three organisations are being mentioned in the discussion, and so many provisions are there in the Bill dealing with all these three organisations.

I am raising a specific issue. I would like to draw the attention of the Hon. Minister to the Aircraft Rules. There is the ICAO (International Civil Aviation Organisation) Document 10147, 2023. This is the document, that is, International Civil Aviation Organisation Document 10147, 2023. This is to be implemented by all the nations by 1st January, 2023. Every country, which is a signatory to the document, is bound by the document. They have to implement a national framework in handling the dangerous goods; they have to have an industry standard; and there must be a Regulatory Control Board. These are the essential requirements so as to comply with the

International Civil Aviation Organisation Document 10147. This is in respect of the safety and security aspect.

The standard is also well-mentioned, and in order to achieve the safety and security of the passengers, in regard to aircraft, airport and everywhere, definitely training is very mandatory. Updated skilling and training should be provided to the employees/staff who are engaged in all of these activities. The standard is competency-based training and assessment, which is highly required according to the International Civil Aviation Organisation Document 10147. So, training programme of airlines is required. All the airlines are responsible for ensuring the safety according to this document.

I would like to ask a question to the Hon. Minister. I do not know whether it is by virtue of this document or by other means, but you have issued the Civil Aviation Requirements (CAR) on 25th January, 2023, and you have completely neglected the CBTA functions. The CBTA functions are not defined. The eligibility, content management, stakeholders' responsibility, the depth and the level of training and also the standard of assessment portfolio -- nothing is being well-defined. Actually, the CAR is not in accordance with the document about which I have repeatedly mentioned earlier. So,

I would like to seek a clarification or an answer from the Hon. Minister regarding this because in order to achieve the safety and security of the aircraft, of the passengers, and of the airport, definitely these requirements have to be complied with in accordance with the document that I have mentioned earlier.

I would like to draw the attention of the Hon. Minister to a couple of issues more. One is regarding the airline online ticketing hidden charges. When a passenger books a ticket online, a convenience fee of Rs. 300 to Rs. 350 is charged per head by the airlines. Why is it so? When the passenger looks into the fares, the convenience charges are hidden, and it is reflected only after entering the passenger details and at the time of making the payment. Why is this convenience fee being charged from them? The fact is that the airline is saving the commission paid to the travel agents when a passenger books the ticket online. Why is the convenience fee being charged from them? When Air India was under the management of the Government of India, the convenience fee was not applied while booking a ticket. If you compare with the railways, there is also no convenience charge collected while booking the ticket online. So, my second question to the Hon. Minister is this. Why is there this additional burden on the passengers

when the airlines save the agents' commission, when the passengers book tickets online?

Sir, I have only two more simple points. The next point is regarding the User Development Fee (UDF) at the airport. The UDF is collected to cover the revenue shortfalls and to ensure fair returns to the airport operator. Recently, the Trivandrum Airport's UDF was enhanced as approved by the Airports Economic Regulatory Authority. When the UDF was introduced, it was only applicable to the embarking passengers. But now it is made applicable to the disembarking passengers also. The disembarking passengers normally do not use any amenities at the airports. On the other hand, you can see that when a passenger comes out from the aircraft and reaches the airport, he or she is rushing to go out of the airport at the earliest. This is the usual trend. In spite of collecting the UDF, we see that a number of passengers are queuing up in most of the airports. So, my third question to the Hon. Minister is this. Why is the UDF charged from the disembarking domestic passengers?

Coming to another issue with regard to Air India's negative attitude towards the State of Kerala -- my learned friend, Mr. Samadani has also just drawn the attention to it --

Air India has withdrawn almost all its operations from the Kozhikode Airport. Air India is not operating any international flight from the Trivandrum Airport which was an international airport declared since long and it is sensitively a very important airport in spite of the potential of this airport for catering to the international passengers.

Another point is regarding the handbag rules. There should be a common handbag rule for airlines. Most of the airlines allow seven kg handbag, and a laptop to be carried free. This is a practice followed for years. Now, certain airlines, like Air India Express, weigh the laptop also. The passengers are facing difficulty at the airport due to this act of the airlines. There should be a common rule for all the airlines.

My last point is regarding the aviation security. The expenses incurred on the security at the airport are also charged on the passengers as Passenger Service Fee and, still, the passengers are being held up in long queues for security check due to shortage of x-ray, screening machine facilities, and shortage of staff.

When the airports are privatised, the passengers are more burdened and the airports that operate the flights are getting the profit. That has to be looked into. Passenger safety, amenities,

and their security have to be given prime importance. With these words, I conclude and I support the Bill.

ADV. GOWAAL KAGADA PADAVI (NANDURBAR):

Sir, I would like to say that the Bill does not propose anything new. It does not propose the creation of any new body. The DGCA, BCAS and the AIB still exist. There is a provision regarding emergency powers of the Central Government for protecting public health and the manner of paying compensation. There is nothing new in this Bill about that also.

Let us address the elephant in the room. The definition of the Short Title and the Long Title of the Bill is Bharatiya Vayuyan Vidheyak. A senior colleague of mine sitting next to me was discussing aircraft but he was not able to understand the title of it. From the legal ramification, I would like to say to the Hon. Minister that when you use the title 'Bharatiya Vayuyan Vidheyak', you use 'Vayuyan' but in the English definition, you define only 'aircraft'. You do not define 'Vayuyan'. There is a legal problem. So, you have to define 'Vayuyan' also. You have redefined aircraft and you have removed balloons, airships, gliders, kites and flying machines. Where do you plan to include these gliders, airships and flying machines, if not in this definition?

Sir, I would also like to discuss Section 9 of this Bill which says that the Central Government can have a say over the order of the Director General of Civil Aviation whenever they want. If the Director General of Civil Aviation is issuing certain orders or notification regarding the security, and the Central Government as per their whims and fancies change it, there will be some security lapse. I would request the Hon. Minister to clarify that issue.

I would like to discuss certain issues. There is a penalty on obstruction. There are obstructions in and around the airport due to structures for which there are strict restrictions. These structures pose grave danger to the aircraft and hence should be demolished or cleared at the earliest. Just a penalty would not be sufficient.

Some years ago, there was an air crash at the Mangalore airport. The inquiry reveals that it was due to the design of the airport, which was a table-top design, the air crash happened. It was recommended that there should not be table-top airports in the country. About a month ago, an aircraft crashed in Nepal also. There also, it was a table-top design. My advice is that we should avoid the table-top design of the airport just like Goa airport.

There should be a push for the PSUs like HAL, NAL etc., which would have a well-settled infrastructure for manufacturing and securing MRO of aircraft. The Government should support the PSUs and not hand over everything to the private companies. I would like to request that we should encourage setting up of MRO facility considering the huge unemployment among the educated technical staff. We have to have standards in line with international standards like ICAO and FAA. Today, the Civil Aviation Minister said that this FAA is as per the European standards which apply everywhere. So, I would like the Hon. Civil Aviation Minister to reconsider that issue. I have spoken on the Bill but I would like to give certain advice to the Minister. The Government should regulate the airfare so that the middle-class and the poor people benefit. Sir, it is a compulsion, sometimes one has to travel. It is not a luxury. So, they should just re-consider that as well.

Sir, I would like to mention that Kolhapur airstrip is very thin. It is because of Kolhapur airstrip being very thin, Boeing and Airbus cannot land over there. So, I would like you to reconsider that. The Gondia airport has been going under construction for five years to six years. It has still not run into operation. So, kindly look into that as well. Also, I would like

to speak about two airports in Goa. There are two airports in Goa, that is, Dabolim and Mopa. There is a problem there. Almost 4.3 lakh people use Dabolim airport. They have access to the Dabolim airport. My request is that both the airports should be made operational.

I would like to recite just one poem in the end and nothing else.

[Translation]

Aasman mein hamari Shakti ka prateek bane vaayuyaan,
Use janjeeron mein mat baandhiye, mat rokiye uski udaan.
Satta ke Dabaaw mein na dabe, unchaa kad naa jhuke.

Har naagrik kahe, aazadi ke pankh na rukein.

This Bill should have such power which is in the interest of the country, people and their progress. With these words, I conclude my speech.

SHRI PRAVEEN KHANDELWAL (CHANDNI CHOWK): Sir, I rise to support the Bharatiya Vayuyan Vidheyak.

