

**RAJYA SABHA**

---

**\*SUPPLEMENT  
TO  
SYNOPSIS OF DEBATE**

---

**(Proceedings other than Questions and Answers)**

---

**Wednesday, March 17, 2021 / Phalguna 26, 1942 (Saka)**

---

**Discussion on the Working of the Ministry of Railways - *Contd.***

**SHRI DUSHYANT GAUTAM:** Whether it is a ministry or government, a home or a family, its working is measured only at the time of disaster. 4,450 special labour trains were run. 60 lakh people were taken to the destination and for this only 15% fare was charged from them, 85% fare was borne by the Central Government. Despite this Corona period, the Railway Ministry has made a record in freight. This has been done by installing powerful engines in trains, locomotives built in our country under 'Atma-Nirbhar Bharat'. The Railways worked to prepare themselves fully to combat this epidemic by decorating their coaches with ventilators, with all kinds of facilities. The employees of the Railway Ministry should also be declared as Corona warriors, because they have worked continuously for a year to serve the poor. Modern platforms were also constructed during this period. Earlier there was a lot of filth on the railway tracks, but today the work on providing a very good, port-like platform is being done. From modern locomotives to modern coaches of trains and large quantities of goods used, technology, all of this is now being made in India itself. Not only this, today we have built the best railway terminal

---

\* This Synopsis is not an authoritative record of the proceedings of the Rajya Sabha.

in the world, which is equivalent to the airport. We have created a 'Rail Madad' portal. Through that portal, we are doing the work of reuniting lost persons, providing medical aid to the sick passengers and finding the missing parcels. We have arranged Braille signage at CSMT station in Mumbai to provide information about facilities to visually handicapped passengers. Under the 'Operation Greens' scheme, special farmers train was run under which the subsidy of 50 per cent was given for the transport of vegetables and fruits. Today our farmers can easily take their vegetables to other markets. In order to increase the income of farmers, we have been instrumental in sending their produce to foreign markets. In this way, through 'Kisan Rail' and 'Kisan Udaan', small farmers have been helped to reach the big markets. Also, with the subsidy of 50 percent on the transportation of notified fruits and vegetables, the railway is bringing prosperity in the lives of farmers. Railways have ensured that workers working on contract are paid through 'Shramik Kalyan' portal, which has brought transparency in the process of payment of their minimum wages.

**SHRI JUGALSINH MATHURJI LOKHANDWALA:** In our country, about 25 million people travel in trains. Many countries do not even have this much population. When the Modi government came to power in the year 2014, in 2015-16, the Rail Coach Factory was set up in Rae Bareilly and railway coaches were started to be manufactured there. All the people of the country contributed to the 'Swachhata Abhiyan'. This is a government of the poor and the way this government is working for the poor today, it will always continue to work in this way.

**SHRIMATI MAMATA MOHANTA:** Indian Railways is uniting the whole country which shows the integrity of the country and the all India nature. Indian Railways plays an important role in fulfilling the basic requirement of transport of India. There are new railway lines from Bangripasi to Gorumahisani, Badam Pahar to Kendujhar and Budamara to Chakulia. Approval has been given for Budamara to Chakulia railway line. But, it is unfortunate that a measly amount of money has been earmarked in the budget for it. Demand for Bangariposi-Gorumahisani railway line in Mayurbhanj district has been pending for years. There is a need to connect the Gorumahisani-Tata-Badam Pahar rail line with the Roopasa-Bangripasi rail line. The

proposed railway line could serve as the lifeline of Mayurbhanj district, as it would reduce the distance from Puri to Delhi by about 50 km. The project is yet to be approved by the Railway Board. The Badam Pahar railway line from Tata Nagar is ten years old. Nothing has been done except electrification for this railway line. The people of this region cannot integrate with the mainstream of society due to the non-acceptance of the Bangriposi-Gorumahisiani project. Therefore, I request the Government to approve the Bangriposi-Gorumahisiani rail line and make a budget allocation for it.

