

श्री ए.यू. सिंह दिव : सर, मंत्री जी ने अपने उत्तर में कहा कि पानी की कमी है, इसलिए हम गोल मार्केट में पानी सप्लाई नहीं कर सकते। मैं मंत्री जी से आपके थू यह पूछना चाहूंगा कि In all foreign countries, the sea water is converted into drinking water and this kind of a thing should also be done in India. तो क्या सेंट्रल गवर्नमेंट की कोई ऐसी स्कीम है, जो सी वॉटर को ड्रिंकिंग वॉटर में कन्वर्ट करे और गोल मार्केट और दूसरी जगहों में पानी सप्लाई कर सके?

श्री सत्यव्रत चतुर्वेदी : सी वॉटर को यहां लाएंगे दिल्ली में?

श्री सभापति : आपको समुद्र को यहां लाना होना।

SHRI M. VENKAIAH NAIDU: Sir, I can understand the concern of the hon. Member. Sir, not only this hon. Member, there is a concern throughout the country because groundwater has been depleting day by day. Rains have also become scarce. Water availability is becoming a major problem. It is a major challenge before the country. One solution is conserving the rain water. Second is avoiding wastage of water, and the third one is, as suggested by the hon. Member, desalination plants. Desalination is one solution, but comparatively, the cost is a little high. As of now, we have one project that has been taken up by the Tamil Nadu Government with the support of the Ministry of Urban Development. In Chennai, 100 MLD desalination drinking water plant has been set up. Such schemes can be taken up by States where sea is nearer, but it cannot be taken up in Delhi because we don't have sea here.

Expediting environment clearances

*244. SHRI KALPATARU DAS: Will the Minister of ENVIRONMENT, FORESTS AND CLIMATE CHANGE be pleased to state:

(a) whether it is proposed to expedite environment clearances to ensure early execution of such projects pending since long, if so, the details thereof;

(b) whether the above measures would help to ensure fast development of SEZ sector; and

(c) the status to ensure fast execution of road projects in the naxal areas which have been held up on account of environment and other various reasons?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT, FORESTS AND CLIMATE CHANGE (SHRI PRAKASH JAVADEKAR): (a) to (c) A Statement is laid on the Table of the House.

Statement

(a) For expediting the process of grant of environmental clearance, this Ministry has taken various steps which include: (i) mandating online submission of applications for grant of Terms of Reference / Environment Clearance, (ii) holding regular and longer duration meetings of Expert Appraisal Committees for consideration of projects in different sectors, (iii) regular monitoring of status of pending projects, (iv) constitution of State / Union Territory Level Environment Impact Assessment Authorities (SEIAAs) in 27 States / UTs to deal with the Category 'B' projects, (v) issuing guidelines for Categorization of Category 'B' projects into Category 'B1' & 'B2', etc.

(b) With a view to further simplifying the environment clearance process for SEZs, following has been *inter-alia* decided:

- (i) In respect of laws and regulations pertaining to environment, Central / State Governments may delegate the power as allowed by the relevant statutes to an official of the State Pollution Control Board (SPCB) posted in the zone.
- (ii) The Environmental Clearance for SEZs units under the EIA Notification, 2006 shall be considered on a high priority.
- (iii) Individual units may be exempted from public hearing in cases where the SEZ as a whole has undergone public hearing. In cases where the type of individual unit / process was not originally considered as a part of the SEZ project at the time of the public hearing for SEZ, a fresh public hearing will be required for that individual unit / process at an appropriate time.

(c) For highway expansion projects, the requirement of obtaining TORs has been dispensed with. The conditions for obtaining EC for national highway expansion projects have been relaxed. Only those expansion projects require EC where the expansion is greater than 100 km. involving right of way or land acquisition greater than 40 meters on existing alignments and 50 meters on realignments or bypasses.

Further, general approval under Section 2 of the Forest (Conservation) Act, 1980 for projects involving diversion of forest land, not located within the protected areas, for construction of two lane public roads by Government Departments in 117 Left Wing Extremism (LWE) affected districts irrespective of the area of forest land involved in such projects has been accorded by this Ministry.