The aviation sector in India was being regulated by the Aircraft Act of 1934 till now. It is 90 years old. The aviation sector was in a different position during the years 1934 to 2013. During the last decade since Hon. Prime Minister Shri

Narendra Modi came into the power in the year 2014, the aviation sector has moved to a new dimension. We all know that the aviation sector is a very important part of the country's infrastructure. During the last decade, everyone has realized the importance of the aviation sector. Air traffic is increasing, air passengers are increasing. In view of that and the development and growth of the aviation sector, a modern and efficient regulatory framework is needed. Therefore, the introduction of this Bill is very necessary in itself. I appreciate the vision of Hon. Prime Minister Shri Narendra Modi and congratulate Minister of Civil Aviation Shri Ram Mohan Naidu for introducing such a good Bill. This Bill will prove to be a milestone for the aviation sector of our country in the future. It is essential to enhance the safety standards with the increase in air traffic. Technological advancement is also essentially required. For that, advanced navigation system, may be adopted and efficient air traffic management is taken care of to provide solution for greener aviation. In this scenario, this sort of Bill is needed. As the air passengers are increasing, there is a need for a supportive customer service mechanism accordingly. Therefore, this Bill is needed. If clear guidelines for customer service are required to be framed, then this Bill is

needed. Our planes emit carbon in large quantity, if its environmental impact is to be mitigated, then this type of Bill is needed to adopt eco-friendly technologies.

Sir, I support this Bill because this Bill will modernize the aviation sector of India, simplify the regulations of civil aviation and ensure the growth of our aviation sector also. After passing of this Bill, India will be able to meet the guidelines of the International Civil Aviation Organization, due to which we will be able to adopt the system in a better way across the world. There is a provision for the Bureau of Civil Aviation Security in this Bill. Today, passenger security is a big issue and after the constitution of the Bureau of Civil Aviation, we will be able to measure security to a great extent. Similarly, a provision for the certificate and license of radio telephone operator has been made in this Bill, which will enable us to adopt international telecommunication standards in India. Appeal against regulatory decisions, can be made, which is going to extend a major benefit to our consumers. Through this Bill, a framework for comprehensive aviation security will be created. A bureau of independent aircraft accident investigation will be established. DGCA will become the primary regulatory

authority and will be able to implement the provisions of penalty on enforcement in a better way across the country.

Hon. Chairperson Sir, I would like to make three or four requests to the Hon. Minister. There are a large number of cities across the country, having trade hubs but still lack is no air connectivity. I would request the Hon. Minister to identify such cities and provide air connectivity to these cities. We all know that it is very important to control the arbitrariness of airlines. They are charging high, but are not providing facilities. I would even say that the operational airlines, sometimes treat customers worse than a beggars. I am hopeful that after the passing of this Bill, the Hon. Minister will definitely formulate standard operating procedures to check the behaviour of airlines towards customers. I would like to make a request regarding Delhi. There is a lot of traffic in Delhi, so it has become difficult to walk on the road. I request that possibilities should be explored to run air taxis in Delhi. A large number of people living in Delhi understand the value of time. Instead of plying by road, it is better to run small air taxis, which will enable us to work in a better way in Delhi. Initially it may be for a particular class, but if it is adopted then other classes will also be benefited certainly in future. I would definitely offer

chaat pakodies of my Parliamentary Constituency Chandni Chowk to Hon. minister for the steps taken by him to improve this sector. I believe that the Hon. Minister will definitely accept our requests. I fully support this Bill. I am grateful to you for giving me the opportunity to speak.

19.00 hrs

SHRI HANUMAN BENIWAL (NAGAU): Hon. Chairperson Sir, Bharatiya Vayuyan Vidheyak, 2024 is being discussed in the House today.... (*Interruptions*) Sir, according to this Bill, this Act regulates many activities related to aircraft, such as manufacturing, ownership, use, operation and trade. Through this Bill, the Government is intending to amend the 90-year-old Aircraft Act, 1934, which is a part of the International Agreements.

Hon. Chairperson Sir, the Government has stated in the objectives and reasons of the Bill that the Aircraft Act, 1934 has been amended several times to increase security, surveillance and to meet the requirements of the growing aviation sector and to make the provisions of International Agreements effective.

Hon. Sir, as per the Government, this Bill has been brought to remove the confusion and ambiguity created due to various amendments carried out during the period of 90 years for the stakeholders and to remove certain provisions that have become redundant. Through you, I would like to urge the Hon. Minister that though they are making changes, which is a good thing, but the way they have increased the interference of private companies in the aviation sector, especially the way they have privatized airports, it seems that they are amending the law that has been in effect since the British era, but do not want to change the British style system. My demand is that they should change this thing.

Hon. Sir, there can be many types of problems related to the aviation sector, which affect various aspects of this industry. The safety of aircraft is of paramount concern. Technical faults, lack of maintenance and pilot errors can cause serious accidents. The cost of manufacturing and maintaining an aircraft is very high. Apart from this, increase in fuel prices and decrease in passenger numbers during economic recession can also create financial crisis.

Hon. Sir, aircraft operations cause carbon emission, which contributes to climate change. I urge the Hon. Minister to pay

attention to the noise pollution also, which is a problem for people living near airports.

Hon. Sir, different countries have different rules and standards in place for aircrafts, which makes it difficult to operate international flights. Complexities in regulatory compliance can also become a hindrance for the industry. In such a situation, how will these difficulties be overcome after the implementation of this Bill that the Government has brought?

Hon. Minister Sir, the shortage of pilots, technicians and ground staff is a big concern in our country. Many of these posts are vacant. There is a need for proper training and skilled human resources in this sector, which they need to pay attention to. Continuous efforts and innovations are required to solve these problems, so that the aviation industry can become safe, economical and environmentally sustainable.

Hon. Sir, I would like to tell the Hon. Minister that land acquisition for airports is a complex problem. Many agitations take place due to this. Police lathicharges agitators. Affected people do not receive houses. They also need to pay special attention to the problems of farmers and people living in

populated areas affected by land acquisition. They also need to pay special attention to the problems of farmers and people living in populated areas who are affected by land acquisition for airports, because if we are building something new, then people should not lose their homes. The Government should make arrangements for their proper rehabilitation and increase other facilities so that the people can benefit.

Hon. Sir, I would like to tell the Hon. Minister that air ticket prices are increasing uncontrollably on the routes where airlines are operating the maximum number of flights. There is a huge difference between the minimum and maximum air fares. In such a situation, passengers are facing a lot of trouble due to this. Especially during holidays and festivals, airlines increase the fares arbitrarily. There is a need to put a check on this.

Hon. Chairperson Sir, since we are talking about the aviation sector, through you, I would like to tell the Hon. Minister that Alliance Air is a Government company. The Government should take cognizance of the condition of its top management's office, how arbitrariness rules there and salaries are being increased in irregular ways. Even those who are not reporting for duty are being paid salaries. Some people had also

sent a detailed complaint of this entire matter to his office through email, but perhaps he did not pay attention to it. The Government also provided budget to get some air planes of this airline repaired. Despite this, they are not being repaired. They should pay serious attention to this issue. The flights do not run on time and delays one to one and a half hours. Hon'ble Minister is a young person. He will definitely pay attention towards my concerns.

Sir, today the Hon'ble Minister is planning to bring changes to the older law but there is not even domestic connectivity available from various airports in my home State Rajasthan. We have to go and take flights from Jodhpur, Bikaner or Kishangarh while coming from Nagaur despite there being two Ministers in the Government from Jodhpur and Bikaner. Many a times, the flights do not fly from there at all. The Government has increased the number of flights from Bikaner but the services remain suspended for months, upto six months at a stretch on occasions. How shall the number of flights increase with these conditions? The number of domestic flights from here for other places should also be increased. Rajasthan is an important State of the country from tourism

point of view. The Government will have to improve connectivity here to promote tourism in the State.

At the same time, the prices of eatables at airports should be kept under check. I would like to urge the Hon'ble Minister to also bring changes at ground level when changes are being introduced in the law. The condition of older air strips should be improved and the increasing tendency of privatisation of airports should be stopped.