**SHRIMATI GEETA ALIAS CHANDRAPRABHA:** The Government headed by Hon. Prime Minister is fully dedicated to the development of Railways. In the last six years, the country has witnessed development work in the rail sector. Since 2014 the Government has been trying to lay rail tracks in those parts of the country where the railways have not reached since independence. Running a bullet train between Ahmedabad and Mumbai and between Delhi, and Banaras will make people's dream come true. The 'Kisan Rail' is a unique effort by the Government to make farmers self-reliant. Several provisions have been made in the budget for railways. An amount of about Rs. 1,10,055 crore has been provided for the development of rail in the budget. The Government has set a target to arrange 100% electrification of broad gauge routes and build freight corridors. Indian Railways has operated the world's first hospital train to deal with a pandemic like Corona. Most people go to Kanpur or Agra by rail for educational and business purposes from areas like Etawah and Mainpuri etc. in Uttar Pradesh. I request the Hon. Railway Minister to increase the number of passenger trains from Kanpur to Etawah via Phaphund and from Agra to Etawah. Also, a new rail line has been started between Etawah and Mainpuri. Keeping in view convenience of the passengers on this line, I request to increase the number of passenger trains. The Railway Board plans to extend the Etawah-Mainpuri railway line to Etah. I hope that the Government will complete this project at the earliest. Also, the weekly Anand Vihar Express from Kanpur via Kannauj-Farrukhabad-Mainpuri should be run daily, so that commuters of that area are benefited. The Government has taken steps towards modernisation of the Indian Railways and I am confident that the Indian Railways will make a substantial contribution to the nation building.

**SHRI ANIL DESAI:** In this Union Budget, Indian Railways has received a record outlay of Rs.1,10,000 crores, of which Rs.1,07,000 crores is the capital expenditure for the year 2021-22. Hence, Indian railways has now the highest ever total Capex plan of Rs.2,15,000 crores. It is expected that these funds would be utilised to boost the ambitious 'Atmanirbhar Bharat Mission' and also towards completion of vital infrastructure projects, capacity building, passenger amenities and safety enhancement. In fact, measures taken by the Government to improve the financial position of railways have fallen short as railways' operating ratio has often cited losses at the end of the financial year. The Government needs to bring the operating ratio at a reasonable level. It should aim at maximising revenue receipts and minimising controllable revenue expenses. The Government has allowed private players to operate in the railways sector through the PPP mode under the 'New India New Railway' initiative. Thus, the massive infrastructure and network of thousands of kilometers built up over the years will go in the hands of private players who will utilise the same for their own benefit and the very purpose of cheap and affordable public transport will be lost. In the entire budgetary provisions of the railways hardly anything is mentioned for the State of Maharashtra. The metro rail projects which are being implemented in Maharashtra need part funding from the Centre. This year's budget has provided only for Nasik and Nagpur metro rails. The Government should explain as to why other metro projects in Maharashtra are left out. The people of Maharashtra are looking forward to better services like development of terminal facilities, augmentation of speed of trains, signalling systems, improvement of passengers and users' amenities etc. So, I hope the Government will take cognizance of these suggestions and implement them positively.

**SHRI RAKESH SINHA:** First of all, I want to congratulate my Railway Minister that he has cleared that railways is not being privatized. During the 65 years of Congress rule, there was a railways from populism to paper. Then railways ran on paper, not on the track. But Hon'ble Prime Minister Narendra Modi has holistic approach and he made railways a people centric. 51-kilometer long 32- railway line is being built in Mizoram. All the capitals of the North-East have been connected by railways. We are laying railway lines in the country for the public. Our Minister of Railways is the minister of the entire

country and today railways is reaching in the every part of the country. Without excellence, railways could not develop. We have brought the world excellence. We have not only imported it, but have also customized it. Today, modern coaches are being produced under 'Make in India'. From 2009 to 2014, electrification in Rajasthan was zero kilometers. Our government has electrified 1,433 km of railway lines in six years there. The process of electrification in the country will be completed by 2022-23. 631 railway crossings were made manned crossings in the year 2018-19. The following year about 2,000 railway crossings were made manned crossings. We have seven high-density corridors. They cover Howrah, Delhi, Chennai, Mumbai and 68 percent of the traffic there. Dedicated Eastern and Western Freight Corridors are being built to reduce it. We will not only develop the economy, but will also facilitate the passengers. I request the Railway Minister to make arrangements to stop the Awadh-Assam Express, Vaishali Express trains by developing the Lakhminia station. The George Fernandes Express train from Lakhminia to Delhi should be started.