SHRI KALPATARU DAS: Mr. Chairman, Sir, in his reply, the hon. Minister has stated that the Ministry has taken various steps for expeditious disposal of the environment

clearance. First of all, I would like to know whether these instructions and guidelines were issued by the UPA Government or by the present NDA Government. Is it a fact that cases are pending for years together? In some cases environmental clearances are granted and subsequently revoked due to which investors are going back, and the States are suffering. If this is the case, whether the Government will issue fresh guidelines.

As regards the Naxal affected areas, the Government of India has given exemption for general lands and that too in non-protected areas. Sir, Naxal activities are mainly in the protected areas. If roads are not allowed to be constructed, then, it will remain underdeveloped. For example, Odisha is constructing a road from Vijaywada to Ranchi with Central assistance. The entire construction work is held up for want of environment and forest clearance. If this sort of infrastructure is not allowed to be constructed, then, there will be more and more Naxal activities. Will the Minister consider giving clearance and permit the State Government to construct the road? It is being done by the State Government, not by any private party. Under this Act, may I know whether the Government will give blanket clearance to the State Government or not?

SHRI PRAKASH JAVADEKAR: Mr. Chairman, Sir, I fully appreciate the concerns expressed by the hon. Member. The issue is this. The hon. Member has raised two questions. We are making continuous effort to make the EC simplified. हमने पहले एक इनिशिएटिव लिया है। एन्वायरनमेंट क्लीयरेंस/टी.ओ.आर. का ऑनलाइन ऐप्लीकेशन सबमिशन प्रोसेस 15 जून से शुरू किया है और 15 जुलाई से वह कारगर हुआ है। Now there is only online submission as far as environmental clearance is concerned. Lastly, I have initiated again and inaugurated the launch of online submission of application process for forest clearance also. That will accept submission of online applications from 15th August, 2014. So, we have already taken two major initiatives whereby the online applications will ensure efficiency, transparency, accountability, reduction in turn-around time, enhance responsiveness and enhance ease. What will online do? Online will facilitate management of effective monitoring. It will be accessible from any PC having internet connection. It will have a unique ID for every proposal for future reference. So, every thing can be tracked at sub stage level. So, this is the first initiative we have taken to make it more transparent and efficient.

Regarding Left Wing Extremism, I have made it clear in my reply that for Highway expansion the requirement of obtaining TOR is dispensed with. The conditions for obtaining EC for national highway expansion projects have been relaxed. Further, general approval under Section 2 of the Forest (Conservation) Act, 1980 for projects involving diversion of forest land, not located within protected areas, for construction of two lane public roads by Government Departments in 117 Left Wing Extremism affected districts

irrespective of the area of forest land involved in such projects has been accorded by the Ministry. So, general approval has been granted to the project which you have raised. Further suggestions will also be taken on board.

SHRI KALPATARU DAS: Sir, general approval has been given in non-protected area and that too for two lanes. There are district headquarters in Odisha where even an inch of general land is not available. All lands are forest lands. The Supreme Court has also defined the forest land. Even the private lands are not being utilised if it is forest lands because the Forest (Conservation) Act remain in force. In such a situation it is very difficult for the State Government to undertake development projects, including roads. Will the Minister reconsider and examine whether an amendment can be brought to the Forest (Conservation) Act so that the State Government can take up different projects? Will the Minister consider bringing an amendment to the Forest Conservation Act and the Environment Protection Act so that it is investment-friendly? At least, the States will not face any problem in implementing the developmental works.

SHRI PRAKASH JAVADEKAR: Sir, this is actually a suggestion for action. We have already consulted particularly Chhattisgarh, Jharkhand and Odisha. This concession, which we have given under general approval for road construction in Left-Wing Extremist districts, will yield results. Based upon the experience, we can go ahead and take further decisions.

