

செய்தி வெளியீடு

மாண்புமிகு தமிழ்நாடு முதலமைச்சர் திரு. மு.க. ஸ்டாலின் அவர்கள் இன்று (31.3.2022) புதுடில்லியிலுள்ள பிரதமர் அலுவலகத்தில், மாண்புமிகு இந்தியப் பிரதமர் திரு. நரேந்திர மோடி அவர்களை சந்தித்து, தமிழகத்தின் வளர்ச்சித் திட்டங்கள் உள்ளிட்ட பல்வேறு கோரிக்கைகள் அடங்கிய மனுவை வழங்கினார். அதன் விவரங்கள் வருமாறு:

வரிசை எண்.	பொருள்
1)	நீர்வளப் பிரச்சனைகள் காவிரியின் குறுக்கே கர்நாடகாவால் மேகதாது அணை கட்டும் திட்டம் தொடர்பான பிரச்சனை
2)	மீன்வளம் அ) பாக் வளைகுடாவில் இந்திய மீனவர்களின் பாரம்பரிய மீன்பிடி உரிமைகளைப் பாதுகாத்தல் மற்றும் அவர்களின் பாதுகாப்பை உறுதி செய்தல் ஆ) "கச்சத்தீவு" மீட்பது மற்றும் தமிழக மீனவர்களின் பாரம்பரிய மீன்பிடி உரிமைகளை மீட்டெடுப்பது
3)	எரிசக்தி அ) நிலக்கரி குறித்த விவகாரங்கள் - தமிழ்நாடு மின் உற்பத்தி மற்றும் பகிர்மான கழகத்திற்கு அதிக அளவிலான நிலக்கரி பெறுவதற்கான முன்னெடுப்புகள் மற்றும் கூடுதலான இரயில் தொடர்கள் ஒதுக்கீடு செய்யக் கோருதல் ஆ) ரெய்கார் - புகழூர் உயர் மின் அழுத்த மின் தொடரமைப்பினை தேசிய முக்கியத்துவம் வாய்ந்த சொத்தாக அறிவித்தல்
4)	நிதி அ) மாநிலங்களுடன் மேல் வரிகள் மற்றும் கூடுதல் கட்டணம் மூலம் வரும் வருவாயைப் பகிர்ந்து கொள்வது ஆ) ஜூன் 2022-க்குப் பின்பும் ஜி.எஸ்.டி. இழப்பீட்டை தொடர்ந்து வழங்குதல்

5)	<p>சுகாதாரம்</p> <p>அ) மருத்துவ மாணவர் சேர்க்கை கொள்கை மற்றும் தேசிய தகுதி மற்றும் நுழைவுத் தேர்வுக்கு (NEET) எதிர்ப்பு</p> <p>ஆ) உக்ரைனில் பாதிக்கப்பட்ட மாணவர்களின் படிப்பு தடைப்பட்ட நிலையிலிருந்து இந்தியாவில் உள்ள மருத்துவக் கல்லூரிகளில் படிப்பைத் தொடர வழியைக் கண்டறிதல்.</p>
6)	<p>வேளாண்மை</p> <p>பிரதம மந்திரி வேளாண்மை பயிர் பாதுகாப்புத் திட்டத்திற்கு (PMFBY) ஒன்றிய அரசின் பங்களிப்பை முந்தைய நிலைக்கு உயர்த்துதல்.</p>
7)	<p>தொழில்கள்</p> <p>அ) காலணி உற்பத்தியில் பிஎல்ஐ (PLI) திட்ட அறிமுகம்</p> <p>ஆ) டிடிஐஎஸ் (DTIS) திட்டத்தில் தமிழ்நாடு பாதுகாப்பு தொழில்துறை வழித்தடத்திற்கு முன்னுரிமை ஒதுக்கீடு</p> <p>இ) தமிழ்நாட்டில் பாதுகாப்பு ஆராய்ச்சி மற்றும் மேம்பாட்டு அமைப்பு (DRDO) ஆய்வுக்கூடம் அமைத்தல்</p> <p>ஈ) சேலம் எஃகு ஆலையின் மிகை நிலம் பாதுகாப்பு தொழில் பூங்காவிற்கு வழங்கப்படுதல்</p> <p>உ) மப்பேடுவில் மல்டி மாடல் லாஜிஸ்டிக் பார்க் (MMLP) வரை ரயில் பாதை அமைத்தல்.</p>
8)	<p>பள்ளிக்கல்வி</p> <p>தேசிய கல்வி கொள்கை -2020</p>
9)	<p>சென்னை மெட்ரோ ரயில்</p> <p>சென்னை மெட்ரோ ரயில் திட்டம் - II- இந்திய அரசுக்கும் தமிழ்நாடு அரசுக்கும் இடையே 50:50 பங்கு அடிப்படையில் ஒப்புதல்</p>
10)	<p>பிற்படுத்தப்பட்டோர் நலன்</p> <p>2022ல் ஹஜ் புனிதப் பயணத்திற்கான புறப்படும் இடமாக சென்னையை அறிவிக்கக் கோரிக்கை</p>

11)	<p>பொது</p> <p>அ) இலங்கை தமிழர் பிரச்சினை-ஈழத் தமிழர்களுக்கு சம உரிமையியல் மற்றும் அரசியல் உரிமைகள்</p> <p>ஆ) இலங்கையில் நிலவும் பொருளாதார நெருக்கடி நிலையின் காரணமாக அல்லலுறும் இலங்கை தமிழர்களுக்கு தேவையான அத்தியாவசியப் பொருட்கள் மற்றும் உயிர் காக்கும் மருந்துகளை தமிழக அரசின் சார்பில் வழங்குவதற்கு தேவையான நடவடிக்கைகள் தொடர்பாக.</p>
12)	<p>போக்குவரத்து</p> <p>தமிழ்நாட்டில் புதிய ரயில்வே திட்டங்கள்</p>
13)	<p>சுற்றுச்சூழல்</p> <p>அ) நியூட்ரினோ ஆய்வக (INO) திட்டத்தை கைவிடக் கோரிக்கை b) கூடங்குளம் அணுமின் திட்டம் - செலவழித்த அணு எரிபொருள் நீக்குதல் தொடர்பாக (SNF)</p>
14)	<p>ஆதிதிராவிடர் மற்றும் பழங்குடியினர் நலம்</p> <p>நரிக்குறவர்கள்/குருவிக்காரர்கள் சமூகங்களை தமிழ்நாட்டின் பட்டியல் பழங்குடியினர் பட்டியலில் சேர்த்தல்</p>

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1. Water Resources Issue

Mekadatu project proposed by Karnataka across Cauvery

Karnataka is planning to take up Mekedatu Reservoir Project, which is a major project of capacity of 67.16 TMC ft., in the guise of drinking water project, which is in violation of the Judgment of the Hon'ble Supreme Court dated 16.02.2018.

