

RAJYA SABHA

***SYNOPSIS OF DEBATE**

(Proceedings other than Questions and Answers)

Tuesday, March 17, 2020 / Phalguna 27, 1941 (Saka)

**MATTERS RAISED WITH THE PERMISSION OF
THE CHAIR**

**1. Need to Meet the Irrigation Needs of Sirmor and Semaria
Regions from the Bargi and Bansagar Irrigation Projects**

SHRI RAJMANI PATEL: After construction of an underground drain from the Sirmaur headquarters for construction of the Kyoti Canal, farmers of many villages of Sirmaur and Semaria areas of Rewa district are deprived of irrigation facility. I request that drain or canal should be constructed from the upper surface for the construction of Kyoti Canal. Alternatively, water can also be provided for irrigation to the farmers by lifting from main canal near Sirmaur headquarters. Being a hilly region, Semaria has been facing the problems of drinking water as well as of irrigation. The project for construction of Bargi Dam Irrigation Canal for this hilly region should be sanctioned immediately.

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

2. Concern over Rise in Type-A Diabetes among Children

DR. ASHOK BAJPAI: Cases of type-A diabetes are increasing in the country. Cases of this disease are also being found in children even in the age group of two to four years. Due to lack of diagnostic centres in rural areas of the country for investigation of this disease, the people remain ignorant about the fact that their children are suffering from this disease. Insulin is the only cure for this disease. But the availability of insulin in rural areas is quite difficult. Refrigerators are not available to keep insulin safe due to lack of electricity. It is not possible for the poor parents to arrange insulin continuously for their children suffering from this disease. Sometimes, these children also have to suffer from hypoglycaemia. Therefore, I urge the Government to make special arrangements for treatment of type-A diabetes in children. Along with insulin, testing kits should also be made available to them at affordable rates.

(Several hon'ble Members associated.)

3. Need to Frame a Comprehensive Scheme to Protect the Interest of Workers in Various Sectors

SHRI M. SHANMUGAM: Due to instability in the current economic scenario, lakhs of workers have become jobless. Without any prior notice, they are being shunted out. The regular employees of the private firms are forced to lose half of their monthly salary. I request that a method to extend a supporting hand to the poor employees be evolved. Suitable compensatory scheme should be introduced to compensate the pecuniary loss to employees in unforeseen eventualities.

(Several hon'ble Members associated.)

4. Need for Loan Waiver for Farmers and Low-Income Citizens Due to Economic Instability

SHRI JOSE K. MANI: The world economy is facing another recession. There is an economic slowdown in India too. The effect of coronavirus is further affecting our economy. The small and marginal farmers and the middle and lower income groups are worst affected,

who have borrowed personal and agricultural loans. In the end of financial year, a strong drive will be done by the banks to bring back their debts. But the poor and common man does not have money to pay back. All their houses and properties are going to be attached. I request that interest may be waived off for the persons who had taken a loan of maximum amount of Rs.10,00,000 for the period of last six months from January to June 2020.

(Several hon'ble Members associated.)

5. Need for Review of Socio-Economic Survey

SHRI MANAS RANJAN BHUNIA: The Socio-Economic Survey, conducted in 2011, is the basic indicator to provide all kinds of economic help to the people of India. But, the list of this survey has many faults. The Central Government and the State Governments are duty-bound to follow the list. The people should not suffer by the faulty list prepared by the surveyors during the period of last survey. I request to review the socio-economic survey list and give an order for fresh survey to give benefit to the poor people of all sections of the society.

(Several hon'ble Members associated.)

6. Need for Increase in the Primary and Secondary Health Expenditure of the Union Government

DR. AMAR PATNAIK: The WHO had estimated the country's health expenditure as a percentage of GDP at 1 per cent in 2015. In the current Budget, it is projected at 1.3 per cent of the GDP. The National Health Policy, 2017 has a target of public health spending at 2.5 per cent of GDP by 2025, which is unlikely to achieve at the current rate. It is, therefore, necessary to do something about increasing the expenditure in the primary and secondary health sector. We have to ensure inclusive, effective and efficient primary health care. I demand that the health care expenditure be prioritized at par with national disasters or defence expenditure.

7. Need to Revive Metro Projects in the State of Andhra Pradesh

SHRI KANAKAMEDALA RAVINDRA KUMAR: I request the Central Government to take up two projects of Amaravati Metro Rail Project and Visakhapatnam Metro Rail Project, since the Andhra Pradesh Government is not in a position to take up these projects after bifurcation of the state.

8. Need to Help the Hotel Industry in Himachal Pradesh Suffering from Losses Due to Corona Outbreak

SHRIMATI VIPLOVE THAKUR: The hotel and tourism industry of Himachal Pradesh is suffering immense losses due to the risk of infection of Corona virus disease. Hotel bookings have been cancelled and hotel operators are facing financial troubles. Therefore, a special package should be given to them in consultation with the State Government.