श्री मोती लाल वोरा : माननीय सभापति जी, मैं माननीय मंत्री जी को यह बताना चाहता हूँ कि यू.पी.ए. सरकार ने हर विभाग में पर्यावरण की बहुत सी परियोजनाओं को स्वीकृति दी थी। आपने अभी जो उत्तर दिया है, उसमें कहा है कि ऑनलाइन एप्लीकेशन्स की शुरुआत कर दी गई है। मैं माननीय मंत्री जी से जानना चाहता हूँ कि आपको अभी तक कितने ऑन लाइन आवेदन-पत्र प्राप्त हो चुके हैं? जहां तक बस्तर, ओडिशा और झारखंड का सवाल है, आपने जो जिले गिनाए हैं, उनकी संख्या 117 है। आपने इन सभी के लिए स्वीकृति तो दे दी है, लेकिन मैं आपसे पूछना चाहता हूँ कि क्या नक्सल प्रभावित क्षेत्रों में दो लाइन की सड़कों का निर्माण करना संभव होगा? जब तक वहां पर पूरी सुरक्षा व्यवस्था नहीं होगी, इसमें सफलता नहीं मिलेगी। इससे पूर्व की केन्द्र सरकार ने पूरी सुरक्षा देने की व्यवस्था की थी, लेकिन इसके बावजूद भी बहुत अधिक कार्य नहीं हो पाया था। मैं माननीय मंत्री जी से केवल एक ही बात कहना चाहता हूँ कि ये जो 117 जिले हैं, चाहे वे झारखंड, ओडिशा या छत्तीसगढ़ में हो, वहां पर आपने दो लाइन की सड़कें बनाने की घोषणा तो कर दी है, लेकिन जब तक वहां पर सुरक्षा प्रदान नहीं की जाएगी, तब तक आपकी घोषणा मात्र घोषणा ही रह जाएगी। मैं माननीय मंत्री जी से यही जानना चाहता हूँ।

श्री प्रकाश जावडेकर : सभापति जी, हमारे वरिष्ठ सदस्य श्री मोती लाल वोरा जी ने दो सवाल पूछे हैं। उनका एक तो TORs का प्रश्न है। मैं बताना चाहता हूँ कि दो लाइन परियोजना शुरू होने के बाद अभी एक महीना ही हुआ है और TORs की ऑन लाइन पर लगभग 25 एप्लीकेशन्स आ गई हैं। इसकी बहुत सक्ससफुली ट्रैकिंग हो रही है। दूसरी बात यह है कि एन्वायरन्मेंट

क्लियरेंस के लिए भी सात एप्लीकेशन्स आई हैं। So the process has started working and it will yield results. दूसरी बात जो आपने कही है, वह धरातल पर एक सच्चाई है, क्योंकि वहां सड़क निर्माण या विकास का कोई भी काम करना कठिन है। यह माओवादी हैं, इनका संविधान पर भरोसा नहीं है, वे हिंसा में ही विश्वास रखते हैं और विकास नहीं होने देना चाहते हैं। यह सत्य है कि वे इसीलिए इन कार्यों का विरोध करते हैं। जो मुद्दा फाइलों में अटक रहा था और जो फाइलें यहीं पर घूम रही थीं - अभी रोड बनना तो दूर की बात है, लेकिन उन फाइलों का घूमना बंद हो गया है। जो सड़कें बन सकती हैं, वे ढंग से बनेंगी और इसके लिए गृह विभाग और बाकी विभागों से को-ऑर्डिनेशन होगा।

DR. V. MAITREYAN: Sir, the hon. Minister has mentioned elaborately about the various steps his Ministry is taking.

SHRI SHANTARAM NAIK: Mr. Chairman, Sir, please look at me also, I am wearing a green shirt.

MR. CHAIRMAN: I am sorry. We appreciate your colour choice, but please...

DR. V. MAITREYAN: Sir, he forgot that today is Thursday. The hon. Minister has mentioned elaborately about the various steps his Ministry is taking with reference to environmental clearances, particularly Special Economic Zones also. I would like to know from the hon. Minister whether you have any inbuilt mechanism for monitoring and inquiry or your Ministry makes some ad hoc committees at the whims and fancies of political masters. Why I am asking this is, in today's Economic Times, there is a startling revelation about the exchange of e-mail intercepts between the office of a political leader and your predecessor, the former Minister of Environment and Forests. This is regarding the Mundra Port of Adani Group and the Special Economic Zone. There are a lot of things. Sir, *ad hoc* Committees were formed. I would like to know whether you form an ad hoc committee on a case-to-case basis or you have an inbuilt mechanism. Please go through today's paper also.

SHRI PRAKASH JAVADEKAR: I have already gone through today's newspaper. The information is very revealing and we will, definitely, look into it. And after finding out what the facts are, we will place the information. Now we already have ten Regional Offices of MoEF in different regions. So, now, Committees, which were not there in States, have also been formed and the Authorities are in place. So, I think, there should be no issue. Sir, as far as SEZs are concerned, there is now only one SEZ proposal pending, but it has already been processed and the decision will be taken soon.