In the Final Order of the Cauvery Water Disputes Tribunal, which has been modified by the Hon'ble Supreme Court of India, the three components contributing to the annual quantum of water to be delivered by the State of

Karnataka at the inter-State contact point have been clearly identified. They are, (i) the flows coming in river Cauvery from the uncontrolled catchment of Kabini sub-basin, downstream of Kabini reservoir, the catchment of mainstream of Cauvery river below Krishnarajasagara, uncontrolled flows from Simsha, Arkavathy and Suvarnavathy sub-basins and various other small streams, (ii) release from Krishnarajasagara and (iii) release from Kabini reservoir. The proposed Mekedatu project would impound and divert the first component of uncontrolled flows due to Tamil Nadu. Therefore, the implementation of Mekedatu project would affect the interests of Tamil Nadu's farming community. It is an attempt to impound the uncontrolled flows in violation of the award as affirmed by the Hon'ble Supreme Court.

Karnataka cannot take action unilaterally to construct a reservoir in the Cauvery basin, as per the Supreme Court Judgment dated 16.02.2018. Since, this project will affect Tamil Nadu's interest, Tamil Nadu opposed this move of Karnataka and filed Applications in the Hon'ble Supreme Court on 30.11.2018 and a Miscellaneous Application on 27.08.2021, which are pending in the Hon'ble Supreme Court and hence the matter is sub-judice.

Following the objections from Government of Tamil Nadu, the Expert Appraisal Committee for River Valley and Hydroelectric projects of Ministry of Environment, Forests and Climate Change in July, 2019 did not grant Terms of Reference to Karnataka's Mekedatu project and directed to get the issue settled with the co-riparian States.

However, in violation of the Hon'ble Supreme Court and without obtaining the concurrences of the co-basin States, the State of Karnataka has allocated a sum of Rs.1000/- crores in its Budget for the Financial Year 2022-2023 for the construction of the proposed Mekedatu Project, which has caused great anguish amongst the farmers of Tamil Nadu.

It is a fact that even in good or normal rainfall years, the Government of Karnataka is not releasing water as per the monthly schedule fixed by the Hon'ble Supreme Court, especially during the months of June to September, when the cultivation has to be commenced and progressed as per the time tested crop calendar for better yield and consequently sustain the livelihood of the farmers.

I, therefore, request you to direct the Ministry of Jal Shakti not to give any clearance to Karnataka for Mokedatu Project or for any new reservoir project of Karnataka in the Cauvery basin, and advise Cauvery Water Management Authority, also not to give approval for the Mokedatu Project and direct the Government of Karnataka not to take up any new project construction activities in the Cauvery basin of Karnataka without the prior consent of the Government of Tamil Nadu.

2. Fisheries

a) Protection of Traditional Fishing Rights of Indian Fishermen in the Palk Bay and Ensuring their Safety and Security

The Tamil Nadu fishermen are often arrested while fishing in their traditional waters by Sri Lankan Navy in the pretext of crossing International Maritime Boundary Line. The prolonged incarceration of our fishermen and their fishing boats by the Sri Lankan Government has been causing a sense of anxiety and insecurity among the fishermen community of Tamil Nadu as a whole.

2. The Government of Tamil Nadu is determined to ensure the traditional fishing rights of our fishermen since time immemorial and thus are well protected. With a deep sense of concern on the repeated incidents of attack, harassment and apprehension of Tamil Nadu fishermen by the Sri

Lankan Navy and prolonged incarceration of our innocent fishermen in Sri Lankan jails, the Government of Tamil Nadu have written many letters to the Hon'ble Prime Minister of India bringing the incidents to the notice for immediate remedial action through diplomatic channels.

3. The Government of Tamil Nadu has been constantly demanding the Government of India to decisively use all available diplomatic channels to secure the immediate release of apprehended fishermen of Tamil Nadu and also to prevent the recurrence of such incidents. During the past 11 years, 3,690 fishermen were arrested by Sri Lankan Navy and 3,644 fishermen were released and repatriated to Tamil Nadu. Remaining 46 fishermen were released recently and are yet to be repatriated. Due to prolonged berthing and due to vagaries of nature, Tamil Nadu boats berthing in various Sri Lankan harbours were damaged beyond salvage which resulted in permanent loss of livelihood to the Tamil Nadu fishermen. To support the livelihoods of these fishermen, Government of Tamil Nadu have announced a total compensation of Rs.5.66 crore to 125 unsalvageable Tamil Nadu fishing boats in Sri Lanka. Continuous efforts are being taken to release the 84 salvageable fishing boats detained by the Sri Lanka during the past five years.

4. It is also pointed out that, High Level Committee meetings on bilateral relations were held to help reduce the harassments / assaults / apprehensions of the Tamil Nadu fishermen by Sri Lankan Navy. Joint Working Group (JWG) on Fisheries Meetings and Fishermen Level talks were also arranged to release the fishermen and fishing boats of poor fishermen and protocols to be followed during the arrest and apprehension. Therefore, it is imperative to continue the Joint Working Group (JWG) meetings and fishermen level talks. As the Joint Working Group (JWG) meeting is likely to be convened shortly, Government of

India may arrange for fishermen level talks between the fishermen of two countries, which has not been held since 2016.

5. Despite the repeated efforts taken through diplomatic channel, the arrest and apprehension of Tamil Nadu fishermen by Sri Lanka continues, which causes serious concern in fishermen community. **Hence, the Hon'ble Prime Minister may address the Sri Lankan Government to end the arrest and apprehension of fishermen.**

b) Retrieval of "Katchatheevu" and restoration of Traditional Fishing Rights of Tamil Nadu Fishermen

The fishermen of Nagapattinam, Thanjavur, Thiruvarur, Pudukkottai and Ramanathapuram Districts of Palk Bay have been fishing in their traditional waters of Palk Bay, especially in areas around Katchatheevu Island from time immemorial. More than 3,500 Mechanized Fishing Boats and 9,000 traditional crafts are engaged in fishing in the Palk Bay area. Often the fishermen are apprehended by Sri Lanka on the pretext of crossing IMBL, which strains the bilateral relations between India and Sri Lanka.

2. Hence, retrieval of "Katchatheevu" back to India and restoration of the traditional fishing rights of Indian fishermen in the Palk Bay area are on the topmost Agenda of Government of Tamil Nadu. The Government has been taking pro-active steps for the retrieval of "Katchatheevu Island" unilaterally given by Government of India to Sri Lanka in 1974, so as to protect the traditional fishing rights of Tamil Nadu fishermen. An unanimous resolution was also passed in the Tamil Nadu Legislative Assembly in 2011 to implead the Revenue Department in the Writ Petition W.P.(Civil).No.561/2008 filed before the Supreme Court of

India in 2008, with regard to its retrieval. Accordingly, Government of Tamil Nadu impleaded itself in this case.