The recent accident which took place at Terminal-1 claimed life of one person. You had visited the accident site also. I would like to request you to seek complete report in this regard. Strict action should be taken against the guilty so as to prevent recurrence of such accidents. I came across a report according to which about 16 crore people are likely to undertake domestic air travel during the year 2024 out of which three crore people will be first time air travellers. The annual number of persons travelling by air in the country can reach up to 30 crore by the year 2030. The reach of Indian aviation is likely to touch 10-15 percent with 30 crore domestic passengers every year by the year 2030 and is going to be a potential significant market.

Hon'ble Chairperson Sir, I would like to particularly urge the Hon'ble Minister to focus on other underdeveloped areas of the country, the older airports, decisions regarding locations of new airports, maintenance of and ensuring facilities at existing airports and ensuring benefits of all these for the common people regarding which the Hon'ble Member from Purnia has also spoken. He had also spoken about making provision of special concession for patients suffering from serious diseases in case of any requirement of transporting them in emergency situations. We will also have to think about ways to help out students with poor financial conditions going to appear for an examination like UPSC or some Services of a State to a far off centre and his train gets cancelled or does not get reservation in train and wants to utilise services of air travel. We have to enable and afford air travel for the common and poor people also. The Government has to improve on this front. The Hon'ble Minister is young and has been elected with us for the second time. His father has also been a Minister. He will definitely pay attention to our requests. He should also pay special attention to ensure better respect and regards to the Members at airports. Attention is also required to be paid on the issue of complaints often made by common people

regarding security hassles. He should work towards making the air travel services of India world class by taking all the factors into account. ...(Interruptions)

HON. CHAIRPERSON: Beniwal ji, your allotted time is up now. Advocate Chandra Shekhar ji.

... (Interruptions)

ADV. CHANDRA SHEKHAR (NAGINA): Hon'ble Chairperson Sir, I would like to thank you for giving me opportunity to speak. Talking about my personal experience, I still remember an incident when my mother used to say that my *Maamaa* (Maternal Uncle) is quite fortunate as his daughter has managed to get him travel by air. We people, hail from rural area and from farmer family background so everything holds importance for us. I also resolved that I would also get my mother travel by air with tickets purchased from my salary. The present circumstances, as all of you are aware of and the countrymen also know better, are such, that a poor person cannot afford air travel. The Hon'ble Prime Minister had claimed long back that a common person wearing *Hawai Chappals* shall be able to travel by air. But, the circumstances prevailing, the rise in fares and charges and the policies are such that poor can't afford to travel. The poor can't even afford

to travel in A.C. coaches of trains. Under these circumstances, I would like to request the Hon'ble Minister to devise some scheme to provide atleast one opportunity of travel by air to crores of women and families in the country who have only dreamt of travelling in an aeroplane. If the fares are affordable, they also can try or their children can try.

Besides that, most of the airports have been privatised and the employees are exploited more due to this. Due to large scale unemployment in our country, the employees working there are paid such meagre salaries which are insufficient to purchase even a one-way ticket to certain places. I would like to request you to fix a minimum salary of Rs. 20,000 at airports privatised so that the employees are able to sustain their families and they should also be provided chance to travel by air occasionally. Above that, the jobs which used to be available for the SC, ST and OBC category candidates have also ceased to exist due to privatisation. I would like to request you to direct the privatised entities also to provide job opportunities to the candidates belonging to weaker sections.

Sir, I would like to thank the people of my Parliamentary Constituency Nagina who have elected me and sent me to this House. There is no airport in Nagina. This is a long standing

demand of the people there. Neither is there any Pilot Training School. I would like to request that an Airhostess Training School should also be opened there. The talent in the rural areas should not be ignored. Further, there is an airport in my district Saharanpur, owned and operated by defence services, but it does not provide passenger travel facilities. There is a place termed as Chhutmalpur, which is home to revolutionaries and my birthplace also. The Government must set up an air strip over there also which will make the people of my birthplace feel good and will also benefit them as travelling will become easy for the people there.

Sir, I was trying to be given a chance to speak since morning. I have been given an opportunity to speak after a long wait of two and a half hours. I would like to remind my colleagues from the BJP that they also had only two MPs at some time. Today, it's your Government. You have got the Opportunity for the third or fourth time. No one lacks knowledge. It is not received in inheritance, neither anyone takes birth learned. We have come here after struggling for long fifteen years. If we do not get an opportunity to speak, how our issues shall be raised.

Sir, this is not my individual demand. It is the demand of the people of Punjab. The Hon'ble Prime Minister of the country had visited and announced in Punjab regarding renaming the Adampur airport after Sadguru Ravidas ji Maharaj. You can get it verified. It is on records. The Hon'ble Prime Minister, on his visit to Punjab had announced in his speech that the airport at Adampur, Jalandhar will be named after Sadguru Ravidas ji Maharaj. But it is all mere claims and promises. For how long shall we keep on hearing these empty promises? There should be a dignity and value attached to the words uttered by the Prime Minister of the country. Whether the Hon'ble Minister does not want to honour his words or had he made a false promise? It is also to be noted.

Along with that, I would like to reiterate my demand also. Whenever I visit villages and hold meetings, I enquire from womenfolk as to whether they have travelled in an aeroplane? I have met lakhs of people and no poor nodded in yes till date, that he had travelled by aeroplane. They have not travelled even by a Helicopter.

Sir, the economic disparity in this country is prevalent on a large scale. The poor take birth and die without adequate medical treatment and facilities. His life is limited to the fact

that he has taken birth and nothing beyond that. It seems he has taken birth out of some compulsion. It would have been better had he not born at the first place. There should be dignity in the country for the people belonging to the weaker sections also. They also must get opportunities. The poor should also have share in the schemes run by the Government. The Government must keep this in mind. If the Government does not take care of them, then the Government cannot be pro poor. The Government has made young Ministers. I hope a young man will understand the pain of another young man, the pain of the poor and the pain of the people of rural areas. I have faith in them. This issue was raised earlier too. We all expect that this time they will be able to do it successfully. I also wish that some poor family prays for them as they have given an opportunity to them. Otherwise, in India, people are born in poverty and die in poverty. This has been going on for thousands of years. Today, even after 75 years of independence, this is not happening, so we should think about the reasons behind it. Many of our senior colleagues are here. I have seen them flying planes. I believe that if everyone, from this side as well as from that side, thinks about the people, the life of the people will become easier, which is not visible right now.

I will again request you to get it checked. The candidates belonging to SCs, STs and OBCs are not getting jobs anyway. When this sector is completely privatized, what is the use of reservation? How the candidates belonging to SCs, STs and OBCs will get benefit from reservation? They get abused in the name of reservation. When everything is privatized, in which sector they will get reservation? There is no reservation in private sector? They should provide reservation in the private sector as well. I introduced a private bill that the candidates belonging to SCs, STs and OBCs should get opportunities in the private sector. The Supreme Court has issued an order. There was also a discussion that there are creamy layers. How many persons belonging to SCs and STs have become billionaires with the support of the Government? How many SC, ST persons have airplanes? They should tell how many SC, ST persons have helicopters. They do not have any data. Everyone wants to crush the poor. This is wrong. I would like to thank you once again.

Sir, we are the ones who complete the quorum. You can see Sir. We are the ones who complete the quorum. We have faith in the Parliament of our country that sooner or later, laws will be enacted for the poor in the Parliament and policies will

be formulated for the poor. The poor will also lead a life full of dignity. This is my belief. I thank you. I hope the young Hon. Minister will listen to the poor and understand their pain. Thank you for getting work done in my constituency. Jai Bhim.

SHRI RAVINDRA DATTARAM WAIKAR (MUMBAI NORTH-WEST): Hon. Chairperson Sir, I thank you for giving me the opportunity to speak on the Indian Aircraft Bill, 2024 introduced by the Hon. Minister of Civil Aviation. I support the Bill. The Indian Aircraft Bill, 2024 will replace the old Aircraft Act, 1934.

Sir, many Hon. Members said that this is an election oriented Bill. It has been introduced for the sake of introduction. It was need of the hour to make changes in the 1934 Act. It was necessary to increase security and surveillance to meet the needs related to the growth of the aviation sector. Several amendments were made to make the provisions of the international agreement effective.

Sir, this Bill has been introduced for ease of doing business, to remove confusion and ambiguity created for the stakeholders due to several amendments in the last several years, to remove unnecessary things and to make manufacturing and maintenance easier for the aviation sector.

