

RAJYA SABHA

*SYNOPSIS OF DEBATE

(Proceedings other than Questions and Answers)

Wednesday, March 11, 2015/ Phalguna 20, 1936 (Saka)

MATTERS RAISED WITH THE PERMISSION OF THE CHAIR

I. Exorbitant Increase in Air Fares by Airline Companies

SHRI RAJEEV SHUKLA: All Airlines of our country are charging the fares from the people arbitrarily without any rules and regulations. They are charging the exorbitant fares and they are changing it on the basis of hours and days. There should be an Air Fare Regulatory Authority to keep an eye on the fares being charged. The fuel prices are reduced but no benefit is being received by passengers. I demand that the Government should evolve a price mechanism.

(Several Hon'ble Members associated.)

THE MINISTER OF STATE IN THE MINISTRY OF MINORITY AFFAIRS AND THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI MUKHTAR ABBAS NAQVI), responding to the matter, said: All the Members of the House have expressed their concern over the exploitation of passengers by the Airlines by charging the fares

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

arbitrarily. We would make the Minister aware of the concern of the House and inform the House about the action taken on this issue.

II. Reported Ban on Beef affecting Livelihood of Thousands of People

SHRI DEREK O'BRIEN: 'Beef' is called poor man's protein. Let us look at the economic and other issues. The prices of other meats will go up once you have imposed a ban on one thing. By doing this, the sick and old animals will not be slaughtered and farmers will be under a lot of pressure. The traders and the butchers will also be affected. I am not in the privacy of my home. Please let us not remove the unity in diversity. By doing this, the fabric of this great nation is being changed. I urge this House, not to look at this through religious conversion or connotation.

(Several Hon'ble Members associated.)

III. Reduction in Number of Nirbhaya Centres for Women

SHRI MD. NADIMUL HAQUE: 'Nirbhaya' Centres, recommended by Justice Verma Commission, are going to be reduced by the government. The Budget earmarked for such centres has been reduced from Rs.244 crores to just Rs. 18 crores despite promise of opening 660 such centres across the country. Incidents of rape and its reporting has increased in the last few years. Downsizing of such centres will be an impractical solution to the problem. As no easy recourse is available to victims of rape under the current system, so all-women police stations and fast track courts have been put in place for fast disposal of justice to victims of rape.

IV. Obscene Messages/Photos being Received on Mobile Phones, Internet, etc.

SHRI NARENDRA KUMAR KASHYAP: More than 80 crores people of the country are enjoying the facility of mobile phones. Its excess use leads to many diseases. Mental tension is one of them. Vulgar pictures, language, messages and songs are being posted on internet, facebook and whats App which is having negative impact on youth. Hence a strict law needs to be enacted for keeping a check on

such vulgarity in order to protect culture and civilisation of the country.

(Several Hon'ble Members associated)

V. Incidents of Insurgency in Manipur

SHRI TARUN VIJAY: I would like to comment upon prevailing horrible situation in Manipur where 38 terrorist outfits are active in terrorist activities. More than 100 Indian citizens, mostly from Bihar have been killed in the last two years due to such activities. There should be no ban on imposition of reading and writing of any language on any one. Sports and festivals are lifeline of Manipur. India's most renowned female boxer hails from Manipur. I request that Manipur be declared as sports capital of India as the state has more than 10,000 sports associations. A sports university be established in the state and Manipuri language be included in the Eighth Schedule of the Constitution.

(Several Hon'ble Members associated)

VI. Non-Payment of Salaries to the Journalists and Workers in Sahara Group

SHRI ALI ANWAR ANSARI: Around 10,000 journalists and non-journalist employees of sahara group have not received any payment for the last four months. Government should find a way out for payment of these low -paid employees as many among these are living in rented houses and are unable to pay fees for their children. Government should immediately interfere in the matter and enact a law for regulation of payment of such employees.

(Several Hon'ble Members associated)

VII. Problems of the People Displaced and Rehabilitated in Jharia Vihar Colony, Dhanbad by BCCL/CIL

SHRI SANJIV KUMAR: I would like to draw attention towards problems being faced by people of Belgadia and Jharia Vihar colonies under district Dhanbad, Bihar. Proper facility for schools, primary health centres, potable water and power should be made available to

thousands of families of displaced colonies by BCCL as early as possible. Facility of proper burial grounds should also be made available. Measures should also be taken to check pilferage of coal.