3. Further, the Government unanimously passed another resolution in the Tamil Nadu Legislative Assembly on 3.5.2013, urging the Government of India to retrieve Katchatheevu, questioning the legal validity of the 1974 and 1976 Indo-Sri Lankan Agreements, in the light of the judgment issued by the Hon'ble Supreme Court of India in 1960 in "Berubari" case wherein it was pronounced that any agreement on the cession of Indian Territory to another country should be ratified by Parliament through an amendment of the Constitution. The Government unanimously passed another resolution in the Tamil Nadu Legislative Assembly on 05.12.2014, urging the Government of India to retrieve Katchatheevu so as to restore the traditional fishing rights of the fishermen of Tamil Nadu.

4. In the Memorandum submitted by this State to the Hon'ble Prime Minister on 3.6.2014, 7.8.2015, 14.6.2016 and 17.06.2021, it has also been reiterated that the Government of India should take necessary steps to abrogate the 1974 and 1976 agreements and retrieve Katchatheevu and restore the traditional fishing rights of Indian fishermen from Tamil Nadu.

5. Further, in the memorandum submitted to Hon'ble Prime Minister on 14.6.2016, it has been pointed out that the proposed demolition of existing heritage structure, St. Antony's Church at Katchatheevu and the construction of new church by the Sri Lankan Navy and increasing of Sri Lankan troops in and around Katchatheevu has created an impression among the fishermen of Tamil Nadu that the Sri Lankan Government is moving forward to further curtail and

restrict the access to Katchatheevu that they have traditionally and historically enjoyed.

6. In the SLP.No.8013/2017 filed by the President of Fishermen Care Association represented by Thiru. Peter Rayan, regarding appeal against the Judgment delivered in W.P.No.72171 of 2016, the petitioner had sought writ of mandamus against the Union of India to give effort to / enforce Article 6 of the 1974 agreement entered between India and Sri Lanka and delete relevant provision of the letter dated: 23.03.1976. Action is being taken by the Government of Tamil Nadu to file counter affidavit in the above said W.P.

7. The Government of Tamil Nadu, therefore, reiterates its consistent stand that a permanent solution to this vexatious problem faced by our fishermen will be possible only by restoring India's sovereignty over Katchatheevu, thereby restoring their rights to fish in their traditional waters.

3. Energy

a) Coal Issues – Increase Coal Realization, Rakes and Coal Tolling : Coal Requirement and Supply

The low availability of coal stock which is very critical for operating the TANGEDCO's Thermal Power Stations in Tamil Nadu.

Realization of Coal:

The total coal required for TANGEDCO's power plants is 72,000 metric tonnes per day and annual requirement is 26.28 million tonnes Per Annum (MTPA). Fuel Supply Agreements (FSAs) available with coal companies at present including MOU is about 23.763 MTPA. The

realization of coal during the year 2021-22 up to February'22 is 15.764 MTPA i.e., about 72% against the linkage. Coal India may be requested to allot entire quantum of FSA and additional quantum to compensate the balance requirement. Ministry of Power /Ministry of Coal may be requested to allocate 4.2 MTPA of coal from Singareni Collieries Company Limited as FSA.

As TANGEDCO needs 72,000 tonnes of daily allocated coal from Talcher to Paradip and Visakhapatnam port to cater to power generation needs of Tamil Nadu, sufficient rakes from Railways are to be provided. The short supply of rakes causes insufficient supply of coal to TANGEDCO and in turn the demand and supply could not be matched. The gap in power generation is thus being filled by buying power at exorbitant rates at energy exchanges.

Hence it is requested to provide at least 20 rakes for transport of 72,000 tonnes coal per day from Talcher /IB valley to Paradip and Visakhapatnam port. Further, the Railway Department may be requested to allot adequate quantum of coal Rakes to realise entire quantum of allotted linkage coal.

b) Declaration of Raigarh- Pugalur HVDC Transmission Corridor as Strategic and National Importance

- i. The Raigarh – Pugalur –Trissur - HVDC transmission system is implemented by Power Grid Corporation of India Limited at an investment cost of Rs.20,000 crore (approx.) for the purpose of system strengthening to transfer surplus power from Chhattisgarh

State (Raigarh) to Southern Region and also as part of green energy corridor for transfer of RE power from RE rich Southern States to the rest of the country and facilitates to achieve the GoI's ambitious RE targets of 175 GW by 2022.

- ii. CERC / MoP had already declared similar HVDC systems viz. Biswanath Chariali/ Alipurduar (North Eastern Region) – Agra (Northern Region) HVDC and Mundra (Western Region)– Mohindergarh (Northern Region) HVDC transmission system both benefitting only North Eastern Railway (NER), Northern Railway (NR) and Western Railway (WR) as of **strategic and national importance** and the transmission tariff of this asset is recovered on All India basis, even though Southern region is not benefitted on account of this corridor. TANGEDCO has paid Rs.601 crore (since 2015) and Rs.13.22 crore (data available since 2020) towards the above two HVDC systems without any usage. Hence, Raigarh- Pugalur HVDC Transmission corridor should be declared as National asset and the charges for this transmission system under the CERC (Sharing of Inter-State Transmission Charges and Losses) Regulations, 2020 have to be billed under National component of HVDC to be shared by all the beneficiaries across the country.
- iii. The transmission charges on account of the Raigarh-Pugalur-Trissur HVDC system if treated as regional asset would impose **huge additional financial burden on Tamil Nadu to a tune of Rs.720 crore per annum**, whereas the tariff burden would be **Rs.216**

crore per annum if declared as national asset.

- iv. Tamil Nadu and other Southern Regional States are RE rich States and the resources are being shared for the benefit of the country. Under these circumstances, it would be appropriate to declare the Raigarh – Pugalur HVDC transmission system as assets of strategic and national importance in line with the other HVDC systems so that the charges are shared on All India basis.
- v. Hence suitable instructions may be issued to declare the Raigarh – Pugalur HVDC transmission system as ***Asset of strategic and national importance*** and necessary directions may also be given to the concerned authorities, to consider the above HVDC transmission system under National component as per the Sharing Regulations 2020.

4. Finance

a) Sharing proceeds of Cess and Surcharge with States

It is the serious concern of the State that the size of the divisible pool of Taxes is steadily shrinking as the Government of India is increasingly resorting to levy of cesses and surcharges which are not shareable with the States.

The 14th Finance Commission in its Report has observed that the cesses are meant to be fully utilized for the purposes for which they are levied. The Comptroller and Auditor General of India has also drawn the attention to the lack of transparency and incomplete reporting in accounts on the utilization of amounts collected under cesses. Similarly, surcharges are meant to be levied

only for short periods and pointed out the States concern on the levy of cesses and surcharges.

The 15th Finance Commission has indicated that the total cess and surcharge as percentage of gross tax revenue has increased to 20.2% in 2019-20 (RE) from 10.4% in 2011-12. In 2020-21 and in 2021-22, this trend has actually been further accentuated as it was 24.3% in 2020-21 and 26.7% in 2021-22 (RE).