(Shri Partap Singh Bajwa, Shri Husain Dalwai, Shri P.L. Punia, Shri Madhusudan Mistry and Kumari Selja associated.)

9. Need for According Permission to Conduct Bull Fight in Goa to Boost Tourism

***SHRI VINAY DINU TENDULKAR:** Since 1998, bull fighting has been banned in Goa. This has adversely affected the tourism industry as well as local economy. Bulls are given special training for the fight. It involves huge investment and it is source of livelihood for the local people. I request the Government to allow bull fight in Goa.

(Dr. Vikas Mahatme associated.)

10. Need for Informed Debate and Discussion on the Law Commission's Report on Uniform Civil Code

SHRI JAIRAM RAMESH: There is a need for an informed debate and discussion on the Law Commission's Report on the Uniform Civil Code. In a paper on 'Reform of Family Law' released

* Hon'ble Member spoke in Konkani.

by the Commission, it was observed under the chapter on 'Marriage and Divorce' that providing for a uniform civil code is neither necessary nor desirable at this stage. This is the conclusion of the Law Commission. Most countries are now moving towards recognition of difference, etc. By codification of different personal laws, one can arrive at certain universal principles that prioritize equity rather than the imposition of a Uniform Civil Code. The Commission then suggested certain measures in marriage and divorce that should be uniformly accepted in the personal laws of all religions. Recommendations were also made to abolish polygamy by law.

(Several hon'ble Members associated.)

11. Need for Reforms in the Disability Pension System for Armed Forces

SHRI RAJEEV CHANDRASEKHAR: It is time to review the rules and regulations and create new rules to ensure honour, fair and equitable compensation to those in the Armed Forces because of the recent controversies that have crept in. Defence Minister had promised status quo at that time and the matter had settled down. The MoD swiftly acted with a suppression of that circular. It is clear that we need reforms in the disability pension area because there are several grey areas that have crept into these rules. There is a need to address the gap between the disability pension for the same wound and injury between the officers, JCOs and the other ranks. These new rules needs to be politically championed and not seen as a bureaucratic initiative. We should value the service of the Soldiers to the country.

(Several hon'ble Members associated.)

12. Need for Inclusion of Small Scale Ice Cream Manufacturers in GST Composition Scheme

SHRI HUSAIN DALWAI: The Finance Department has excluded the small scale ice cream manufacturers whose turnover is up to Rs. 50 lakhs from GST composition scheme. The Central Government has kept the ice cream businesses as a small cottage

industry in the largest slab of GST, i.e., 18 per cent. Big manufacturers like Vadilal, Havmor, Amul, do not have to pay GST @ 18 per cent. The Government is requested that the small manufacturers of ice cream should be included in the GST composition scheme.

(Prof. Manoj Kumar Jha, Dr. Sasmit Patra and Shri Ravi Prakash Verma associated.)

13. Need to Expedite work of the Chhattisgarh-Gujarat Highway

SHRI RAM VICHAR NETAM: The 96-km Ambikapur-Patthal village road project started on the Katni-Gumla National Highway 43 in 2016 at a cost of Rs 450 crore and it has not completed till date. Due to this, there is a lot of jam on this route. On National Highway 343, the road between Ambikapur to Garhwa-Ramanujganj is completely damaged. This route passes through the Naxalite affected area and connects Maharashtra to Bihar. This is a critical situation there. Under any circumstances this road should be made tractable.

(Dr. Amar Patnaik associated.)

14. Difficulties being Faced by Consumers Due to Rising Prices of Domestic LPG

SHRIMATI CHHAYA VERMA: I want to present in the House a very important matter about the rising prices of LPG in the country. Both the intention and policy of the government are not clearly visible in this matter. The price of that cylinder, which is given to poor men, is increased every six and eight months. Gas prices are coming down in the international market. Poor men are turning again towards their stove. The kerosene that was issued on the ration card has also been stopped by the government. In today's situation, the poor man is forced to think that how he will cook and through what? Kerosene quota should also be increased.

(Several hon'ble Members associated.)

15. Need to Open AIIMS in North Bihar

SHRI AKHILESH PRASAD SINGH: Efforts were made to create a second AIIMS in North Bihar, so that the people of the region could get good health services. As a result of more than two years, no significant progress has been made in this direction. In the Union Budget for the year 2015-16, the former Finance Minister had announced that after Patna, the second AIIMS will be established in the state of Bihar. For the establishment of this second AIIMS, at least 500 acres of land will be required. Acquisition of land in the state is a difficult task not only in this state, but in any state. The condition of health services in the state is very poor. Serious efforts are required to establish a second AIIMS in North Bihar.