VIII. Demand for Economic Revival of Hindustan Shipyard Limited

DR. T. SUBBARAMI REDDY: I would like to draw attention regarding revival of Hindustan Shipyard Limited. Urgent adequate steps needs to be taken for its economic viability to prevent it from becoming sick as the company has the capacity for constructing sophisticated warships, submarines and strategic vessels for Indian Navy and the Coast Guard. It has successfully built inshore patrol vessels also for Coast Guard. In view of it, more attention should be paid on it by the government by providing working capital so that thousands of its workers don't get unemployed.

SHRI TAPAN KUMAR SEN: I associate myself with the said demand and would like to say that policy dilemma should be resolved to save the said shipyard. Hence to save it from becoming sick it should be immediately fed with sufficient orders on the line of other shipyards.

IX. Uncontrollable Pollution in the National Capital Region (NCR)

DR. SANJAY SINH: I would like to draw attention towards increasing air pollution level in almost all the cities of the country. National capital Delhi is heavily polluted among 16 heavily polluted cities in the world. It is an alarming situation for the capital. Hence proper and effective steps should immediately be taken and guidelines be issued to check air pollution level in the national capital and other cities of the country.

(Several Hon'ble Members associated)

X. Current Status of India's Foreign Policy towards Pakistan

SHRI PAVAN KUMAR VARMA: I wish to raise a matter of importance regarding national security. Our foreign policy towards

Pakistan should be given a serious thought as incessant ceasefire violations and incidents of infiltration by terrorists are on the rise.

(Shri K.C. Tyagi, Shri Ali Anwar Ansari, Shri Parvez Hashmi and Shri Ananda Bhaskar Rapolu associated.)

RESOLUTION

Condemnation of Remarks Made Against Mahatma Gandhi and Netaji Subhash Chandra Bose by Former Judge of the Supreme Court

MR. CHAIRMAN: I move the following Resolution:-

"This House expresses its unequivocal condemnation of the recent remarks of the former judge of the Supreme Court, Shri Justice Markandey Katju, against the Father of the Nation Mahatma Gandhi and Netaji Subhash Chandra Bose who led the Indian National Army for the freedom of the country."

The Resolution was adopted unanimously.

RULING BY THE CHAIR

RULING ON A PROCEDURAL POINT RAISED ON 3RD MARCH, 2015, RE. INTRODUCTION OF A BILL IN LOK SABHA WHICH WAS PENDING IN RAJYA SABHA

MR. DEPUTY CHAIRMAN: Hon. Members, on 3rd March, 2015, Shri Naresh Agrawal, Shri Sitaram Yechury, Shri Anand Sharma and some other Members raised a procedural point during Zero Hour regarding introduction of Bills in the Lok Sabha and desired to know that when a Bill is pending in the Rajya Sabha, can a similar Bill be introduced in the Lok Sabha before the Bill pending in the Rajya Sabha is withdrawn or rejected or passed by the Rajya Sabha. These Members wanted a ruling from me in this matter. After

hearing arguments from Members, both in favour of and against it, I had, at that time, observed that this was not a simple issue and needed a little more consideration. But I had made it amply clear that neither this House nor the Chair has any jurisdiction over the other House and that there is no rule in the Rules of Procedure and Conduct of Business in Rajya Sabha which prevents introduction of such a Bill in the other House. I had further observed that it was not in my knowledge whether the Bill introduced in the Lok Sabha is the same Bill or it is different from the Bill pending in the Rajya Sabha and that I would have to look into the constitutional provisions before giving a ruling in the matter. Accordingly, I had reserved my ruling on that day.

After going through the provisions of the Constitution and Rules of Procedure relating to conditions and procedure to be followed from the stage of introduction to passing of a Bill in Rajya Sabha, I could not find any provision either in the Constitution or in the Rules, which prohibits the introduction, passing of a Bill in the Lok Sabha substantially identical to a Bill already pending in the Rajya Sabha. The introduction and passing of a Bill in the Lok Sabha is governed by the Rules of Procedure of that House only. I, therefore, reiterate what I had said in the House on 3rd March, 2015, that neither this House nor the Chair has any jurisdiction over the functioning of other House and vice versa.