It is pertinent to point out that the share of cesses and surcharges as part of the Union Excise Duty levied on petrol and diesel which was earlier 56% and 35% of the total levies was further increased to 91% and 85% respectively in May, 2020.

The revenue to the Union Government on account of various levies on petrol and diesel was Rs.1,32,899 crore in 2019-20 and increased to Rs.1,96,342 crore in 2020-21 with a whopping growth of 48%. Whereas, the actual flow of funds to Tamil Nadu as a share of Union Excise Duty in 2019-20 to Tamil Nadu was Rs.944.47 crore and it has reduced to a sum of Rs.572.34 crore in 2020-21. This constitutes a reduction in the share of Union Excise Duty to Tamil Nadu by 39%.

Similarly, the levy of surcharge on personal income tax was introduced in 2013-14 has also been a big revenue earner for the Union and has not been shared with the States.

Another area of grave concern in the Union Budget of 2021-22 is that the basic customs duty on a number of commodities including gold, silver, alcoholic beverages and crude edible oil have been reduced and

substituted by the Agricultural Infrastructure Development Cess. These measures have shrunk the divisible pool of taxes further.

In the Union Budget 2021-22, the Agriculture Infrastructure Development Cess was levied at a rate of Rs.2.50/- per litre on petrol and Rs.4.00/- per litre on diesel and further reducing the basic excise duty on petrol and diesel.

The Department of Revenue, Ministry of Finance in its reply dated 21st January 2022 to the letter addressed by the State Government to the Union in January 2021, among others, has stated that compared to the 13th Finance Commission, the States enjoy a higher percentage of devolution during the 14th and 15th Finance Commission. This is not true for Tamil Nadu. It is pertinent to point out that the reduction in the inter-se share of Tamil Nadu of 19.04% represents the biggest loss in share amongst all States during the 14th Finance Commission award period. The 15th Finance Commission has marginally increased the inter-se share of Tamil Nadu from 4.023% per cent to 4.079% which is very minimal.

Though the share of Tamil Nadu in the country's population is 6.12% and its share of the National Economy is close to 10%, yet successive Central Finance Commissions have failed to award a fair and commensurate share to Tamil Nadu in the divisible pool of taxes.

Hence, we urge the Union Government that the levy of cesses and surcharges must be reversed immediately and all such cesses and surcharges must be merged with the basic rate of tax so that the States receive their legitimate share of the revenue.

b) GST Compensation beyond June 2022

In order to implement Goods and Services Tax (GST), the States were assured of compensation on account of shortfall in revenue. Through the enactment of the GST (Compensation to the States) Act, 2017, the States have been assured growth of 14% in GST with reference to the revenue collections made in the year 2015-16 and any shortfall thereon will be met using GST compensation Cess collected by the Union Government.

It may be pointed out that for the Financial Year 2020-21, the States were informed that the Cess collections in the Compensation Cess Fund were expected to be adversely impacted due to the economic impact of COVID-19. Accordingly, the States were given two borrowing options in lieu of GST Compensation for the Financial Year 2020-2021. As per Option-1, Tamil Nadu had received a loan amount of Rs.6241.00 crore and grant amount of Rs.5160.86 crore during the aforesaid Financial Year. The Union Government has released previous year arrears of Rs.7235.80 crore in 2021-22, including Rs.539.08 crore arrear amount for 2018-19.

This year, considering the COVID situation, the Union Government continues funding of GST compensation by its open market debt arrangement to meet out shortfall in GST Compensation Cess Collection. Accordingly, out of total compensation of Rs.21781.45 crore receivable towards GST compensation in the FY 2021-22, upto Feb'2022, the State has received a loan amount of Rs.8095 crore. The balance compensation of Rs.13,504.74 crore is pending as on 28.2.2022 in the form of GST arrears to Tamil Nadu which includes, Rs.23.62 crore for 2019-20, and Rs.13,481.12 crore for 2021-22 (till Feb' 2022). We urge that this amount may be released at the earliest.

During the introduction of GST, the State accepted to forego its fiscal autonomy with an assurance from the Union Government that our revenues will be protected. In the last five years, there has been a wide gap between the actual revenues realized and the protected revenues guaranteed. This trend was visible even before the pandemic and the gap has been increasingly wide ever since. The States' revenues are yet to recover, and considering the huge revenue shortfall that is expected, **we urge the Union Government to extend the period of compensation by atleast two years beyond June 2022.**

5. Health

a) Admission Policy in Medicine and Opposition to National Eligibility cum Entrance Test (NEET)

The Government of Tamil Nadu has been consistently opposing NEET for admission to Medical Courses. Considering the plight of the poor students in getting admission to medical seats, the Honourable Chief Minister made an announcement on 05.06.2021 to constitute a High Level Committee under the Chairmanship of Retired High Court Judge, Justice Thiru. A.K.Rajan. The above Committee under took a detailed study on whether the NEET based admission process has adversely affected the social, economic and federal polity and the students of rural and urban poor, those who studied in Government Schools, those who studied in Tamil Medium or any other section of students in Tamil Nadu and submitted its recommendations on 14.07.2021. An Official Committee of Secretaries under the Chairmanship of Chief Secretary was constituted to suggest appropriate measures to implement the recommendation of the High Level Committee. The Committee of Secretaries has suggested to promulgate an Act, similar to Tamil Nadu Act No.3/2007, indicating the need for elimination of

NEET in Medical Education and get the President's assent for the same. This will ensure social justice and protect all vulnerable student communities from being discriminated in admission to medical education programmes. A bill in this regard was passed by the Assembly on 13.9.2021 and sent to Hon'ble Governor on 18.9.2021. It was returned by the Hon'ble Governor for reconsideration. It was reintroduced in the Assembly on 8.2.2022 and the Bill was passed again in the Assembly after reconsideration and sent to the Hon'ble Governor of Tamil Nadu for reserving the same to Hon'ble President of India.

Government of Tamil Nadu may be allowed to fill all professional seats including MBBS / BDS/ AYUSH courses on basis of Class XII marks alone.

b) To Find a Way Out to Enable the Affected Students to Continue their Studies in Medical Colleges in India from the Stage from which their Studies in Ukraine have been Disrupted.

While acknowledging the efforts taken by the Government of India in bringing back thousands of students caught in the conflict raging between Ukraine and Russia, I would like to draw your kind attention to the emerging vital need to address the uncertain future being faced by thousands of these students for continuing their studies.

Since the beginning of the conflict, about 2,000 medical students have returned to Tamil Nadu. The current situation has already resulted in the disruption of their studies and also threatens their future career.

Further, given the current unprecedented situation in Ukraine, it may not be practically possible for these medical students to return to their colleges in Ukraine, to continue their studies. The uncertainty is likely to prevail even after the cessation of hostilities and till the restoration of normalcy in their Universities.