**SHRI BINOY VISWAM:** The government is an ardent supporter of private capitalization and FDI And they call it atmanirbharta. if we understand the meaning of the words 'atmanirbhar Bharat', what they are doing now is just the opposite. I would like to know about the government's concept of the Indian Railways for the future. It talk a lot about the Tejas train. It is Delhi-Lucknow bound train which you offer now as the great achievement. Its cost of ticket is very high. Shramik train was driven, for the first time, on 1st of May during lockdown. When the Shramik trains were run for the poor people and labourers, they were filled in the trains like refugees. There was no water and no food. Ninety-seven people died in those trains. I request the government to give compensation to those poor families whose kith and kin were killed in those Shramik trains. I am very sure that in the course of time the foreign capital, in the name of FDI, will come to conquer the Indian Railways. Kerala is the one State from where the Government gets the maximum revenue. But all the coaches in Kerala are very, very old; they are decades old. Provide kerala reasonably clean coaches. There was a great saying about a coach factory in Kerala for decades and decades. At least now, provide this coach factory there.

**SHRI B. L. VERMA:** I support this railway budget. This budget is the third budget of the second term of the Modi government. The honorable Minister of Railways has made a provision of more than one lakh crore rupees in this. I thank the honorable Minister of Railways as he has operated maximum number of Shramik special trains for Uttar Pradesh. I also want to thank all the railway employees who served the nation even during Covid pandemic period. There has not been a single major railway accident this year. Solar panels have been installed at railway stations and buildings by the Ministry of Railways. Our government believes that by 2030, Indian Railways will become the first country in the world with 'net zero carbon emission'. Railways distributed free food and water to 2 crore people during the Corona period and for the migrant laborers, the Railways arranged about 4,600 special Shramik trains. We have doubled the speed of freight trains even during the Covid pandemic. Railways has opened a 'Business Development Unit' in every division. Through 'Kisan Rail', farmers have been able to deliver their products to their destinations on time. I demand that a direct train to Delhi and Lucknow be provided to Badaun district.

**SHRI HARDWAR DUBEY:** In this budget, Rs 1,10,055 crore has been allocated to the Railways. It will definitely develop the railway. Now all the state capitals of the Northeast are being connected by rail route. Rail lines have been laid till western Kashmir and Banihal. Now the dream of bullet train will also come true. Honorable Chandrashekhar ji had conducted a survey of a railway line in Bihar. In that survey Siwan was considered to be linked with that line via Hussainabad, Balua of Bihar and Pipparpatti. I would like this railway line to be connected with these areas. Agra is the largest area of tourism. Uninterrupted transport of Agra goods should be ensured. Agra's place in the world is due to the Taj Mahal, so the station here should also be made accordingly. Modi ji's government has run a rail line from Agra to Etawah. Some express trains should be started on this route in the interest of the people of Jain community and for Bateshwar-Darshan.

**SHRI SAMIR ORAON:** Indian Railways is the lifeline of the general public and is also a major mode of transport. Indian Railways will soon provide the world's most modern rail services. The world's

highest railway bridge is being built over the Chenab River in Jammu and Kashmir. Indian Railways has also contributed to the 'Swachh Bharat Abhiyan' campaign. Bullet trains will also be run in future along with modern trains like 'Tejas', 'Vande Bharat'. In this budget, an amount of about 1 lakh 10 thousand crore rupees has been made available to the Railways. In the budget, new railway policy will be formulated for a new India. Cent per cent electrification of all broad gauge lines is targeted by 2023. The government has targeted to complete the work of freight corridor by 2022 in the budget. The Government completed the work of the much-needed railway line for the development of Jharkhand connecting Godda district of Jharkhand with the railway network for the first time a few weeks ago. The Jashpur-Korba railway line will be very useful for tribals, farmers and people of Jharkhand and Chhattisgarh working in mines. Therefore, along with this railway line, the work of Chirimiri to Barwadih railway line should be completed. It is requested to the hon'ble Minister of Railway that all the long-awaited schemes should be completed as soon as possible.

**DR. FAUZIA KHAN:** Indian Railways is the lifeline of the common men. It is the world's largest passenger carrier. The inevitable consequence of privatization will have an overall impact on the economy at large. The National Rail Plan Vision 2030 gives great hopes. As we moved from steam engine to diesel engine and then to electric one, let us work faster on moving to solar energy and to the hyperloop which has the potential to be the changemaker. It is surprising and disappointing to see that Marathwada, the deprived region of Maharashtra, has once again been left deprived and ignored. Out of the total Central Budget Marathwada got Rs.175 crore for electrification between Manmad and Mudkhed. Out of 89 projects in India, Maharashtra got only four. Doubling of lines between Parbhani and Manmad was denied. Various other projects are pending. Andhra-Telangana Division gets four new railway lines in 2020-21 but none for Marathwada. Eight new railway projects got fund in South-Central Railway but there is no new project in Marathwada. I request the hon'ble Minister of Railway to join Nanded Division to Central Railway and to have a meeting with all the Members of Lok Sabha and Rajya Sabha belonging to Marathwada to hear voice our and woes.