Hon. Chairperson Sir, the aim of the Bill is to bring clarity in the law. The Bill is to make enabling provisions and ease of doing business and manufacturing in the aviation sector to support initiatives like Make in India and Atmanirbhar Bharat.

Sir, I welcome this. The main objective of the Bill is not only to strengthen India's civil aviation sector but also to strengthen India's position at the global level. India's civil aviation sector has developed rapidly in the last decade. The Government of India has made significant progress in this sector from the year 2014 to 2024. In the year 2014, there were a total of 75 airports in India. By the year 2024, this number has increased to 148. The Government aims to increase it to 220 by the year 2025. By the year 2027, the number of aircrafts operating in India is expected to reach 1,100. Domestic passenger traffic in FY24 was 306.79 million, an increase of 13.5% over the previous year. International traffic was 69.64 million, an increase of 22.3%. Domestic cargo traffic in FY24 was 1.32 million metric tons and international cargo traffic was 2.04 million metric tons.

Sir, I hail from Mumbai. There is Santacruz Airport, Chhatrapati Shivaji Maharaj International Airport, which have two runways. One runway crosses the other, so only one

runway remains operational. An Hon. Member said that before a flight could take off another flight arrived and landed. Which could have resulted in a crash. It is very important to have two runways at Santacruz Airport. It is very important to develop the slums next to Santacruz Airport. I would like the Hon. Minister, Shri Ram Mohan Naidu and Shri Muralidhar Mohol ji to give a reply on this. I also raised this issue during the Budget as well. There was a provision in the Budget to spend Rs. 11,11,111 crores for the development of the city and the infrastructure for the poor and middle class people living in the city. The slums around the Mumbai airport can be developed through the said fund,. ... (*Interruptions*) I would like to request the Hon. Minister to reply in this regard. The fund of Rs. 1 lakh crore likely to be spent in this project can be recovered by selling the houses in the building built under the Pradhan Mantri Awas Yojana. The two runways are likely to increase the capacity of the Mumbai airport.

The work of Navi Mumbai airport is also being carried out. I have been observing for many years that the Navi Mumbai airport is being built. By when it is likely to be built? I had heard that the airport will be completed by this year. There is a proposal to name the airport after Diba Patil. They should

also pass a proposal in this regard. The State Government has sent this proposal to them. The State Government authority also came to meet them or likely to meet them in this regard. I do not have information about it right now. If they have not met, they will meet. I would like to request that Diba Patil ji's name should also be mentioned there. ... (*Interruptions*) Many Hon. Members also said that planes should not land at the airport at night. What work has been done with regard to Ratnagiri and GP airports? These airports should also be developed. When Hon. Minister from Ratnagiri was there, the procedure of acquiring land in Ratnagiri was carried out. What happened to it after that? I would like to request the Hon. Minister to give reply in this regard. I would like to request the Hon. Minister to respond to the points I have made and to solve the issue of the slums near the airport.

[English]

***KUMARI SUDHA R. (MAYILADUTHURAI):** Hon. Chairman Sir, Vanakkam. Thank you for this opportunity and allowing me to speak on this subject. I have few requests. I am placing my requests before the most dynamic and young Civil Aviation Minister. I think that he will consider my requests.

Sir I hail from Mayiladuthurai. Mayiladuthurai constituency is a historical, spiritual and holy place. This is also called as the *Karma Bhumi*. Thousands of devotees visit this spiritual and holy place every day. Not only India but from throughout the world devotees and pilgrims visit this place. Particularly tourists from Japan and China come to this place. Even people from USA and London pay a visit to Mayiladuthurai. In Kumbakonam of Mayiladuthurai we have the temples for all nine planets, the Navagrahas. All these temples are world famous. We have ancient temples constructed 1000, 2000 or 3000 years ago are located within a radius of 100 kilometres.

There are several Atheenams or Mutts in Mayiladuthurai. Many temples are managed by these Mutts. Since it is a city of

* English translation of the speech originally delivered in Tamil.

world famous temples all around this place is frequently visited by thousands of pilgrims from all over the world every day, I urge the Hon. Union Minister for Civil Aviation to provide an airport in Mayiladuthurai or Kumbakonam and which will definitely be a service provided to God. There is a place called Vaitheeswarankoil in Mayiladuthurai. Nadi Astrology of this place is world famous. People from China, and Japan visit this place to know their predictions through this Nadi Astrology. By looking at the pulse, i.e. Nadi, these Nadi astrologers predict about the past, present and future life of a particular person.

This new airport is very much needed in Mayiladuthurai to promote this world famous Nadi astrology and to further promote India's culture and tradition, and if this airport is created, the common people of Mayiladuthurai constituency will be grateful to Hon Minister for Civil aviation for his kind gesture. When I accompanied our Young Leader Shri Rahul Gandhi during the 'Bharat Jodo Yatra' organised by the Congress party from Kanniyakumari to Kashmir, a person who accompanied us died during the Yatra due to an accident. He died when the Yatra was in Maharashtra. We struggled a lot to take the body of the deceased from Maharashtra to Chennai.

Because he belonged to an ordinary farmer's family to lift his body through air ambulance was a difficult task. The fare of this air ambulance was more than Rs 1.5 lakh or 2 lakh.

As we were unable to pay such a huge money and transport the body of the deceased we took him by road to Chennai. This was a painful incident which moved me a lot. That is why I am sharing this with you. Many Indians had to go abroad to work there and to earn their livelihood besides supporting their families in India. If, on unforeseen situations, they die, air ambulance services are to be used for bringing their dead bodies back to India which is a costly affair altogether. Many cannot afford to such services. As a result, these bodies are not able to get last respects in a dignified manner.

The Indian Government should give some subsidy to bear the huge cost of transporting the dead bodies of Indians dying in foreign countries. This will help those families which are already in despair. Moreover it will help in burying the bodies with due respects. Due to extreme poverty situation in the family unable to manage, these people, in search of a job, go to these foreign countries leaving their families, children and our country. If such persons die there, if the families had to receive

the dead bodies, the fare of air ambulance service should be reduced.

I humbly request the Hon. Union Minister to look into this. If we go to airports, if we want to buy a water bottle, we are afraid, it costs us more. If we can purchase one litre water bottle for Rs 10 or Rs 20 outside airports, the same is sold for Rs100/- or Rs150/- inside airports. We are afraid. If we can purchase Idli for Rs 50 per plate outside, the same is sold at Rs 250 or Rs 300/- inside the airports. The restaurants inside airports charge exorbitant prices on the foods items sold there. If an ordinary person reaches an airport he has to think twice or thrice before purchasing any food item to eat.

I therefore request the Hon. Minister to issue instruction for reducing the prices of food items sold inside airports. Similarly, when we cancel our flight stickets at the last moment, due to unforeseen circumstances, only 20 percent or 15 percent are given back as refunded money. For instance if we had purchased an air ticket for Rs 10000/- and if we happen to cancel it due to some reasons or situation, only 20 per cent or 15 percent of the amount is refunded. Private airlines operators...

HON. CHAIRPERSON: Please conclude.

KUMARI SUDHA R. : Sir one minute. This money fully goes to the Private airlines operators. The vacant seat created out of our cancelled ticket is sold again by the airlines operator for three fold of the actual face. They are not at loss. They only get profit. If I cancel a ticket, I am refunded just 20 percent of what I paid to them, rather the airline company sells that ticket again to another passenger by hiking the fare three times or more. This is Win-Win situation for the airlines operators in India. I urge that Hon Minister should take into consideration this aspect of air ticketing and air fare. Similarly, the differently abled persons travel on flights.

HON. CHAIRMAN: Time is over. Please conclude.

KUMARI SUDHA R.: Sir, one second. Sir, please give me just one more minute. I urge that concessions on air fare should be given to differently-abled persons if they travel by flight. Unlike other passengers, the airfares of differently-abled persons should be a reduced one. I humbly request that these fares should be at least 70 to 80 percent less than the original fare. Thank you. Vanakkam.