I would therefore request your urgent intervention and direct with the National Medical Commission and the relevant Ministries, to immediately find a way out to enable the affected students to continue their studies in medical colleges in India from the stage from which their studies in Ukraine have been disrupted. I assure you that the Tamil Nadu Government will offer unstinted support to all the efforts taken by the Government of India in this regard.

6. Agriculture

Pradhan Mantri Fasal Bima Yojana (PMFBY)

1. REMOVAL OF CAPPING OF GOVERNMENT OF INDIA SHARE OF PREMIUM SUBSIDY UNDER PMFBY:

Pradhan Mantri Fasal Bima Yojana is implemented in Tamil Nadu from Kharif, 2016 onwards. The Premium subsidy was shared between Government of India and the State Governments as below from 2016-2017 to 2019-2020:

Season / Crops	Sharing Pattern (%)			
	GOI	State	Farmers	Total
Kharif – All crops except Commercial crops	49.00	49.00	2.00	100
Rabi – All crops except Commercial crops	49.25	49.25	1.50	100
Commercial Crops	47.50	47.50	5.00	100

However, the Government of India brought a lot of policy changes from Kharif, 2020, one among which was capping of the centre share of premium subsidy to 30% for Rainfed Districts and 25% for Irrigated districts. This has stymied the very purpose of the scheme as the Government of Tamil Nadu is finding it difficult to sustain the scheme due to increasing financial liability to the state exchequer. Due to this, **the state share of premium subsidy which was only Rs.499 Crore in the inception year (2016-2017) has mounted to Rs.1,950 Crore during 2020-2021 after the capping of Centre Share of Premium Subsidy which is a whopping 291% increase. This has further increased to Rs.2,324 Crore during 2021-2022 due to exorbitant APRs quoted by the Insurance Companies empanelled by the Government of India.**

Year	Farmers share of premium	GOI Share of Premium subsidy	State Share of Premium Subsidy	Gross Premium	% Increase in State share
2016-17	116.86	499.11	499.11	1115.08	
2017-18	132.22	556.79	556.79	1245.80	
2018-19	161.94	690.63	690.63	1543.20	
2019-20	140.18	890.71	890.71	1921.60	
After Policy change compared to 2016-2017					
2020-21 (*)	168.71	660.46	1950.06	2779.23	291
2021-22 (**)	172.67	1092.59	1717.28	2982.54	244

(*) So far settled ; () Expected**

The financial implications on the state is causing a lot of concern and it is likely that subsidy will be on an increasing trend as the insurance indices like Scale of Finance / Sum Insured, crop area insured and Actuarial premium rates have no ceiling.

Hence Government of India is requested to share the premium subsidy equally without any restrictions.

2. RELEASE OF GOVERNMENT OF INDIA SHARE OF PREMIUM SUBSIDY TO INSURANCE COMPANIES FOR RABI SEASON 2020-2021 UNDER PMFBY:

The State Government of Tamil Nadu, with the approval of Government of India resorted to an alternative model, "**Co-insurance Model of 80:20 (State Government : Insurance Company) proportionate sharing basis**" from **Rabi 2020-2021** just because the empanelled Insurance Companies were reluctant to participate in the tender and the participating Insurance Companies quoted exorbitant actuarial Premium rates due to which the State's liability in terms of Premium subsidy increased by about 166% in 2020-21 compared to 2019-2020.

As per the Co-insurance model on 80:20 proportionate sharing basis, the State Government is already in a unenviable situation as it has to share the risk with the Insurance Company in terms of payouts on a higher proportion. In the circumstances, settlement of Government of India of premium subsidy based on the loss cost will further increase the State's burden.

However, the State Government of Tamil Nadu has released the entire premium subsidy of Rs.1950.06 crore (Kharif : Rs.68.60 crore and Rabi :

1881.46 crore) for agricultural crops so as to ensure timely settlement of compensation claims to the eligible farmers. But out of the estimated compensation claim of about Rs.660 crore for other Rabi crops insured during 2020-2021, an amount of Rs.170 crore alone has been released. **The balance amount is yet to be released by the Insurance Companies for want of pending matching share of Government of India subsidy.**

Hence Government of India is requested to release its matching share of premium subsidy for Rabi 2020-2021 by relaxing the calculation of GOI liabilities based on loss cost.

7. Industries

a) Need for PLI in Footwear Manufacturing

The global footwear industry is expected to grow at 5.5%. However, the expected growth rate of the Indian footwear market is 8%. India is the second-largest producer of footwear in the world and has huge opportunities to capture the sustainable footwear and sports footwear market which are growing at almost 5% globally.

India is also the second-largest consumer but ranks 5th as an exporter with a share of 1.9% in global exports. The countries with higher exports are China, Vietnam, Indonesia, and Germany with a share of 63%, 9.5%, 2.8%, and 2.3% respectively in global exports. This implies that domestic producers have a huge opportunity to cater to global demand. With recent developments in geopolitics, there lies an opportunity for us to attract international players in the footwear manufacturing sector.

Tamil Nadu is a dominant player in the footwear industry at both the national and global level, accounting for 26% of the national manufacturing output and 45% of the national exports. The existing footwear manufacturing clusters in Tamil Nadu can be leveraged to address the growing domestic demand and export requirements in footwear.

A PLI scheme for footwear manufacturing will increase the productivity of existing players and make India the most favoured destination for footwear exporters. By higher investment in advanced technology, the manufacturers will achieve global competitiveness and meet international quality standards. Further, the PLI scheme will aid in the import substitution for input products such as ornaments, zippers, soles, buckles, and embellishments.

b) Preferential allotment to Tamil Nadu Defence Industrial Corridor in the DTIS Scheme

Details of the response submitted / being submitted to Department of Defence Production for the allotment of Defence Testing facilities under Defence Testing Infra Scheme (DTIS)

S. No.	EOI	FACILITY PROPOSED
1	Testing Infrastructure for Unmanned Aircraft Systems (UAS) Location: Ulundurpet	UAS testing facility for mechanical, electrical and flight-testing infrastructure required for development of UAS industries.
2	Mechanical and Material Tests under the Defence Testing Infrastructure Scheme (DTIS).	Mechanical testing facility for testing of the indigenized product developed by A&D manufacturing

	Trichy	units
3	Communication Systems & RF antenna, Chennai	Communication systems test facility for testing communication systems which include antenna, IOT and SDR
4	Electromagnetic Interference (EMI) and Electro magnetic Compatibility (EMC)Tests, Chennai	Test facility for EMI/EMC which cater for upto 5 G frequencies and for MIL Standards
5	Testing Infrastructure for Ammunitions	Propellant testing facility Loitering Ammunition Testing Facility Army Artillery Ammunition Battery Testing
6	Mechanical and Material Test Facility Trichy	Environmental test facility for MIL Standards

Government of India is requested to provide a preferential allotment to the Tamil Nadu Defence Industrial Corridor and allocate the test facilities to the Corridor.

c) Setting up of Defence Research and Development Organisation (DRDO) Labs in Tamil Nadu

Manufacturing clusters for Aerospace and Defence (A&D) have developed in the proximity of DRDO labs.