**SHRI SAKALDEEP RAJBHAR:** I support the Demands for Grants of Railway Budget. Today, with the efforts of hon'ble Minister of Railway, a network of railway lines is being laid for the convenience of the people of the whole India. Doubling and electrification of railway lines and security, cleanliness and pure water, resting places etc. have been well managed at all railway stations. Reservation of lower seats for the elderly and sick people has been facilitated. I ask the Government to run a Rajdhani train from Gorakhpur to Delhi, lay a new railway line from Azamgarh to Suremanpur and add first class AC coach in Lichhavi Express. Moreover, I also support the demand to run trains in the names of late Karpoori Thakur and late Chandrashekhar ji and I repeat my earlier demand to name the Bakulhaghat railway station in the name Jayaprakash Narayan ji and the name the Kiriharapur railway station in the name of late Chandrashekhar ji .

**THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI RAMDAS ATHAWALE):** The efforts being made by the Government to take the country forward in the direction of progress are commendable. Many schemes of Maharashtra have been supported in the Rail Budget. Good facilities have also been provided for Mumbai Local Service. I support this budget.

**THE MINISTER OF RAILWAYS; THE MINISTER OF COMMERCE AND INDUSTRY; AND THE MINISTER OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI PIYUSH GOYAL), replying to the discussion, said:** The discussion on the Demands for Grants of Railways has been a very good one. Many suggestions came, some comments were also made, some criticisms were also there. But, the good environment in which it was discussed today while maintaining the democratic tradition, shows that our goal is the same. Covid's time was terrible time. At that time, the countries which took timely appropriate and decisive steps, made the right decisions, those countries recovered rapidly, saved the lives of their people and at the same time they were also able to get the economy of the country back on track. Among those countries, India is considered to be the first. The Railways, too, is a symbol of that. Lockdown was announced in the country, some comments were



also made at that time. In such a situation, the railway employees worked without caring for their own lives. During the entire epidemic, not a single railway employee ever refused to come on his duty, they were on their toes all the time. Where there was a need to deliver the essential goods, they kept on delivering those. Be it food grains, fertilizers, coal, medicines, all things reached directly to the people. When there was no other means, then trains were the only means. Due to the easy access to all things to the people, the country succeeded in battling such a huge epidemic and in a way peace prevailed throughout the country. In such times, the supply of electricity was not stopped, there was no problem for any farmer. This was possible because every item, whether fertilizers or pesticides, was delivered to them in time. If a person got Covid, it was necessary to put him in isolation. In such a situation, the country did not have adequate facilities, especially in villages such facilities were not there. I am just giving an example and from time to time I got guidance from the Prime Minister as to how the Railways also turned this covid disaster into an opportunity to serve the country and the public. The entire family of the Railways, be it officers or employees or other workers, they worked wholeheartedly towards serving people. We have created an Isolation capacity of around 80,000 beds. It was also used in many villages of Uttar Pradesh. Similarly, during the covid period considerable thought was given to various ways in which we could serve people, for example, running the farmers trains, so that the goods of our farmers can reach every corner of the country. When it came to mind that people are getting anxious to go to their homes, special trains were run in the name of "Shramik Special" across the country despite lockdown being in place. Their journey was smooth. We distributed more than two crore packets of food and about two crore and sixteen lakh water bottles to them during their journey. RPFs were arranged in trains. Each state got as many trains as they asked for. This country will be proud of its railway family. The railway family of this country served its people to the best of their capacity and I think that in this, the entire House should join to appreciate the railway employees of the country. There is no need to do politics on this.

In the time of earlier Government, there were only announcements of projects like, laying of new railway lines, doubling, etc., for which the allocation in the budget was very low. If the money