[Translation]

SHRI PRAVEEN PATEL (PHULPUR): Sir, first of all, I would like to thank the Hon. Minister. Just a few days ago, during Question Hour, I had asked what arrangements would be made for night landing facilities in view of the Kumbh Mela. Yesterday, people from the region called to inform me that the day before yesterday, on the instructions of the Kumbh Mela Authority and the Hon. Minister, officials from this department held a meeting and further steps will be taken in this regard. I would also like to mention to the Hon. Minister that Shri Rudy Sahab held a discussion about this. We, as residents of Prayag, feel proud that the first train also ran from Prayagraj to Kanpur and the first airplane also flew from Allahabad to Naini. Rudy ji mentioned this and it is also recorded in history. Rudy ji mentioned this. An airplane took off from Allahabad carrying 6,500 mails and the first airport was built in our Lok Sabha constituency, Bamrauli. So, it is a historically famous place. Around 22 crores of people visited Prayagraj in the last Maha Kumbh. Prayagraj is one of the largest districts in Uttar Pradesh and it is also a highly populated area. We definitely hope that the estimated number of people who are going to participate in the upcoming Kumbh Mela in the next six months is going to be around 40 crore people.

Sir, you can very well know how large a population of 40 crore people is. People come from within the State and district as well as from abroad. A large number of people visit Prayagraj during Kumbh Mela. Many people from the US and England also visit this place. The people traveling from Mumbai and Delhi to take a dip in the Sangam have to face many difficulties. If international-level facilities are made available over there during the Kumbh Mela, it would undoubtedly be a matter of pride for us. I would like to draw the attention of the Hon. Minister towards the need to establish an ILS Category-III system in Prayagraj in view of the Maha Kumbh so that operations there can be conducted more safely and efficiently. I would also request the Hon. Minister to consider making the Allahabad-Prayagraj airport operational under the Krishi Udan Yojana, so that farmers can also benefit. Furthermore, I would like to inform the Hon. Minister that currently, Prayagraj offers flight services to eight destinations which includes New Delhi, Mumbai, Bangalore, Bhopal, Dehradun, Lucknow and Bilaspur.

Sir, I would like to request the Hon. Minister for introducing of flight services from Prayagraj to Hyderabad, Prayagraj to Goa, Prayagraj to Ahmedabad, Prayagraj to Jaipur,

Prayagraj to Guwahati, Prayagraj to Indore, Prayagraj to Pune, Prayagraj to Nagpur, Prayagraj to Patna, Prayagraj to Kolkata and Prayagraj to Jammu. Previously also there were around 17 flights operating from Prayagraj. However, currently, only eight flights are being operated from here. It is causing significant inconvenience to the public. It would be great if Prayagraj could achieve international-level connectivity and facilities in the future. People going to Saudi Arabia have to travel via Lucknow. But, there is a shortage of passengers travelling from here despite the fact that this airport provides the maximum number of passengers. I also wanted to inform you about this. Along with this, I would also like to give a suggestion to the Hon. Minister. Unlike past Governments, Modi ji's Government is fulfilling the promise that air travel would be made accessible to everyone even for "those wearing slippers" or the common man. When I had to travel from Prayagraj, I can get a ticket for three thousand rupees. From there, even the poorest of the poor are now traveling by airplane. Hon. Minister, certainly I would like to say that the facilities provided by this Government have instilled confidence in the common man – farmers, the poor, and women. Naturally, when they travel, often their clothes are

dirty, they wear slippers and they are unable to speak proper language. The CISF remains very strict there, we often see that if their Aadhaar card is left somewhere or lost, even when these people repeatedly ask CISF personnel to verify their Aadhaar card on their mobile phones, CISF personnel still do not agree and insist to show physical Aadhaar card. They have to face trouble because of that. In many places, we have also seen that during airport security checks, shoes have to be removed, which also slightly affects people's self-respect. I definitely believe that these things will be looked into. We express our gratitude to the Hon. Minister. Since morning, I have observed that since the discussion on this Bill started, the Hon. Minister has been continuously noting down each and every detail regarding how these things are to be executed. I am sure that under your guidance, this department will undoubtedly achieve great heights in the times to come. This department was known for serving the common person during the time of Rudy ji, and in the same way, the common person, the poor person, and the farmer now have the belief that it will continue to work swiftly to provide all facilities under your leadership. Thank you very much. Jai Hind.

DR. MOHAMMAD JAWED (KISHANGANJ): Sir, thank you very much for allowing me to speak on the Bharatiya Vayuyan Vidheyak, 2024.

I have some points to raise. Fares must be regulated as they fluctuate a lot. You had also given a special time for that. When a flight gets delayed inordinately or cancelled, passengers must receive compensation. The airports that are under construction must be monitored. We have seen during the rainy season how poor the construction was. Action should be taken on that. There should be affordable air taxis because patients use that. It is so unaffordable that people are unable to avail its service. There must be concessional fares for patients, students and elderly people.

Secondly, we should increase connectivity to our tourist destinations, cultural destinations, historical places, places of religious importance, wildlife sanctuaries and hill resorts. This will increase visitor flow and also boost our local economy.

Hon. Minister, airports should be constructed in Purnia and Bhagalpur. There is Bagdogra Airport in the North. There are two airports in West Bengal; one is in Kolkata, and the other is Bagdogra Airport which is located five and a half kilometers

to the north. There is an Air Force terminal in Bagdogra. The borders of China and Bangladesh are close from there. The position of our country and China is that they are gradually encroaching on Indian land. This is not right, because it is not safe for the civilians.

Hon. Minister, Kishanganj can be considered as an alternative option which is located about 100 kilometers south of Bagdogra. Presently the passengers from Murshidabad and Malda have to travel 350 kilometers to reach Kolkata or 250 kilometers to Bagdogra for airport. If an airport is built in Kishanganj, passengers from Murshidabad, Malda, and Bhagalpur will have to travel only a distance of 150 kilometers away will be able to avail this facility. I request that this be done considering its importance and the challenges posed at the borders.

Third, land is needed for airport expansion. I request not to take Waqf land. Today, a very unconstitutional Bill has been introduced here. Under this, the Government wants to take away the Waqf land meant for the children of the poorest Muslims. Encroachment on this Waqf land must not be allowed.

Sir, I have one more request. Bihar has a population of nearly 14 crores. There are only three operational airports there. One is in Patna and the other two airports have very light traffic. Keeping in view the above situation, Purnia and Bhagalpur airports must be made operational immediately. There is a need to convert Kishanganj airports into international airport.

SHRI TAPIR GAO (ARUNACHAL EAST): Hon. chairperson Sir, thank you very much for providing me an opportunity to speak. I wish to participate in the discussion regarding Bhartiya Vayuyan Adhiniyam, 2024.

First of all, I appreciate the Hon. Minister of Civil Aviation Naidu Garu ji. He is young, intelligent and master of his subject. He will make progress in carrying forward his Ministry to new heights. control of the design, manufacture, maintenance, possession, use, operation, sale, export and import of aircraft, there are 34 clauses in this Bill. I support all the 34 clauses. Under the leadership of the Hon. Minister of Civil Aviation Naidu Garu, Civil aviation will compete all over the world this is my faith in him.

I wish to draw the attention of the Hon. Minister towards the North Eastern States. Whenever I deliver a speech here, I expect that the house pays heed to my words, because I come

from Arunachal Pradesh. Arunachal Pradesh is a strategic state on which our neighbouring country keeps claims again and again that it is a disputed land. I would like to tell this house today that there were 11 advanced landing grounds in Arunachal Pradesh during the regime of congress before and after the war of 1962. Congress forgot and abandoned them during its tenure of 60 years. Today, Modi Ji has renovated and made into operation 7 advanced landing grounds out of there 11 grounds. Along with this, Modi ji inaugurated Itanagar airport in the year 2018 and in the year 2023, flights were started from there. For this, I congratulate the Modi Government and the Ministry of Civil Aviation on behalf of Arunachal Pradesh.

Sir, along with it, a pilot training centre has also been made operational in Lilabari. Today, pilots from all over the country are getting training there. This is the contribution of Modi ji and NDA. I would like to say to the Hon.Minister that we have two advanced landing grounds named Anini and Dirang. Arunachal Pradesh is a strategic State, therefore the State Government has sent a request for advanced ground in Dirang and Anini. I am hopeful that Hon. Minister of Civil Aviation will pay attention towards it and make efforts to get

them completed. Our elder brother Rudy ji is a pilot and he has all the required experience. ILS cannot be implemented in Arunachal Pradesh because the runway is narrow and there are mountains there. If you set it up on land instead of ILS for working with pilots, it may become operational in monsoon season also, otherwise the service gets discontinued during the rainy season.