I. STATUTORY RESOLUTION

Disapproving The Motor Vehicle (Amendment) Ordinance, 2015 (No. 2 of 2015)

II. GOVERNMENT BILLS

The Motor Vehicles (Amendment) Bill, 2015

DR. T. SUBBIRAMMI REDDY, moving the statutory resolution, said: I must say that even though the Bill is good, we are actually objecting to the way in which the Ordinance is brought on the eve of Delhi Assembly elections. We do not find any urgency or extraordinary situation for the Motor Vehicles Act. There was no urgent necessity in this case. It is not in the interest of healthy democracy. We must use it very rarely. I want the Government and the Hon'ble Minister to explain why they are pressing for the Bill.

Safety and security of pedestrians and road users is also important. Therefore, the Hon'ble Minister must tell us what safety measures he is taking. There is also an apprehension that the entire authority is being conferred upon the Executive. Parliament scrutiny should be there to see whether they are within the parameters of the main legislation. It is a very serious matter and it has to be taken into consideration. I welcome this Bill from the humanitarian point of view.

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS AND THE MINISTER OF SHIPPING (SHRI NITIN JAIRAM GADKARI): I move that the Bill further to amend the Motor Vehicles Act, 1988, as passed by Lok Sabha, be taken into consideration.

DR. E.M. SUDARSANA NATCHIAPPAN: I support the Motor Vehicles (Amendment) Bill, 2015. It is giving a lot of opportunities to the poor people to come forward and lead a dignified life and earn a livelihood. I appreciate this enactment. Through the amendment, a licensing system has been introduced. In that amendment, I suggest that it should be the barest minimum. Even one rupee is sufficient for registration. We have to convert the human-driven system to the

mechanical system. Registration and proper insurance system of the e-rickshaw should also be there.

SHRI DILIPBHAI PANDYA: I support this Bill. This Bill should be passed unanimously to help the poor people. This Bill gives some relaxation for granting learner license for e-rickshaws. I suggest that the banks should give loans to e-rickshaw drivers at the rate of one per cent.

SHRI NARESH AGRAWAL: Some changes should be made in the Act also. We have not made any planning for road safety system. Road safety system should be at least on 100 km. The license system of India is very defective. There are very few training centres in our country. I would like you to convene a meeting of Transport Ministers of States and develop a procedure whereby a driver's license would be seized and he would not be given license again if he breaks safety rules. Teaching of signal system in schools should be made mandatory. You should make a provision regarding speed system in the Act and should also consider on making the registration number plate of cart a high security number plate. I support this Bill.

SHRI D. BANDYOPADHYAY: I support this Bill. It relaxes conditions for obtaining licence for a public service vehicle. This Bill will result in larger employment of people. The Central Government should consider on providing easier loan to the drivers so that they can procure e-rickshaw.

SHRI S. MUTHUKARUPPAN: The requirement of the drivers of such vehicles to have a licence to drive light motor vehicles is being compromised in this Amendment Bill. The views of the State Governments were not sought for. Plying of e-rickshaw may lead to higher traffic congestion. The Government must involve Resident Welfare Associations to identify suitable people to operate these e-rickshaws. These vehicles are imported from China. This trend needs to be arrested.

SHRI VEER SINGH: I support this Bill. The simplification of license rules is very necessary. Special camps should be organized for granting license for e-rickshaw. Arrangement should be made to put a

check on touts also. The Hon'ble Minister should provide the facility of loan from banks at low interest rate in the direction of providing battery operated e-rickshaw. In view of safety reasons the Government should make e-rickshaw registration, number plate, license, transfer of ownership and fitness certificate mandatory. License system and registration should be made online.

SHRI K.N. BALAGOPAL: I rise to support the Bill. I am supporting the Government's move to reduce the existing condition to give licence. There should be proper rules and regulations for driving these vehicles. Proper education should be given to these drivers about the traffic laws. There should be some subsidy given to the rickshaw pullers for transferring to the e-rickshaws. Serious care should be taken to develop the roads also.

DR. ASHOK S. GANGULY: If any licence is obtained from a tout, it has to be withdrawn and the driver must be banned from ever applying for a license. When licences are given, there should be an authentication as also a data bank for the identification of the individuals. Refusal to take passengers by a driver must also be one amongst the offences.