श्री मुख्तार अब्बास नकवी : सभापति महोदय, मैं आपके माध्यम से मंत्री जी को बताना चाहता हूँ कि ऐसी बहुत सी बस्तियां हैं जिनमें पहुंचने का रास्ता जंगलों से होकर जाता है। माओवादी रोड नहीं बनाने देते यह अलग विषय है। जो जंगल के कानून हैं, जो फॉरेस्ट के कानून हैं, वे भी रोड बनाने में बाधक हैं। चाहे रोड वहां की स्टेट गवर्नमेंट बनाना चाहती हो, चाहे कोई

एम.पी.लैंड फंड से बनाना चाहता हो, इसमें पैरा खुद का अनुभव है, उसमें तमाम तरह के नियम और कानून लागते हैं और वे रोड्स नहीं बन पाती हैं जिसके कारण लोग जंगल के रास्ते से अपनी बस्तियों तक नहीं जा पाते हैं। मैं माननीय मंत्री जी से यह पूछना चाहता हूँ कि जो रास्ते बस्तियों तक जाने के लिए बनाने चाहिए, चाहे वे जंगल के अंदर से होकर जाते हों, उसमें जो आपके कड़े नियम हैं, जिनकी वजह से सड़कें नहीं बन पाती, क्या उनमें आपकी तरफ से कोई शिथिलता देने की कोशिश की जा रही है?

†¹ **جناب مختار عباس نقوی :** سیہایتی مہودے، میں آپ کے مادھیم سے منتری جی کو بتانا چاہتا ہوں کہ ایسی بہت سی بستیاں ہیں جن میں پہنچنے کا راستہ جنگلوں سے ہو کر جاتا ہے۔ مؤوادی روڈ نہیں بنائے دیتے یہ الگ موضوع ہے۔ جو جنگل کے قانون ہیں، جو فاریسٹ کے قانون ہیں، وہ بھی روڈ بنانے میں یاد رکھ کر چاہئے۔ روڈ وہاں کی اسٹیٹ گورنمنٹ بنانا چاہتی ہو، چاہئے کوئی ایم پی لیڈ فنڈ سے بنانا چاہتا ہو، اس میں میرا خود کا انویہو ہے، اس میں تمام طرح کے قاعدے اور قانون لگتے ہیں اور وہ روٹس نہیں بن پاتی ہیں۔ جس کی وجہ سے جنگل کے راستے سے اپنی بستیوں تک نہیں جاتے ہیں۔ میں مانتے منتری جی سے یہ پوچھنا چاہتا ہوں کہ جو راستے بستیوں تک جاتے کے لئے بنائے جائیں، چاہئے وہ جنگل کے اندر سے ہو کر جاتے ہوں، اس میں جو آپ کے کڑے قانون ہیں، جن کے وجہ سے سڑکیں نہیں بن پاتیں، کیا ان میں آپ کی طرف سے کوئی شتھلینا دینے کی کوشش کی جارہی ہے؟

श्री प्रकाश जावडेकर : सभापति महोदय, यह एक सच्चाई है कि सभी जंगलों से फॉरेस्ट क्लियरेंस के कारण सड़क, ट्रांसमिशन लाइन, linear projects रुकते हैं तो बड़ी दिक्कत होती है और खासकर वाइल्ड लाइफ के एरिया से जाते हैं, तो दोनों तरफ से देखना पड़ता है कि वाइल्ड लाइफ को नुकसान न हो और ट्रैफिक भी चले। इसके लिए उन सारे नार्म्स को पुनः एक बार देखकर कैसे facilitate करें, इसी प्रक्रिया में अभी मंत्रालय काम कर रहा है और हम जल्दी ही इसके बारे में जो बदलाव करने हैं, वे बदलाव करेंगे, लेकिन अभी तक जो बदलाव किए हैं, उनका बहुत अच्छा रिसपांस आ रहा है। Also, we are giving general approval for diversion up to one hectare of forest land for construction of roads. जो पहले था, now, we have increased it.

Schemes under JNNURM in Madhya Pradesh

*245. SHRI DIGVIJAYASINGH: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) the number of schemes sanctioned under the Jawaharlal Nehru Urban Renewal Mission (JNNURM) in Madhya Pradesh, districts-wise;

(b) the details of names of projects along with the amount sanctioned, district-wise;

†Transliteration in Urdu Script.