I would like to inform you that civil aviation needs land. More than 4,656 square meters of runway has been allocated free of cost without compensation in our Karbi Anglong area in Assam. The survey has also been done there, DPR has also been prepared. We need a greenfield airport in Karbi Anglong in North East. We are providing land for free of cost. Modi ji had said that even a person wearing slippers will surely travel by flight. A Fly Big Airlines used to operate in the Northeast states under the Udan scheme. It was connected with every capital. In my constituency, it was connected with Pasighat, Tezu, Imphal, Shillong, Pakyong and Sikkim. It is stalled today because Fly Big Aircraft airline has abruptly shut down. For this, I request to the Minister of Civil Aviation that we do not need 80-90 seater big aircraft from Kolkata to Guwahati and Pasighat. If you go to Dibrugarh from Guwahati by Indigo or

other aircraft, the fare is ten thousand rupees, but the fare to come from Guwahati to Pasighat is 1400 and to Tezu also the fare is 1400. It is so cheap. Truly, only those who wear slippers can travel. We need only ATR from any airline. In the North Eastern region, we have built Pakyong Sundar Airport in Sikkim, but there is no service from there either. On the issue of agreement between Bodo militants and Government of India, Rupsi Airport has been built well in Bodoland under the Udan scheme, it has been closed now. In Assam, flight service from Delhi to Jorhat is needed, because there are two national Universities there. There are oilfield refineries there. Jorhat falls between Guwahati and Dibrugarh. Due to no direct air service in Jorhat, Universities are not being established there. The Hon. Member speaking before me was talking about North Bengal. An airport can be built between Kolkata and Bagdogra at Raiganj and Malda because it will be convenient to travel between North Bengal, Sikkim and Darjeeling. It will be convenient for Bihar. The Hon. Minister will take care of this thing.

Sir, I was a Member in the Parliamentary Committee of Civil Aviation in the previous Lok Sabha. There, more than a hundred people said the same thing that the price of air tickets

should be reduced. The Chairman of the Standing Committee called the Chairmen of all the airlines and held a meeting to discuss how the fares could be reduced. The CMDs of all the airlines attended that meeting. I would like to tell the Honorable Minister Naidu Garu ji that there should be some control on air fares. In case of medical emergency, people from the North-Eastern states come to Delhi and Mumbai and if someone dies, then we leaders have to face a lot of trouble in sending that dead body back from Delhi-Mumbai as to how to send him to his state? There is no limit on the fare in this. Sometimes when I go to Dibrugarh from here, I spend 30 thousand rupees. I would like to inform the Hon. Minister Naidu Garu ji that Modi ji has given an airport to the people of Arunachal. From there Indigo flies to Mumbai, Kolkata and Itanagar from Delhi on four days. Involve other airlines as well. We are not able to get tickets because there is so much rush in the Delhi - Itanagar flight. Passengers from Assam and Bengal travel in it. Maximum paramilitary forces and army avail this facility. For the security of the country, we have advanced landing grounds in Tezu, Pasighat, Jerome and Mechuka in the north eastern states. For providing air service there, connect the north eastern states with other ATRs so that we can connect with the mainland from the

heart. We will stay together and stay with strength. Air and internet connectivity is also needed in the China border areas. Thank you.

SHRI ZIA UR REHMAN (SAMBHAL): Hon. Chairperson Sir, thank you for giving me the opportunity to speak.

Sir, I want to tell the Hon. Minister through you that an airport was inaugurated in the year 2014 in Mundapande block of Kundarki assembly constituency of my Lok Sabha constituency Sambhal. Not only that airport, but many airports were inaugurated to attract voters and the date was fixed many times before also but the inauguration is happening now. The inauguration is taking place after declaring the dates five to six times. Although it is unfortunate that four months have already passed after the inauguration, but no flight has taken off from Moradabad to anywhere. Sambhal is also a very big hub of handicrafts, this work is done here and it is also exported. Moradabad also has a very big brass colony. A lot of goods are manufactured and exported from there. If the airport becomes operational there at the earliest, then surely people of every class and society there will get a huge benefit.

Hon. Chairperson Sir, though you, I would like to say that it should not be made a mere fantasy. Flights should be started

from there as soon as possible. Flights should not be limited to just two or three places, but it should be kept in mind that the way goods are being exported from Sambhal and Moradabad and the revenue they are generating, flights should be started from there to maximum number of places as possible.

The Hon'ble Prime Minister had given a slogan and one of our colleagues was also saying that even those wearing slippers will be able to travel by air, so I would say that today that slogan of wearing slippers has also proved false. Surely, how can any of our citizens travel after the tickets are so expensive?

The Government believes more in privatisation. The Government has sold the Government Indian Airlines. They are privatising the airports. Due to this, private companies will make the fares double or triple as per their will. The common man cannot pay it easily. If he wants to cancel his ticket for any reason, he gets a very meager refund. Therefore, my request is that such a policy should be framed so that these people cannot do arbitrarily. The Government is continuously doing privatization. As they have a lot of faith in privatization, and they have ended the Indian Airlines, which was the identity of India, so I would like to request that in the future, the

Government must not allow privatization of any other airport. If any citizen is traveling by air, then they have to think many times before purchasing any food items from airports as these items are being sold at exorbitant prices.

Hon. Chairperson Sir, through you, I would request the Hon. Minister that a policy should also be formulated for putting a cap on the prices of food items and their prices should not be increased unnecessarily for air passengers as they have to think twice for buying the food items there. Now, I will conclude my speech.

Hon. Sir, thank you for giving me the opportunity to speak and I hope that Hon. Minister would consider my points and work towards starting the airport of Moradabad-Sambhal at the earliest possible.

[جناب ضیاءالرحمان (سنبھل): محترم چیرمین صاحب، میں آپ کا شکریہ ادا کرتا ہوں کہ آپ نے مجھے بولنے کا موقع دیا۔]

چیرمین صاحب، میں آپ کے ذریعہ سے محترم منتری جی سے کہنا چاہتا ہوں کہ میرے لوگ سبھا پارلیمانی حلقہ سنبھل کی ودھان سبھا کُندری بلاک مُنداپاندے میں ایک ائر پورٹ کا اُدگھاٹن سال 2014 میں کیا گیا تھا۔ صرف وہی کا نہیں، ابھی تو کئی ائرپورٹس کا اُدگھاٹن ووٹوں کو سادھنے کی وجہ سے اور کئی بار ڈیٹ پڑ چُکی تھی کہ اب اُدگھاٹن ہو رہا ہے۔ لیکن پانچ چھ ڈیٹ پڑنے کے بعد اُدگھاٹن ہوا۔ لیکن افسوس ہے کہ اُدگھاٹن ہوئے بھی چار مہینے ہو چکے ہیں، لیکن کوئی بھی فلائٹ مرادآباد سے اڑ کر کہیں بھی نہیں گئی ہے۔

سنبھل بھی ہینڈی کرافٹ کا ایک بہت بڑا ہب ہے، وہاں اس کا کام ہوتا ہے اور ایکسپورٹ ہوتا ہے۔ مرادآباد میں بھی پیتل کی ایک بہت بڑی بستی ہے۔ وہاں سے کافی سارا سامان بن کر ایکسپورٹ ہوتا ہے۔ اگر وہاں پر ائرپورٹ جلد سے جلد شروع ہو جاتا ہے تو یقیناً وہاں کے ہر طبقے اور سماج کے لوگوں کو ایک بہت بڑا بینیفٹ ملے گا۔ محترم چیرمین صاحب، میں آپ کے ذریعہ سے کہنا چاہتا ہوں کہ اس کو ہوا ہوائی نہیں بنایا جائے، وہاں سے جلدی سے جلدی فلائٹ کو شروع کیا جائے۔ فلائٹ صرف دو تین جگہ ہی نہیں، بلکہ اس بات کا دھیان رکھا جائے کہ جس طرح سے سنبھل اور مرادآباد سے سامان ایکسپورٹ ہو رہا ہے اور وہ ریوینو دے رہے ہیں، اس حساب سے وہاں زیادہ سے زیادہ جگہوں سے فلائٹس کی شروعات ہونی چاہئیے۔