SHRI ANIL DESAI: I rise to support this Bill. It is mandatory that the driver of the vehicle has to be its owner, and, he should have driver's licence and a Public Service Vehicle (PSV) badge. Incidence of indecent behavior or molestation against women in the e-rickshaw should be dealt with very firm hand. Rickshaw drivers charging more than the meter readings should be taken seriously by the RTI authorities. From residential colonies to the nearest metro stations e-rickshaws should be encouraged as they are eco-friendly. we have to guard against traffic congestion too. Any violation on the part of the drivers of e-rickshaws should be dealt with sternly. I support this Bill.

SHRI ANANDA BHASKAR RAPOLU: we are in the age of electric automobiles. Electric rickshaws is gradually spreading throughout the country. Tripura is the first State to regularize the usage of e-rickshaw. lakhs and lakhs of people are dependent on it and earn their livelihood through e-rickshaw. There are very lesser number of manufacturing units in the country. we need to improve the model

of e-rickshaw with all necessary facilities. The e-rickshaws and other manual rickshaws are in need of having proper safe speed-breakers. This will have a very great impact on the livelihood of the very poor. I appreciate and welcome the Bill

SHRI SHARAD YADAV: I support this Bill. Crores of people in the country drive rickshaw and mostly unemployed people of the villages are engaged in it. Corruption is rampant in RTO and bribe is given for getting posting there. These rickshaw drivers die in an early age. Driver is a skilled worker in this country, therefore we should have sympathy with them.

SHRI D. RAJA: I support this Bill. It bring e-rickshaw under the ambit of the Motor Vehicles Act. A large number of people are getting employment through e-rickshaw. The Government should ensure easy access to credit facilities to these people. The actual drivers should get their wages. E-rickshaw drivers are harassed by police unnecessarily. The Government should think of having some special schemes to provide housing to these e-rickshaw drivers.

SHRI RAJEEV SHUKLA: I support this Bill. It seems that many businessmen will enter into this business and will own a number of e-rickshaws. It should be ensured that licence be issued individually and number of licences be capped as well. The occupation of cycle-rickshaw drivers be saved and they should be provided interest free loan for converting their rickshaw into e-rickshaw. The problem of overloading be addressed as this is adversely affecting the health of roads and highways as well. Truck drivers be paid adequate salary. Regulations be made for truck drivers. Companies should not get e-rickshaw licence.

SHRI TIRUCHI SIVA: I welcome this Bill. Conditions for issuance of licence for driving transport vehicles having three wheels have been relaxed in the Bill. E-rickshaws have been brought under the Motor Vehicles Act, which will help in employment of innumerable persons. The Government is now creating more employment by way of upgrading manual rickshaw pullers to e-rickshaw drivers. It should be kept in mind that every minute, there is an accident in our country. When e-rickshaw drivers are given

licences they must undergo a training of learning the rules of the road. Violation of the rules be dealt with stern action. The Motor Vehicles Act has to be amended to meet the international standards of road safety.

SHRIMATI BIMLA KASHYAP SOOD: I support this Bill. E-rickshaw drivers will have to get licence from Department of Transport and their association will have to get approval of the model of the e-rickshaw from there. These rickshaws can be driven only after completing certain process. Minimum education criteria for e-rickshaw drivers has been done away with. A large number of poor e-rickshaw drivers are dependent on it for their livelihood. These vehicles provide last mile connectivity of the destination. The inhuman practice of carrying one person by another can be addressed by these e-rickshaws. E-rickshaws are battery operated and thus eco-friendly but their model be approved by the government. The e-rickshaws coming from China be banned.

SHRIMATI GUNDU SUDHARANI: This bill will give succor to the poor people who are depending on e-Rickshaws. This Bill will help them to obtain licence without waiting for the mandated period of one year. All the regular cycle rickshaw pullers be given special loan at the rate of three per cent. There has to be some regulation regarding passengers to be ferried by e-Rickshaw. One of the problems the e-Rickshaw driver face is recharging their Rickshaws. There should be free solar charging facilities so that the poor rickshaw pullers could get benefit out of it.