is also made available, the state Government has difficulty in acquiring the land. There are many projects which have been stuck for a long time. In West Bengal, a railway line of 110 kilometres was announced in 1974-75, out of which 42 kilometres could be completed because for the rest work the land was not available. An average of Rs. 1,171 crore per annum was allocated for Maharashtra between 2009 and 2014. While in this year's budget, approximately Rs. 60 thousand crores have been allocated to Maharashtra. I think, unless there is investment, the projects will not be completed and there will be no development. If the States don't give land, wildlife clearance, transfer public utility services, rehabilitate, nothing can be said about the completion of the projects. There are many projects in Kerala, but not a single project is going on, because the land is not available. There is a demand for a new railway line, but there is no land for the old line. We are able to work quickly in the states that show swiftness to provide land to us. We have made a thinking that the project in which the land is available and all the approvals have been received, the project should be completed on priority. Fifteen years ago, the railways used to spend an average of Rs. 25,000 crores annually in capital expenditure. This year, it has been increased to Rs. 2,15,000 crores. We are trying to focus on projects where 70-80 per cent of the work has been completed, where land is adequately available and to finish the work at a faster pace. This will also increase the revenue of the railways. Odisha received an average of Rs. 838 crore per annum between 2009 and 2014 as capital expenditure for railway lines, which has increased to Rs. 5,528 crores. I think, the thinking of the railways has changed because we have got both the budgets merged. Depending upon the amount of money available, new lines, electrification, gauge conversion, doubling, etc., are planned. We have put in place a national rail plan up to 2030 under a very deliberate strategy to find out which are the most essential railway lines in the country, which lines are in high demand for passengers, they require services, where is a demand for goods transportation, such as Rail connectivity to ports, coal mines, iron ore mines, etc., thereby increasing exports. It has declared 58 projects as super critical. Which will be fully dedicated in the service of the country in this coming year. Similarly, 68 important projects will also be completed in the next three years and in a way, we will expand the rail connectivity across the country. I think, in the next two-and-a-half years, from Kanyakumari to

the entire Baramulla, a person will be able to travel in the same train. We are also putting see-through vistadome coaches in these trains. So far, 33 Vistadome coaches are in service, which are running on different routes, we have made them bulletproof. Railways is also working to give a major boost to tourism. I monitor the projects of Kashmir at my level in every 15 days. The dedicated freight corridor itself is an example of how the projects were accelerated to complete the work. Only Rs. 10,000 crores were spent before 2014, but we invested Rs. 38,000 crores in five years, between 2014 and 2019. In this year's budget also, approximately Rs. 14,000 or 16,000 crores are being given for the dedicated freight corridor. Our MSME sector will be able to deliver goods at a faster pace at affordable prices. At the same time, the railway lines on which goods trains run today will be available for passenger trains, by which we will make the services of passengers more accessible. Besides, trains would also be able to run at a faster pace and more trains would be able to run. Similarly, in freight, we have given more emphasis to the MSME sector, the export sector, by making a number of changes. We have given a rebate of 50 per cent in fares to transport fruits and vegetables in the 'Kisan' mail. We have been able to double the speed of goods trains. This will benefit the economy of the country. If the economy grows at a faster pace, new investments will come, new factories will come up and there will also be new job opportunities. Despite the Covid epidemic, the freight loading that have occurred every month in six months from September 2020 to February 2021 have been the highest in India's 168-year history. The process for booking of goods for customers has been made online for the sake of transparency. We will transport the goods cheaper and timely through railways. We have to enhance our capabilities and increase revenue by extending more services.

There is a fix cost of Rs. 161000 crores. Apart from this there are other charges like maintenance, fuel, electricity charges etc. for which Railways had expended Rs. 54000 crores in 2014-15 but this year Railways will spend Rs. 48000 crores. Railways has adopted the transparent policy and has succeeded in controlling the expenditure. For lowering the maintenance costs, railways is procuring coaches and locomotives of better quality. Before 2014, around 600 to 650 kilometres track was being electrified every year whereas during this year 5500 kilometre track is electrified. Railways are making all its

efforts to provide all sorts of amenities to passengers in coaches and at stations. Now there is no smell on stations and in the trains. The facilities of foot-over-bridge, escalators and lifts have been increased. No passenger was died in rail accidents during the last two years. Railway has provided safe travel to the passengers. Trains were stopped during covid-19. Operation of 80% mail/express trains has been started. More than 12 lakh workers are working collectively day and night in railways for smooth and safe operation of trains and locomotives. Pipes for supplying water were very old and some pipes were small in size. Now such pipes are changed, nozzle of these pipes are changed. Complaints regarding water supply are being attended immediately and responsibilities are being fixed for such complaints. The present position of every train can be accessed on mobile. Now trains are running on time and reaching their destination as per schedule. Trains running late are being monitored daily and the efforts are being made to improve the operation of such trains. Facilities on many stations have been upgraded. Bright LED Lights are being fixed at almost all main stations. Toilets are clean every where. Somebody criticised the condition of Habibganj Station. On being reviewed it is found that this station is worth-seeing. New sub-ways and concourse have been constructed. Arrival track and departure track for the passengers are separate. Private Sector has invested in railways for making improvement, it is not a privatisation. Station is the property of the public, it has not been sold out. Investment has been made for the improvement of facilities. Private Sector will get earnings from the investment by providing facilities to the passengers. It is a wise step.