محترم وزیر اعظم صاحب کا ایک نارہ تھا اور ہماری ایک سہوگی بھی کہہ رہے تھے کہ ہوائی چپل پہننے والا بھی ہوائی یا ترا کر سکے گا تو میں یہ کہوں گا کہ آج وہ ہوائی چپل پہننے والا نارا بھی ہوائی ہو گیا ہے۔ یقیناً اتنے مہنے ٹکٹس ہونے کے بعد کس طرح ہمارا کوئی شہری سفر کر سکتا ہے؟

آپ لوگ نجی کرن پر زیادہ بھروسہ کرتے ہیں۔ آپ نے سرکاری انڈین ائر لائن کو بیچ دیا۔ ائرپورٹس کو پرائیویٹ کرتے جا رہے ہیں۔ اس سے پرائیویٹ کمپنیز اپنے من مرضی سے دوگنا تیگنا کرایہ کر دیتی ہیں۔ اس کا عام آدمی آسانی سے بھگتان نہیں کر سکتا ہے۔ اگر وہ کسی وجہ سے اپنے ٹکٹ کو کینسل کرنا چاہتا ہے تو نام ماتر کا پیسہ اسے واپس ملتا ہے۔ اس لئے میری گزارش ہے کہ ایک ایسی پولیسی بنائی جانی چاہیے، جس سے ان لوگوں کی من مرضی نہیں چل سکے۔ آپ لگاتار نجی کرن کرتے جا رہے ہیں۔ آپ کا نجی کرن میں زیادہ بھروسہ ہے اس لئے میں گزارش کروں گا کہ آنے والے وقت میں، چونکہ جو ایک انڈین ائر لائن تھی، وہ بھارت کی پہچان تھی، اس کو تو آپ نے ختم کر دیا، لیکن میں امید کرتا ہوں کہ آنے والے وقت میں آپ اور کسی ائرپورٹ کا نجی کرن نہیں ہونے دیں گے۔ خاص طور پر ائرپورٹس کے اندر کھانے پینے کی جو چیزیں ہوتی ہیں، اگر کوئی ناگرک سفر کر رہا ہو تو اس کو کھانے پینے کی چیزیں لینے کے لئے کئی بار سوچنا پڑتا ہے۔

چیرمین صاحب، میری آپ کے ذریعہ سے محترم منتری جی سے درخواست ہے کہ اس چیز پر بھی پالیسی بنائی جائے اور اس پر کنٹرول ہونا چاہیے کہ اگر کوئی انسان سفر کر رہا ہے تو کھانے پینے کی چیزوں کے داموں پر ایک لمٹ ہونی چاہیے۔ اور ان کے دام غیر ضروری نہیں بڑھنے چاہیے۔ میں اپنی بات کو یہی ختم کرتا ہوں۔ آپ نے مجھے بولنے کا موقع دیا، اس امید کے ساتھ کہ میں محترم منتری جی کا ان باتوں پر دھیان دلا سکوں کہ وہ میری باتوں پر غور کرتے ہوئے مراد آباد، سنبھل کا جو ائرپورٹ ہے، اسے جلد سے جلد شروع کروانے کا کام کریں۔]

SHRI AJAY BHATT (NAINITAL-UDHAMSINGH NAGAR): Hon. Chairperson Sir, I am grateful to you for giving me the opportunity to speak on a very important topic, the Bhartiya Vayuyan Vidheyak, 2024.

Hon. Sir, I congratulate our eminent Prime Minister that he has transformed the entire country within 10 years and today we are poised to become number one in every field in the world. Whereas we had very few airports, today they have doubled. The changes that should have taken place since long in the Act, those changes are taking place today after such a long time. Along with this, I also congratulate the Hon. Minister Shri Kinjarapu Rammohan Naidu ji. He is doing such a good job at such a young age. He explains everything with a lot of confidence. I was watching his style of replying during the Question Hour today. He gave completely satisfactory answers. I congratulate him for this too.

Hon. Sir, I associate myself with the Treasury Bench, because I don't have that much time. I have been allotted very limited time by you. I would like to place two-three demands of my area before you and through you, I would request the Government to fulfill these demands at the earliest. You must have heard the name, Honorable Govind Ballabh Pant ji, who

was the then Home Minister with the first Government. Pantnagar is named after him. There, a small airport is being built in my Constituency Nainital-Udhamsingh Nagar, from where sometimes one or two planes operate, but this airport has all the requisite facilities to be designated as an international airport. For that, I would like to congratulate the Government of Uttarakhand that our Government and the Hon. Chief Minister has also provided the necessary land for it.

Officials from the Central Government have also visited there. All facilities have been built there. The shortage of land has also been fulfilled. I have also talked to the Hon. Minister. Through this House, today I am reiterating that the sooner it is built, the sooner facilities will be available, because the opening of this airport will bring a boom in the tourism sector. There is a continuous stream of people visiting here because of many nearby tourist places like Neem Karoli Maharaj's Ashram near Nainital, Naukuchiatal, Nal-Nil Tal, Damyanti Tal, Sattal, Bhimtal, Ranikhet, Almora, Chitai, Golu Dev, Jageshwar Dham, Pithoragarh, tourist places of Champawat, Mayawati Ashram, Banasur Fort, Adi Kailash and Kailash Mansarovar. Therefore, it is very important to build this airport as soon as possible. We must have read 'Yogi kathamrit: an

Autobiography of Yogi'. There is a cave in Almora at a place called Pandukholi, where Mahavtar Baba Ji gave initiation to Lahiri Mahasaya in Yoga and it spread across the world. Which is why, there is a continuous stream of people visiting there from across the country and the world. If at Delhi airport, there is a lack of sufficient space to park the airplanes; then these airplanes can be taken there in 35 minutes. We can also build an airport there to park our airplanes. Cargo planes may also operate from there. Every facility is available there. Similarly, the first flight started from Dehradun. At that time, Hon. Khanduri ji was the Chief Minister. It seemed that it would never take off, but today one and a half dozen flights are going from there to the whole country. Earlier, we used to pay half of the fare of the passenger tickets and the other half was paid by the passengers. Today, we give three to three hundred and fifty crore rupees to the aviation companies which operate the flights under the RCS scheme. If a plane with 70 seats is in operation and if it gets only 45-50 passengers on any given day, then we pay the fare of the rest of the vacant seats. Those who are asking that those wearing slippers were supposed to travel by plane, where are they? Those who ask this, I would only like to request them to please look at it thoroughly, update their knowledge,

then they will know we have already given hundred of crores of rupees till now.

Hon. Sir, the state of Uttarakhand is sharing its border with China and Nepal. After the year 1962, three districts were formed – Pithoragarh, Uttarkashi and Chamoli. In all these three places, we have airports in Chinyalisaur of Uttarkashi, Gauchar of Chamoli and Naini Saini of Pithoragarh, but they are not operational till now.

Hon. Sir, these airports also have strategic importance. I need not to say, but the importance of these airports needs to be understood. The reason is that these are likely to be utilized in the hour of need if made operational,. Even today, our helicopters carry out many rescue operations at times of disasters. These are utilised. In future, these airports can prove to be very useful for us. It is very important to start operations at these airports. The people from our country and the world as well world would be able to explore the history of our four Dhams Yamunotri, Gangotri, Kedarnath ji, Badrinath ji, Panch Prayag, Panch Badri and Panch Kedar. Lord Shiva married to Mother Parvati ji. The fire is continuously ablaze in Triyugi Narayan there. Many eminent people from our country and across the world come here to perform the rituals of marriage

of their children. This is a tourist place also. Due to lack of proper operation at the airports located at heights, many people suspend their visits. Therefore, it is essential to take care of these airports as well.

I would like to request the Hon. Minister to renovate all the airports situated at various locations in the state of Uttarakhand, with immediate effect and operation should be started.

SHRI JAGDAMBIKA PAL (DOMARIYAGANJ): Hon. Chairperson Sir, I am extremely grateful to you that you have given me an opportunity to speak in the support of the Bhartiya Vayuyan Vidheyak, 2024 presented by the Hon. Minister.