The Hon'ble Minister, replying to the debate, said:: There are more than one crores of rickshaw pullers in the country. They start pulling rickshaw at an early age and suffer from T.B. and cancer, which reduces their life span. This energy driven rickshaw will improve a lot for the poor. Many of these poor e-rickshaw drivers had to face difficulties as their rickshaws were confiscated by the police in compliance with the orders of the High Court. Now there will be one month learning licence for e-rickshaw driver and immediately after that he can be given commercial licence. Drivers

will be trained. In this Bill the condition of having passed the eighth standard by the driver has been deleted.

Only driving license holder for an e-rickshaw can own it. Dress code and identity card have been fixed. Women will also be given license for an e-rickshaw. Government have decided to give driving license to physically handicapped people. Loan on zero percent interest should be given for purchasing an e-rickshaw. I have request to the Minister of Finance in this regard. Provision under this Bill is that maximum four people can sit in an e-rickshaw and carry fifty kilograms of load and its maximum speed will be 25 kilometre per hour. Battery's capacity is upto 4000 watts. E-rickshaw is being made in many parts of the country. 16 standards have been fixed for newly manufactured e-rickshaws and association will have authority for certification of the same. Old rickshaw will also be modified as per the new standards. We have given permission for using any certified spare-parts of any of the automobile manufacturer.

India tops in road accidents in the world. We are also working on intelligent traffic system and very soon Bill in this regard will be brought before the cabinet. 30 Percent of license are bogus in the country and it is one of the main reason for accidents therefore we have decided that driving license and road fitness certificate will be issued by driving license institute. There are criteria for such institutes. Computerised driving test for license will be conducted by the these institutes and on the basis of certification of test, license will be issued by Government authority. There is also provision for action against the officer responsible for issuing license if it is not issued within three days of certification. We want to uproot the corruption prevalent in issuance of driving license. Some people due to self interests are working against provisions of the Bills. We want to work with strong political will.

We have introduced the system of E-toll in association with ICICI and AXIS bank on Delhi-Mumbai highway. These tolls collection centres are contributing in loss of crores of rupees therefore we have abolished 75 toll centre and 60 are also in pipeline for removal. We are installing weighing bridge on 350 toll centres. These weighing

bridges will be linked to satellite. We are considering to give 20 percent relaxation over the fixed limit of the carrier. Government want to resolve the issue of number plates. We have rate contract for cement and concrete. As a result thereof construction of road will become less costly. We will abolish all the speed-breaker on national highways and new one with new technology will be constructed. All the suggestions have been considered.

The Statutory Resolution was, by leave of the House, withdrawn.

The motion for consideration of the Bill was adopted.

Clauses etc. were adopted.

The Bill was passed.

**The Mines and Minerals (Development and Regulation)
Amendment Bill, 2015- Contd.**

The Amendment moved by Shri P. Rajeev and others for reference of the Bill to a Select Committee of the Rajya Sabha was withdrawn by leave of the House.

THE MINISTER OF MINES AND THE MINISTER OF STEEL (SHRI NARENDRA SINGH TOMAR): I move that the Bill further to amend the Mines and Minerals (Development and Regulation) Act, 1957, as passed by Lok Sabha, be referred to a Select Committee of the Rajya Sabha consisting of the following Members:-

- 1. Shri Bhupender Yadav*
- 2. Shri Tarun Vijay*
- 3. Shri Ram Narain Dudi*
- 4. Shri Shantaram Naik*
- 5. Shri Mani Shankar Aiyar*

6. *Shri K.T.S. Tulsi*
7. *Shri Ravi Prakash Verma*
8. *Shri Derek O'Brien*
9. *Shri A.W. Rabi Bernard*
10. *Shri Pavan Kumar Varma*
11. *Shri Satish Chandra Misra*
12. *Shri T.K. Rangarajan*
13. *Shri Kalpataru Das*
14. *Shri C.M. Ramesh*
15. *Shri Majeed Memon*
16. *Dr. K.P. Ramalingam*
17. *Shri Balwinder Singh Bhunder*
18. *Shri D. Raja*
19. *Shri Parimal Nathwani*

with instructions to report to the Rajya Sabha not later than 18th March, 2015 to enable the Rajya Sabha for consideration and passing during the first part of the Budget Session”.

The motion was adopted.