The DRDO labs are concentrated in states such as Karnataka and Telangana which has attracted foreign OEMs in the A&D sector to these states. The new DRDO lab at Lucknow has been announced in April 2021 which would catalyse the growth of the UP-defence corridor

Tamil Nadu Defence Industrial Corridor despite having a large industrial ecosystem has only one DRDO lab namely Combat Vehicles Research and Development Establishment (CVRDE).

The Government of India is requested to establish two DRDO labs in the Tamil Nadu Defence Corridor nodes which would act a catalyst for the growth of A&D sector industries in the corridor.

d) Excess land of Salem Steel Plant to be provided for Defence Industrial Park

In the Union Budget 2018-2019, formation of two Defence Industrial Corridors have been announced, out of which, one is located in Tamil Nadu.

The State Government has proposed to set up an Industrial Hub for Defence products in the unutilized land of Salem Steel Plant under the control of Steel Authority of India Limited (SAIL) to meet the requirements of Indian Defence and Aerospace Industries.

A joint inspection on the unutilized land of Salem Steel Plant was conducted by the officials of Salem Steel Plant along with the District Revenue Officer, Salem and an extent of 1507.23 acres of land which is lying vacant has been identified.

The cost of unutilized land for the acquired land has to be fixed by the Committee consisting of representatives from Salem Steel Plant and Government of Tamil Nadu. Government of Tamil Nadu, through its agency, SIPCOT is ready to acquire this vacant land.

Ministry of Steel is requested to expedite the transfer of this unutilized land by SAIL to the Government of Tamil Nadu at the earliest.

e) Laying Railway line to Multi Modal Logistic Park (MMLP) at Mappedu

Tamil Nadu Government has proposed to form a Multi Modal Logistic Park (MMLP) at Mappedu near Chennai. This would be implemented by a Special Purpose Vehicle (SPV) with equity from Tamil Nadu Industrial Development Corporation Limited (TIDCO), Chennai Port Trust (ChPT) and National Highways Logistics Management Limited (MHLML), a fully owned SPV company of National Highways Authority of India (NHAI). **Southern Railways may be asked to lay a 11 Km line to this Multi Modal Logistic Park (MMLP) at Mappedu** , to serve the logistic needs of the industries in and around Chennai.

8. School Education

National Education Policy - 2020

The Government of Tamil Nadu has many concerns over various aspects of the National Education Policy that has been released by the Government of India on 29.07.2020.

Language Policy

It has been a consistent and considered policy choice since 1968 that in Tamil Nadu only a two language policy shall be implemented. Education in mother tongue (Tamil) is the most desirable option for cognitive growth of children. This is a scientifically proven fact as well. It is also a fact that learning English as a language is imperative as it is a very important link language used for communication across the country. Any attempt to make a third language mandatory or to make a socially unfamiliar language like Sanskrit as a compulsory optional as envisaged in

the NEP will become an imposition and put the students of Tamil Nadu at a serious disadvantage. Tamil Nadu will therefore continue to follow the two language policy which is in practice now.

Curricular and Pedagogical Restructuring

NEP introduces a 5+3+3+4 curricular structure corresponding to ages 3-7, 8-10, 11-13, and 14-18 years respectively. This includes pre-primary education for the age group 3-6 years. Such an effort to create structural homogeneity for pre-school children and children of the 6-8 year age group would result in distortions in meeting their day to day functional needs. The requirements of 3-6 year olds include intensive personal care, constant care of nourishment and delicate attention to physiological needs. Introduction of a formal curriculum for children under 5 years will put unnecessary stress on young minds. Early childhood education for children of ages 3 – 6 should be made optional. Currently Tamil Nadu has a thriving model with adequate structural differentiation in the formative years of a child and which effectively caters to the needs of the school education system. Also, the 10 + 2 structure has the advantage of basic education with a common curriculum up to Grade 10 and with specialization at the higher secondary level. Any change from the existing model of our State would seriously hamper the wellbeing of the already vulnerable sections of children.

Introduction of Vocational Education

An education policy should be in tune with the economic policy of the Government. It is only logical that a skilled talent pool is required to

meet the needs of the organised sector. In developed nations, because of the falling population growth rate, higher levels of equity, integrating vocational education with the formal education has become a necessity. However, in the context of a developing nation like ours, such an integration at an early age would initiate a vicious cycle. Introducing vocational education from Grade 6 onwards will encourage specialization at the early stages of education itself and may deviate from the established practice of providing exposure to the basic building blocks of knowledge. This will not only alienate the vulnerable sections from formal education but from the formal economy also. While welcoming the added emphasis of Arts in NEP, the concerned state should be given complete freedom to take steps in a manner that is based on the socio-cultural moorings of the state.

National Testing Agency

Continuous and periodical assessment of the learning outcomes of any schooling system is absolutely essential to ensure that they are synchronous with learning inputs. With the learning input based on the school curriculum framed by the State Government and the learning outcome benchmarked and assessed by a national agency, the disconnect seems to be illogical. This widening gap will lead to gradual irrelevance of the state school curriculum and the school itself. Curriculum formulation and assessment should not have this disconnect which is apparent in the NEP. Hence, the proposed National Standard Setting Agencies like

NCPFECCE, NAC (PARAKH), NCFTE, NPST, NCFSE etc., will only complicate the already crowded education space in the country.

NEP's stated objective is the creation of an integrated education framework for the country; however the proposed structures have strong centralising tendencies which may have a deleterious effect on the federal characteristics of the Indian Union. **Hence it is opined that the National Education Policy, 2020 may be revoked.**

9. Chennai Metro Rail Limited

Chennai Metro Rail Project - Phase-II – Approval under 50:50 equity sharing basis between Government of India and Government of Tamil Nadu

The Phase-I of Chennai Metro Rail Project covering 54.1 Km under 50:50 joint venture partnership between Government of India and Government of Tamil Nadu has been completed and the last stretch was commissioned by the Hon'ble Prime Minister in February 2021.

Phase-II of Chennai Metro Rail Project was initially approved by the Government of Tamil Nadu at a cost of Rs. 79,961 Crore and recommended to Government of India, Ministry of Housing and Urban Affairs (MoHUA) for approval under 50:50 joint venture partnership and posing it for funding by Bilateral/ Multilateral Institutions in April 2017. Further, in compliance with New Metro Rail Policy by Government of India and based on the MoHUA "Report on Metro Rail Benchmarking cost", the estimated cost was revised to Rs. 63,246 crore including IDC and Front End Fee.

Funding from Bilateral/ Multilateral agencies such as Japan International Co-operation Agency (JICA), Asian Development Bank (ADB), Asian Infrastructure Investment Bank (AIIB) and New Development Bank (NDB) has been fully tied up.