20.00 hrs

Our Hon. Members have presented their views in great detail and for the first time it is being felt today that people all over the country used to consider airplanes, aircraft, air service or air travel as something which is meant only for the elite class of the country, this was beyond imagination, be it the middle class or the upper middle class, and of course it was far beyond the imagination of poor. The way our colleague from North East was narrating just now or our Rudy saheb explained

everything in detail or our colleagues from opposition also said that even if the demand comes from Sambhal, it is being raised. Whether it is a matter of Godda of Nishikant ji or the matter is related to Kanyakumari to Kashmir, every issue is being raised. Today you may say anything, but this proves that the Railway is considered to be the lifeline of the country. During the last 10 years, airplanes have also become the lifeline of the country, same as railways for which, I would like to congratulate my Government. Today you see, everyone is saying that tickets are not available for the air travel. What is the reason for flexi fare? When the occupancy of the aircraft starts increasing, they implement flexi fare and discussion is held on the same.

Today you have brought this bill. It is replacing the existing Aircraft Act, 1934. You must have seen that the laws made by the colonial or Britishers have become redundant and today you must have seen in the morning that a bill moved to repeal it, is also being opposed. The Britishers had made Acts to rule over us. It is ironic that this law was in force till today. I would also like to congratulate that today our Government is bringing the Indian Aircraft Bill, 2024 by replacing that Aircraft Act, 1934. It is a comprehensive Bill in itself. I would like to congratulate you for this also. I would like to

congratulate them for bringing the new Act. The new Act that is coming will regulate. Till now there was no such authority to regulate the civil aviation sector. There was only one DGCA. But this time we are going to create three statutory authorities across the country with this Act, which will have a responsibility under this law. *[English]* The Directorate General of Civil Aviation will perform the regulatory functions and oversee the safety issues. This was the work of DGCA. We would establish a statutory authority. The Bureau of Civil Aviation Security will oversee the security issues. We are going to create a statutory authority. The Aircraft Accident Investigation Bureau will be there to investigate the aircraft accidents. *[Translation]* We are going to create three such statutory authorities. Through this, the Government of India can regulate issue directions and review the entire civil aviation sector, to protect the passengers of the country. I do not want to say much. But as I said in the beginning, you can see the kind of growth that is taking place in this sector. After Covid, I do not want to compare with the whole world, but if we look at our country, if there is 27 percent growth in any sector, as was being said in the past few years then it is in this civil aviation sector of the country, which is a record sector in itself in the

world. Today, how much has it increased from 27 percent? From January to September, 2023, the domestic airlines carried 112.86 million passengers with an increase of 29.10 per cent. We have reached at 29.10 percent from 27 percent in civil aviation. This increasing trend started in the year 2022.

20.04 hrs

(Hon. Speaker *in the Chair*)

I am fortunate that the Speaker graces the chair when I rise to speak, I get an opportunity to present my views during my speech. 87.42 million passengers travelled during the year 2022, which has increase to 112.86 million passengers during the year 2023, registering a growth of 29.10 percent. There are international passengers also included in it. This is a huge growth, whether only the elite class of the country is travelling. Today the middle class of the country is travelling, the students of the country are travelling, the poor people of the country are travelling, the common man of the country is travelling. You can find every kind of traveler inside the international or national aircraft today. You may say that poor people wearing slippers can be seen in every plane. Today, even common man is traveling by plane and Hon. Modi ji's dream came true.

Between January and September, 2023, the airlines carried 45.9 million international passengers. There has been a significant growth of 39.61 percent in this. While this Ministry has registered 29.10 percent growth in domestic travel, 39.61 percent increase in international passengers has been registered on the other hand which is significant in itself as compared to the past.

There are many things to mention, but your signal is to conclude. I would like to refer to the Buddhist circuit. Under the Buddhist circuit, there is Sarnath in Varanasi, where he preached to his disciples for the first time after he attained enlightenment Bodh Gaya. Third, there is Kushinagar. An airport has been constructed in Sarnath also. An airport has been constructed in Kushinagar as well, it was constructed during our Government. The Prime Minister inaugurated it. International flights started operating from Bodh Gaya, as well as from Sarnath. An airport has been constructed in Shravasti as well, but there are five important places across the country which are associated with Gautam Buddha relevance extends beyond India. Today, Buddhism is a major religion in various countries whether it's South-East Asia, Japan, Thailand, Singapore, Indonesia, Malaysia, Sri Lanka or China and the

people in these countries consider Buddha as God. People from these nations also visit the birthplace of Lord Buddha. They travel to Bodh Gaya to the Bodhi tree where he attained enlightenment. They take leaves from that tree to their country. We are fortunate that Gautam Buddha was born in Siddharthnagar, Kapilavastu, which was the capital of King Shuddhodhan. When he left the palace in pursuit of enlightenment, Gautam Buddha spent 29 years in Siddharthnagar-Kapilavastu.

Therefore, I would like to request the Hon. Minister to consider this. He should visit that place once. Today, people from all over the world are attracted towards the Buddha Circuit. Today, airports have been built everywhere but even today, there is no airport in Siddharthnagar where Gautam Buddha was born. The State Government has discussed and decided to build a helipad there. From there, we can connect the Buddhist circuit through helicopter and provide facilities to all those who believe in Buddhism.

Therefore, I request the Hon. Minister to consider this. The Buddhist Circuit is the biggest circuit in the world today. The Hon. Prime Minister says that the world gave us war, but we gave Buddha. The word 'Buddha' refers to the message of

peace, non-violence, love, and compassion. Today, the Gautam Buddha Circuit, which is relevant, will also generate foreign revenue for us. Therefore, I request that while you are discussing Krishi Udan and the 'UDAN' you should also provide connectivity to the five places of the Buddhist Circuit so that people can visit these places. Today, you are connecting even the North-East regions by air. Under 'Krishi Udan', you have connected 58 airports in hilly areas, North-Eastern states and tribal areas which include 25 hilly areas of the North-East and other regions as well.

HON. SPEAKER: Please conclude your speech.

SHRI JAGDAMBIKA PAL: Today, I think that wherever digitalization has been implemented alongside regulation, people don't have to go to the airport for many things. At least 35 lakh passengers now use online boarding from home. Facial recognition technology has been developed, enabling a contactless process similar to the contactless and seamless process introduced in banks. The 'Digi Yatra' facility was available at 13 airports which now includes Lucknow Airport. I would like to congratulate the Hon. Minister for that. 91 lakh passengers have registered for it. Until November 1,

2023, 456,910 passengers had traveled using the 'Digi Yatra' facility. This is also a world record in itself.

I would have said many things but you have asked me to conclude my speech. I am grateful to you. But, please tell the Hon. Minister once that the Buddhist circuit is very important. He should visit Siddharthnagar once and do this work. I support it.

Thank you very much.

SHRI ANAND BHADARIA (DHAURAHRA): Hon. Speaker Sir, thank you for giving me the opportunity to present my views on the Bharatiya Vayuyan Vidheyak, 2024. I would like to congratulate the young Hon. Minister. He is also a cyclist and we are also cyclists. He has the passion to do something in this field. For this, he definitely deserves congratulations.

Respected Speaker Sir, through you, I would like to tell that a significant portion of the country's population now uses flights for transportation. Almost everyone wishes to travel by flight.

Hon. Speaker Sir, through you, I would like to request the Hon. Minister to implement security arrangements that meet international standards. The increasing crowds at airports often

leave even us without seating. Therefore, adequate seating arrangements should be made. Additionally, I would like to raise the issue of fares. There is a discrepancy in fares when booking a ticket at a counter or through a private agent or via IRCTC. The Hon. Minister should also address this.

At the same time, I would also like to talk about my Constituency. There is Palia airstrip in Lakhimpur. Its construction was completed days ago. I request that traffic movement be started there as well. In Etawah, the respected Netaji, Shri Mulayam Singh Yadav ji, had got the Saifai airstrip constructed. There is a need to provide all the necessary facilities there too. I request that they make all the necessary arrangements at the Saifai airstrip.

Hon. Speaker Sir, I will conclude my speech by saying one last thing. The helicopter service should also be started on a large scale. We have Naimisharanya here. Tulsidas wrote in Ramcharitamanas –

*“Tirath var naimish vikhyata
Ati puneet saadhak seedhi daata.”*

The Government of Uttar Pradesh has also announced that it will start helicopter services there. Helicopter services should be started at all our mythological sites.

Hon. Speaker Sir, thank you very much for giving me the time to speak.

HON. SPEAKER: The proceedings of the House are adjourned till Eleven of the Clock on Friday, August 9, 2024.

20.12 hrs

The Lok Sabha then adjourned till Eleven of the Clock on Friday, August 9, 2024/Sravana 18, 1946 (Saka).

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