

महोदय, मैं इस संदर्भ में भारत सरकार और कृषि मंत्रालय से निवेदन करता हूँ कि ICAR की सूखा भूमि अनुसंधान संस्थान की एक अस्थाई शाखा नांदेड़ में स्थापित की जाए, ताकि ICAR के वैज्ञानिक और अधिकारी स्थानीय कृषि अधिकारियों के साथ मिलकर मराठवाड़ा के प्रत्येक गांव में नियमित रूप से किसानों से मिलकर सूखा प्रतिरोधी फसलों की जानकारी प्रदान कर सकें, जिससे इस सूखा प्रभावित क्षेत्र का आर्थिक विकास संभव हो। ड्राई लैंड रिसर्च इंस्टीट्यूट की मुख्य शाखा महाराष्ट्र में नहीं होने के कारण इस संस्थान के वैज्ञानिक अनुसंधान के लाभ मराठवाड़ा, महाराष्ट्र के किसानों तक नहीं पहुंच पा रहे हैं। आर्थिक संकट के चलते मराठवाड़ा के कई किसानों ने अपने जीवन को समाप्त करने का एक अत्यंत दुखद निर्णय लिया है। मैं भारत सरकार से विनम्र प्रार्थना करता हूँ कि ICAR की ड्राई लैंड रिसर्च इंस्टीट्यूट की एक अस्थाई शाखा नांदेड़ जिले में स्थापित की जाए, जिससे किसानों को आवश्यक सहायता और जानकारी भी मिलेगी। अगर ICAR की यह ड्राई लैंड रिसर्च इंस्टीट्यूट की शाखा हमारे नांदेड़ जिले में मिलेगी, तो इस क्षेत्र में किसानों की फसलों और उनकी उत्पादकता में बहुत बड़ी प्रगति हो सकती है।

माननीय उपसभापति महोदय, यह एक बहुत गंभीर समस्या है। हमारे मराठवाड़ा के किसानों की फसलों के लिए जो मिट्टी है, यह पानी नहीं पकड़ती है, इसलिए इसमें रिसर्च की आवश्यकता है और किसानों की मदद करने की बहुत जरूरत है। मैं आपके माध्यम से फिर से प्रार्थना करता हूँ और हमारे मराठवाड़ा के नांदेड़ जिले में ICAR की यह संस्था स्थापित करने की मांग करता हूँ। बहुत-बहुत धन्यवाद। ...**(समय की घंटी)**...

MR. DEPUTY CHAIRMAN: The following hon. Members associated themselves with the matter raised by hon. Member, Dr. Ajeet Madhavrao Gopchade: Shri Niranjana Bishi (Odisha), Shri Maharaja Sanajaoba Leishemba (Manipur), Dr. Anil Sukhdeorao Bonde (Maharashtra), Shri Banshilal Gurjar (Madhya Pradesh), Dr. Fauzia Khan (Maharashtra), Shri Dhananjay Bhimrao Mahadik (Maharashtra) and Dr. Sasmit Patra (Odisha). Dr. Fauzia Khan - Need for a national policy on school transport safety.

### **Need for a national policy on school transport safety**

DR. FAUZIA KHAN (Maharashtra): Sir, the increasing number of accidents involving school vans and buses has become a serious issue, necessitating immediate action. Despite existing State-specific laws and guidelines from the CBSE and directives from the Supreme Court, several notable enforcement challenges and fundamental issues still persist. A national study conducted by the Save Life Foundation in 2021 has found that 47 per cent school transport vehicles lack seat-belts, only 48 per cent have speed governors, 41 per cent schools have no transport manager, 25 per cent parents could verify that GPS and CCTV systems were operational in school buses,

12 per cent indicated the absence of safety devices such as fire extinguishers and first aid kits and over 50 per cent have no emergency contact information. There have been 26 per cent incidents of reckless driving. Currently, Indian law does not mandate seat-belts in school buses. While some States have instituted requirements for CCTV cameras in school buses, these practices are not universally applied. Besides, buses, private vans and auto rickshaws are the most prevalent mode of transport in Tier-2 cities and rural areas, but now they have started plying even in Tier-1 cities. These are overcrowded vans, auto rickshaws and unregulated taxis. Despite having one of the highest rates of road crash fatalities globally, India does not have a uniform comprehensive national policy on school transport safety. While some States have initiated standard policies for school vehicles, including vans and buses, they remain largely on paper with no effective enforcement. Additionally, there is lack of regulation and safety measures for auto rickshaws and e-rickshaws ferrying children. To address these issues, I urge the Government to develop a national school transport policy to establish uniform safety regulations across all States. This policy should mandate seatbelts, CCTV cameras and GPS in school vehicles. Regulations must also extend to private schools and transport options such as autos, vans and rickshaws, ensuring a defined set of safety standards is applied. Furthermore, we need to enforce existing school transport guidelines on speed limits, overcrowding, checks and safety equipment requirements. Regular safety audits on all school vehicles should become a standard practice. Schools must implement effective grievance redressal mechanisms. It is imperative to ensure that school drivers receive regular training and sensitization. Thank you.

MR. DEPUTY CHAIRMAN: The following hon. Members associated themselves with the matter raised by the hon. Member, Dr. Fauzia Khan: Shri A. A. Rahim (Kerala), Shri Sujeet Kumar (Odisha), Dr. John Brittas (Kerala), Shri Niranjan Bishi (Odisha), Shri Imran Pratapgarhi (Maharashtra) and Dr. Sasmit Patra (Odisha).

Shri M. Shanmugam - Need to review the facial recognition system for issuing Take-Home Ration (THR) to the beneficiaries under Integrated Child Development Services (ICDS) Scheme through Anganwadi workers. He is not present.  
Shri Samik Bhattacharya - Demand for Taslima Nasreen's safe return to Kolkata.

### **Demand for Taslima Nasreen's safe return to Kolkata**

SHRI SAMIK BHATTACHARYA (West Bengal): Sir, a man who does not strive for mankind is not a man, and the life and words of Dr. Taslima Nasreen is testimony to