In this connection, I wish to submit that an announcement for counterpart funding for the project has been made in the year 2021-2022. Subsequently, in the Public Investment Board Meeting on 17-08-2021, the project has been recommended as Central Sector Project under equity sharing model and the proposal has been submitted for kind approval of CCEA.

I request for the kind intervention of Hon'ble Prime Minister for early approval of the Phase-II of Chennai Metro Rail Project under 50:50 equity sharing basis between Government of India and Government of Tamil Nadu, as was done for Phase-I.

10. Welfare of Backward Classes

a) Request to designate Chennai as an embarkation point for Haj pilgrims for Haj 2022.

The Haj Committee of India notified embarkation points for Haj 2022 and according to the notification Chennai is no longer an embarkation point and pilgrims from Tamil Nadu have to travel to Chochin, Kerala to make their pilgrimage.

Hon'ble Chief Minister wrote a D.O. letter dated 11.11.2021 (copy enclosed) to the Hon'ble Prime Minister requested to designate Chennai as an embarkation point for Haj 2022.

Subsequently Hon'ble Chief Minister wrote a D.O. letter dated 17.3.2022 to Thiru Mukhtar Abbas Naqvi Hon'ble Union Minister of India, Ministry of Minority Affairs Government of India follows:

"I invite your attention to my D.O. letter dated 11.11.2021 (copy enclosed) sent to Prime Minister requesting to designate Chennai as an embarkation point for Haj 2022.

I wish to inform stating that every year more than 4000 Haj pilgrims of Tamil Nadu proceed for Haj pilgrimage to Saudi Arabia from Chennai Embarkation point. Direct Haj flights were operated from Chennai to Jeddah and back from the year 1987 till 2020 benefiting the pilgrims of Tamil Nadu, Kerala, Puducherry, Andaman & Nicobar and Lakshadweep Islands. During Haj 2019, more than 4500 pilgrims from Tamil Nadu Puducherry, Andaman & Nicobar Islands proceeded for Haj pilgrimage from Chennai Embarkation point.

The Haj Committee of India, informed that due to Covid-19 pandemic, the embarkation points have been reduced from 21 to 10 and Cochin is designated as Embarkation point for pilgrims from Tamil Nadu.

The pilgrims from Tamil Nadu have to travel nearly 700 km to Cochin, Kerala for their pilgrimage. In view of Cochin embarkation point for Tamil Nadu, the Haj pilgrims of the State have to face several hardships. Recently, the Kingdom of Saudi Arabia has relaxed all the Covid related restrictions for the International pilgrims. Several representations are received from Islamic community people in the matter.

I, therefore, request you to kindly take necessary action to designate Chennai as Embarkation point for Haj 2022 considering the convenience of the Haj pilgrims from Tamil Nadu.

11. Public

Sri Lankan Tamils Issue - Eelam Tamils to have equal civil and political rights

Request to the Ministry of Home Affairs, Government of India to advise the Government of Sri Lanka to ensure equal political and civil rights to the Eelam Tamils:

(i) A total of 3,04,269 Sri Lankan Tamil refugees have come to Tamil Nadu after the eruption ethnic violence in Sri Lanka in the year 1983 which resulted in a large influx of Sri Lankan Tamils.

Influx of Sri Lankan Tamils:

Period	Inflow
Phase - I (24.07.83 to 31.12.1987)	1,34,053
Phase - II (25.08.89 to 30.04.1991)	1,22,078
Phase - III (31.07.96 to 31.08.2003)	22,418
Phase - IV (12.01.06 to 17.04.2012)	25,720
Total	3,04,269

(ii) As per data as on 01.09.2021, 18,966 families consisting of 58,696 persons are staying in 108 rehabilitation camps (including 2 special camps at Tiruchirappalli and Remanathapuram) located in 29 Districts in the State of Tamil Nadu. In addition, 34,148 Sri Lankan Tamils are staying outside the camps and registered with local police station.

(iii) Therefore it is requested to advise the Government of Sri Lanka to ensure equal political and civil rights to the Eelam Tamils.

Present Economic crisis in Srilanka:

In the meanwhile due to ongoing economic crisis in Sri Lanka, many Sri Lankan Tamils are fleeing and coming to Tamil Nadu through sea. Recently, 16 members (3- Male, 5 women, 7 children and one 4 month baby) have reached Tamil Nadu shores. They have embarked on the perilious journey due to unaffordable essential commodities in Sri Lanka. At present they are lodged at the permanent transit camp in Mandapam, Ramanathapuram District for Sri Lankan Tamils.

It is also informed that more such persons may be arriving due to worsening economic condition. In this juncture the Government of Tamil Nadu is willing to provide essential commodities and life-saving medicines to the Sri Lankan Tamils living in Northern and Eastern parts of Sri Lanka and Colombo as well as those working in plantation sector who are reeling under severe food crisis as a life saving measure and help the Sri Lankan Tamils especially the vulnerable group of women and children. **It is requested to accord necessary permission to undertake this benevolent activity.**

12.Transport

Railway Projects in Tamil Nadu

Transport Department acts as nodal department to coordinate with Southern Railway and also plays the vital role of acquiring land for ongoing

Railway Projects in the State of Tamil Nadu with the assistance of District Collectors and Commissioner of Land Administration.

1. The Proposed laying of 184.45 km length of Tindivanam – Nagari new Railway Line project sanctioned in the year November 2008 which covers 85 villages in four districts viz., Villupuram, Tiruvannamalai, Vellore and Tiruvallur. The Land Acquisition process is progressing well in all other villages. Land Plan Schedule (LPS) for Thimiri Village in Ranipet District is still awaited from Southern Railways. Land Plan Schedule is essential.

2. The Proposed laying of 36 km length of Morappur – Dharmapuri new Railway line sanctioned in the year December 2016 for which Land Plan Schedule (LPS) is still awaited from Southern Railways.

3. Final Location survey (FLS) is awaited from Southern Railways in respect of 3 projects namely, 160.1 km Katpadi – Villupuram doubling project, 160 km Salem – Karur – Dindigul doubling project and 65 km Erode – Karur doubling project. The Southern Railways may be advised to expedite the process.

Therefore the Government of India is requested to urge the Southern Railway to expedite the work for submission of Land Plan Schedule and Final Location Survey.

4. The project for laying of 16 km new Railway line from Chinnasalem – Kallakurichi to Cuddalore – Salem via Vridhachalam through Gauge Conversion had commenced in the year April 2016 at the project cost of Rs.537.04 crore which is shared between Government of Tamil Nadu and Ministry of Railways in the ratio of 50 : 50 basis. Government of Tamil Nadu

already released its share of Rs.268.52 crore whereas Government of India's share of Rs.66.11 Crore yet to be released by Southern Railways to settle the compensation to the farmers.

Therefore the Government of India is requested to urge the Southern Railway to release the fund to settle the compensation to the farmers.