THE COAL MINES (SPECIAL PROVISIONS) BILL, 2015

THE MINISTER OF STATE OF THE MINISTRY OF POWER, THE MINISTER OF STATE OF THE MINISTRY OF COAL AND THE MINISTER OF STATE OF THE MINISTRY OF NEW AND RENEWABLE ENERGY (SHRI PIYUSH GOYAL): I move the following motion:-

"That the Coal Mines (Special Provisions) Bill, 2015 to provide for allocation of coal mines and vesting of the right, title and interest in and over the land and mine infrastructure together with mining leases

to successful bidders and allottees with a view to ensure continuity in coal mining operations and production of coal, and for promoting optimum utilization of coal resources consistent with the requirement of the country in national interest and for matters connected therewith or incidental thereto, as passed by Lok Sabha, be referred to a Select Committee of the Rajya Sabha consisting of the following Members:

1. *Shri Anil Madhav Dave*
2. *Shri V.P. Singh Badnore*
3. *Shri Basawaraj Patil*
4. *Shri Digvijaya Singh*
5. *Shri P. Bhattacharya*
6. *Shri Rajeev Shukla*
7. *Shri Naresh Agrawal*
8. *Shri K.C. Tyagi*
9. *Shri Narendra Kumar Kashyap*
10. *Shri Anubhav Mohanty*
11. *Shri K.N. Balagopal*
12. *Shri Sukhendu Sekhar Roy*
13. *Shrimati Vandana Chavan*
14. *Shri Tiruchi Siva*
15. *Shri Devender Goud T.*
16. *Shri A.W. Rabi Bernard*
17. *Shri Naresh Gujral*
18. *Shri Anil Desai*
19. *Shri Rajeev Chandrasekhar*

with instructions to report to the Rajya Sabha not later than 18th March, 2015 to enable the Rajya Sabha for consideration and passing during the first part of the Budget Session”.

The motion was adopted.

THE BUDGET (RAILWAYS), 2015-16

General Discussion

THE MINISTER OF RAILWAYS (SHRI SURESH PRABHU), initiating the discussion, said: I am happy to announce that The Indian Railways and the Life Insurance Corporation have signed an MoU, This would facilitate financing of various Railway projects in the interest of the country. This is an extra-Budgetary support and it would enable us to complete the projects on time. I am really thankful to all the Members of the House for giving us their support.

SHRI MAHENDRA SINGH MAHRA: The Rail Budget 2015-16 has terribly disappointed me and the people of Uttarakhand. The record hike in passenger fare and freight will affect the poor people of the entire country. Minister has not said anything about operational capacity, recovery of fare, financial liabilities and Uttarakhand. Government are committed to bring FDI in Railway while they few months back they were not in the favour of this. Government have not made provision of adequate budget for upgradation, expansion of railway and ongoing railway projects. Government have not given any importance to the various projects of Uttarakhand which were announced earlier and is of strategically important. Government have ignored the national interest at China border in Uttarakhand state. Expansion of railway is very necessary in Uttarakhand to create the opportunities of employment and for development there. I urge the Government that for laying various railway lines and electrification in Uttarakhand sanction and amount should be given. Fast trains should also be included in this budget as they are very much needed in the Uttarakhand.

SHRI VIJAY GOEL: Today, there are lots of challenges before railway. There are still many areas in the interior which are not connected through railway. We expect that railway would act as commercial undertaking as well as welfare undertaking. It is a big challenge before the Minister that how the old projects would be completed. I congratulate the Government for giving such a bold, practical and realistic budget. The vision of this budget is to streamline the operation of railway, to complete the previous projects and providing facilities to the common man. There is no hike in the passenger fare. Government will focus on railway connectivity.

The millions of people in India travel in the trains without ticket, which is causing a huge loss to the Railways. The system should be strengthened to check the same. It should also be ensured by the hon. Minister of Railways that all the trains run in time. More income could be generated by the Railways if it could put a check on the tender mafia. I compliment the hon. Minister for bringing such a growth oriented budget. I also compliment him for not increasing the passenger fare along with not announcing any new train. The arrangements for E-tenders have also been made in this budget which will check the corruption. The aspects of protection of women and sanitation have also been taken care of. Several amenities provided to the passengers in this budget such as, booking of tickets before 4 months, Wi-Fi facility on several stations, etc., are also very commendable.