The Government wants to increase the investment in railways. Now the Government is investing five times. There is need to construct three more dedicated freight corridor. 6-7 more routes have been identified for bullet trains. These routes will be constructed with the help of State Governments. States will provide lands, high speed railway routes would be constructed and private capital would be invested. This will create jobs for lakhs of people. States should come forward for such projects. Some states are not providing land for such projects. Railways has started to construct these projects as per the availability of land. If Mumbai provides terminal, Bandra-Kurla complex and land for this project, then the whole region would be developed and it will be a role model. India has acquired the safest and

the best technology from Japan and Japan is providing loan at 0.1 per cent interest. It is due to international relations diplomacy of the Government. We have long term vision, it is not just an announcement. It is hoped that the State Governments will also come forward for these projects. This year Capex budget of Rs. 215000 crores has been provided for safety and new infrastructure in railways. It is requested to support the Demand for Grants for railways for 2021-22. There is a provision of examining the feasibility in Andhra Pradesh (Reorganisation) Act. Naturally investment should be done on those facilities which are needed. There is ample facility of coach manufacturing in India. In 2014, the no. of LHB coaches was less than 2500, now it is around 25000. These coaches are safe. Railway has stopped the manufacturing of ICF coaches since 2018. Construction of Modern Coach Factory, Raebareli was started in 2008 and its construction was completed by 2011 or 2012 but not a single coach was constructed in this factory till 2014. Only minor work was taking place. But in 2018-19 this factory produced 1425 coaches. The installed capacity of this factory is 1000 coaches but now this factory is manufacturing 1900 coaches. This is a record production.

*Discussion concluded.*

---

## **SUPPLEMENTARY DEMANDS FOR GRANTS OF UNION TERRITORY OF JAMMU AND KASHMIR, 2020-21**

**THE MINISTER OF FINANCE; AND THE MINISTER OF CORPORATE AFFAIRS (SHRIMATI NIRMALA SITHARAMAN):** I lay on the Table, a statement (in English and Hindi) showing the Supplementary Demands for Grants in respect of Union Territory of Jammu and Kashmir (with Legislature) for the year 2020-21.

## **THE BUDGET OF UNION TERRITORY OF JAMMU AND KASHMIR, 2021-2022**

**THE MINISTER OF FINANCE; AND THE MINISTER OF CORPORATE AFFAIRS (SHRIMATI NIRMALA SITHARAMAN):** I lay on the Table, statements (in English and Hindi) of the estimated receipts and expenditure (2021-22) of the Union Territory of Jammu and Kashmir (with Legislature).

**SUPPLEMENTARY DEMANDS FOR GRANTS OF UNION  
TERRITORY OF PUDUCHERRY, 2020-21**

**THE MINISTER OF FINANCE; AND THE MINISTER  
OF CORPORATE AFFAIRS (SHRIMATI NIRMALA  
SITHARAMAN):** I lay on the Table, a statement (in English and  
Hindi) showing the Supplementary Demands for Grants in respect of  
Union Territory of Puducherry (with Legislature) for the year 2020-21.

**THE BUDGET OF UNION TERRITORY OF PUDUCHERRY,  
2021-22**

**THE MINISTER OF FINANCE; AND THE MINISTER  
OF CORPORATE AFFAIRS (SHRIMATI NIRMALA  
SITHARAMAN):** I lay on the Table, statements (in English and Hindi)  
of the estimated receipts and expenditure (2021-22) of the Union  
Territory of Puducherry (with Legislature).

**Desh Deepak Verma,**  
*Secretary-General.*

[rssynop@sansad.nic.in](mailto:rssynop@sansad.nic.in)

**ERRATA TO THE SUPPLEMENT TO SYNOPSIS OF DEBATE  
DATED 16<sup>h</sup> MARCH, 2021**

**AND**

**SYNOPSIS OF DEBATE DATED 17<sup>th</sup> MARCH, 2021**

<b>Page No.</b>	<b>Line No.</b>	<b>Correction</b>
336	23	Read 'anamoly' for 'irregularity'.
336	35	Read 'live birth' for 'lakh of birth'.
360	8	Remove 'childhood of' after 'sites of'.
377	19	Read 'leads to' for 'has to face'.
379	10	Remove 'confident' after 'assured'.