5. The Project Chennai Beach - Chennai Egmore stretch 4th line sanctioned by Government of India at the cost of Rs.280.74 crore is yet to take off, since the consent of Reserve Bank of India and Defence Departments could not be obtained. The Officials of Reserve Bank of India and Defence Departments may be advised to expedite the process of handing over of land to the Southern Railways.

Therefore the Government of India is requested to expedite the work for handed over the land to the Southern Railway.

13. Environment

a) Request to Drop the India Based Neutrino Observatory (INO) Project

Government of Tamil Nadu has made specific request to the Government of India to drop the proposal of setting up the India Based Neutrino Observatory (INO) at Pottipuram village in Theni District of Tamil Nadu. This request was made in the larger interest of conservation of the rich wildlife and biodiversity of the region, as the project would cause irreversible damage to the fragile and sensitive eco system. The site

which is being proposed for the Neutrino project falls within the Mathikettan Periyar Tiger Corridor as mapped by the National Tiger Conservation Authority (NTCA). The Corridor has the critical function of maintaining the genetic flow, which will be destroyed due to project activities.

2. The proposed project is located about 4.9 km from Mathikettan Shola National Park. The project site also falls within the Bodi Hills West Reserve Forest, which lies in the Southern Western Ghats. The Western Ghats is considered as a global biodiversity hotspot harbouring numerous endemic species of flora and fauna. This area also links ecologically to the eastern habitats where Srivilliputhur Meghamalai Tiger Reserve is located and hosts tigers from the region and assists in genetic dispersal across the Western Ghats and their South-Eastern projections through the Cumbam Valley. Along with tigers, its co-predators, several other species of mammals including the ungulates, reptiles and amphibians move around the slopes of these hills.

3. The area also forms a significant watershed and water catchment for River Sambal and River Kottakudi. Small streams on the west side of Bodi hills join the Kottakudi river which joins the Periyar river before draining into the Vaigai dam. This watershed is the lifeline of the local communities as it supports their livelihood and provides water for drinking and agricultural needs for five districts of Tamil Nadu.

4. A Ministerial delegation from the State had met Thiru. Piyush Goyal, Hon'ble Union Minister for Industries & Commerce on 27.09.2021

in this regard. They had conveyed the specific stand of Government of Tamil Nadu and had requested to drop the project considering the serious repercussions that can be caused by the project. Union Government is therefore requested to drop the Neutrino Observatory (INO) Project in Tamil Nadu.

5. The Hon'ble Chief Minister has also written a D.O. Letter on 14.03.2022 to Hon'ble Prime Minister of India to drop India Based Neutrino Observatory (INO) Project Tamil Nadu. **Hence, it is requested to drop the India based Neutrino Observatory Project.**

b) Kudankulam Nuclear Power Project – Issue of Disposal of Spent Nuclear Fuel (SNF)

The issue of disposal of Spent Nuclear Fuel (SNF) of the Kudankulam Nuclear Power plant located in Tirunelveli District of Tamil Nadu has been causing a matter of deep concern to the State Government, in view of its possible adverse impacts.

2. Six nuclear power reactors of 1000 Megawatt are envisaged in this project. Out of six, units 1 & 2 have already been commissioned, units 3 & 4 are under construction and units 5 & 6 are yet to be established. The Nuclear Power Corporation of India Ltd. proposes to construct 'Away From Reactor' facilities in the nuclear power plant site itself for the storage of the SNF generated from all six reactors.

3. The Ministry of Environment, Forests and Climate Change had earlier accorded permission to Units 1 & 2, the agreement was to collect and store the Spent Fuel temporarily within the unit's premises (At

Reactor) and then send it back to the country of origin, Russia. However, it was subsequently decided to store the SNF permanently in the 'Away from Reactor' (AFR) facility to be located within the unit premises. This decision was taken without consulting the State Government.

4. There is a deep concern and apprehension of the people of Tamil Nadu including various political parties regarding the hazards and potential danger of the Away From Reactor (AFR) storage facility of the Spent Nuclear Fuel (SNF) within the plant premises. Several such facilities across the world have faced accidents leading to disastrous impacts on the environment and to the people residing in and around such plants. The local people are apprehensive of the fallouts and have been protesting against the AFR facilities within the complex.

5. The Hon'ble Chief Minister has therefore, written a letter to Hon'ble Prime Minister of India on 18.02.2022 stating that in the interest of public safety, health and welfare of the people of Tamil Nadu, action may be taken to transport back the SNF to Russia. This must not only be for units 1 & 2, but also for the subsequent four units. In case, if this is not a feasible option, the spent fuel may be permanently stored in a Deep Geological Repository (DGR) in an uninhabited and ecologically non-sensitive area. **It is therefore requested that the SNF may be transported back to Russia rather than storing it within the premises.**

14. Adi Dravidar and Tribal Welfare

Inclusion of Narikoravar / Kurivikkarar Communities in the Scheduled Tribes List of Tamil Nadu

A long pending issue relates to the inclusion of the nomadic tribal group in Tamil Nadu, known as Narikoravan, Kurivikkarar communities in the list of Scheduled Tribes in Tamil Nadu.

2. Based on the recommendations of Tamil Nadu Government, Registrar General of India, Ministry of Tribal Affairs, the National Commission for Scheduled Tribes, agreed to the proposal for inclusion of "Narikoravan grouped with Kurivikkarar" in the list of Scheduled Tribes in the State.

3. The Central Cabinet gave approval of the Amendment to the Constitution (Scheduled Tribes) Order, 1950 to modify the list of Scheduled Tribes (STs) in Tamil Nadu for inclusion of Narikoravan, Kurivikkarar Communities on 15.11.2016. However, the bill could not be passed in both the Houses of Parliament and it lapsed.

4. The Narikoravars constitute one of the most deprived and vulnerable communities in Tamil Nadu, who are nomadic and extremely poor and deserve all the Constitutional protection and welfare measures envisaged by inclusion in the list of Scheduled Tribes. Justice in the form of inclusion of the community in the list of Scheduled Tribes has eluded the Narikoravars for a long time. They urgently need to be provided all the Constitutional guarantees envisaged by Article 342 of the Constitution of India to enable them to lead a life of equality and dignity along with other citizens of India.

5. Recently, the Hon'ble Chief Minister of Tamil Nadu has addressed the Hon'ble Prime Minister of India vide D.O.letter No.4985/ CV1/2022, dated 19.03.2022 for inclusion "Narikoravan / Kurivikkaran" communities of Tamil Nadu in the list of Scheduled Tribes in the State.

6. Hence, urgent steps are needed to include "Narikoravar / Kurivikkaran" communities in the list of Scheduled Tribes of Tamil Nadu as envisaged under Article 342(1) and 342(2) of the Constitution of India at the earliest.

வெளியீடு: இயக்குநர், செய்தி மக்கள் தொடர்புத்துறை, சென்னை-9

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