The quality standards in the works of Railways are needed to be improved. The encroachments on the railway land should be removed and the railway land which is not useful can be exchanged or used for the commercial purposes. The interests of all the sections of the society have been taken care of in this budget. In the end I would request the hon. Minister of Railways to ensure that the trains have their stoppage on all the places of tourist and religious interests.

SHRIMATI KANAK LATA SINGH: The common men of this country are very disappointed with this budget as no new train has been introduced. No concrete measures have been taken for the

security of women. The people of Poorvanchal are also very disappointed as no new train has been announced from that region. Their long pending demand for connecting the Buddhist pilgrim centres with the rail network has also been ignored in this budget. The Railways is the axis of the unity and integrity of our country.

The number of the general bogies should be increased for the benefit of the poor passengers. In my view the budget should be people oriented and not the investor centric. Commission and pilferage of material is the main cause of revenue loss to the Railways. Steps should be taken to check the same. The corruption rampant in several departments of Railways should also be checked. The catering services of Railways are not up to the mark. I would suggest that new recruitment should be made so that the youth of the country could get the job opportunities. I also demand the up gradation and modernisation of the Gorakh Pur workshop of Railways.

SHRI GULAM RASOOL BALLYAWI: The Railways is not a medium of earning profit. It is the life-line of the country. In the advertisements of 'Swachhata Abhiyan', photo of Mahatama Gandhi has been portrayed on walls of toilets. This is a disregard for Mahatama Gandhi. In this Budget dreams have been sold out. This Budget is just an eyewash. Lands of railways have been trespassed at most of the places. If commercial places are developed on these places, many problems could be solved. The stretch between Kodarama to Ranchi and Patna to Hajipur should be connected through Railways. In this Budget nothing has been said regarding 36 pending railway projects of Bihar. The Karpoori Gram Railway Station, which is six kilometres far from Samastipur of Bihar, should be included in the list of 'Adarsh Station' and every facility should be provided there.

SHRI NARENDRA KUMAR KASHYAP: Apart from data and allegations, I will give some positive suggestions. The condition of the poor rail travellers is not satisfactory. To make travelling of this bigger section smooth, something more is needed to be done. Despite 50 percent recession in the International Oil market, there is no

curtailing in railway fares. The Government must think of the poor. Rail fares should be curtailed so that 'Achchhe Din' for those who travel in Second classes and Sleeper classes could also be ensured. Keeping in view the competitive examinations, there must be a provision for giving concession to students in this Budget. To have a check on inflation, freight should also be taken into reconsideration. Women security must be ensured in trains.

Safety provisions should be there for women in trains. Installation of CCTV Cameras in trains is a good proposal. Our police and justice system should be overhauled. What happened to the promise for recruitment of more than 4,000 women police personnel? Please clarify. There is no effective policy for prevention of rail accidents. Extensive work need to be done in the matters of unmanned crossing and default in engine etc. According to my knowledge the job reservation quota for SCs/STs/OBCs has not fulfilled as on today, Railway should consider this matter. We would like to know about the progress of bullet train. Hon'ble Minister the backward and poor people should get their rights under your leadership.

SHRIMATI VIJILA SATHYANANTH: I welcome this Railway Budget because the Railway Minister has not increased the passenger rail fares .Our leader was happy that safety of woman passengers and cleanliness have been accorded high priority in this Budget. Passenger amenities are also being improved. Chennai should be given high priority in the Diamond Quadrilateral High Speed Rail Network .Our leader demanded speedy implementation of the Railway projects, namely, the Chennai-Tuticorin Freight Corridor, the Chennai-Madurai-Kanyakumari High Speed Passenger Link, and the Coimbatore-Madurai High Speed Passenger Link. In this budget no announcements have been made regarding the introduction of new trains. My suggestion is that just like Tamil Nadu Railway can ponder over building multi-level parking systems at all the railway stations and good revenue can also be generated. Kindly bring down rates of rainier. To ensure passenger safety surveillance cameras should be installed in every compartment. Target of twenty per cent increase in track length is a very good move but number of

coaches should also be increased. In Tamil Nadu the express trains from Chennai are always brimming with travellers. My request to you is to seriously think towards adding extra coaches in those trains.

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SHUMSHER K. SHERIFF,
Secretary-General.

rssynop@sansad.nic.in

******Supplement covering rest of the proceedings is being issued separately.**