16. Need to Take Steps to Stop V.I.P. Culture amongst Bureaucrats

SHRI SURENDRA SINGH NAGAR: I would like to congratulate the Prime Minister of the country that he has worked to end the VIP culture in the country. The distance between the common man and the special person in the political arena has also ended through it. There is still the urge of looking distinctive amongst the bureaucrats circle. Whenever you go on the roads, especially on the roads of Delhi, you will see that in front of the cars the government vehicle is labelled. Who are public servants and other people working in the government sector, they should cooperate to make this initiative of the Prime Minister successful. Such vehicles should be dealt with under the "Motor Vehicles Act".

(Shri Abir Ranjan Biswas, Shri Ram Vichar Netam, Shri Jugalsinh Mathurji Lokhandwala and Shri Neeraj Shekhar associated.)

17. Position of Indian Universities Vis-À-Vis Universities in Other Countries

DR. L. HANUMANTHAI AH: As per recent survey of the world universities, the Indian institutions have improved in the top 150 universities in about 26 different subjects. The top ten universities

are centres of major innovation in teaching and research because they are totally independent. All the great universities are ideologically pluralistic. These universities are excellent in attracting and retaining the talent among faculty and students. The world's best universities include the alumni in their governance and reforms. Our universities must be out of bureaucratic clutches and the total autonomy should be given to those without any political intervention.

(Several hon'ble Members associated.)

18. Need to Ban Child Pornography

SHRI KAILASH SONI: In the past, our House has expressed concern regarding child pornography. Action was also taken by the Government of India and 857 sites and companies were banned. Children between the age of 9 to 14 years have committed rape and indulged in obscene behaviour by watching pornographic films and in various places of the country. Similarly in Patna, these incidents have taken place within the last one month. Special action should be taken to curb this. People of entire India are worried for this. There is a need to make a clear provision in this regard under the Indian penal law.

(Several hon'ble Members associated.)

19. Need to Expedite the Release of Retirement Benefits of the Retired Kendriya Vidyalaya Sangathan (KVS) Teachers

SHRIMATI JAYA BACHCHAN: We have never discussed about the pension and gratuity of retired teachers of Kendriya Vidyalaya Sangathan, who are mostly women. We are trying to become world gurus. In the last year 2019, the teachers of Kendriya Vidyalaya Sangathan who have retired have been given their pension on 15 or 16 February 2020, which should have been given in 2019. 98.54 per cent of Kendriya Vidyalaya students passed their board exams and set a record of highest passing percentage. Obviously, teachers associated with KVS have a big role behind good results. I am talking about teachers who have retired in 2019, after having served almost 30 years of their lives. Such new schemes

should be started that give due respect to these teachers that enable them to lead a decent and dignified life.

(Several hon'ble Members associated.)

SPECIAL MENTIONS

1. Demand for Focus on Development of Eastern India with Reference to the 24th Eastern Zonal Council Meeting Held in Bhubaneswar

DR. SASMIT PATRA: Development of Eastern India is the key to development of India. For creating a healthy Inter-State and Centre-State relations, the integration has to be financial, infrastructural and technological. This would lead and strengthen emotional integration. There is a need to double allotments made to this region so that they catch up with the national benchmarks. Royalty on coal has not been revised since 2012. The Union Government should work strenuously towards the fulfillment of these demands at the earliest.

(Dr. Amar Patnaik and Shri Prashanta Nanda Associated.)

2. Demand to Restart Excavation Work of the Tilahak University at Telhara Village by ASI

SHRIMATI KAHKASHAN PERWEEN: The materials found in the excavation of the mound of Tilahaka University reflect the rich cultural heritage of the place. This university is older than Nalanda University. Excavation of such an important site has been stopped since 2015. The Archaeological Survey of India and the Department of Art and Culture should start the excavation of this site again and ensure the system of conservation.

(Dr. Sonal Mansingh associated.)

3. Demand to Speed up Work on Narkatiaganj-Bhiknathori Railway Line in Bihar

SHRI SATISH CHANDRA DUBEY: It was proposed to change gauge of the Railway Section of the 42 KM long Narkatiaganj-Bhikhanathori railway section of West Champaran district in Bihar in the year 2004. In 2014, a mega block was set up by the Railways to lay a large line on this route in collaboration with the Honorable Minister of Railways. This railway section is very important from tourism point of view. Even after many years, the work of this section has not been completed.

ANNOUNCEMENT BY THE CHAIR

VICE-CHAIRMAN (PROF. M.V. RAJEEV GOWDA): As suggested by Shri Thaawarchand Gehlot, Minister of Social Justice and Empowerment and Leader of the House and as agreed to by the Leaders of various parties/groups and the House, that the lunch hour is dispensed with to take up the discussion on the working of the Ministry of Railways.

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

PROF. MANOJ KUMAR JHA: Railway negotiates between social obligation as well as revenue generation. Maintenance work of crores of regular civil engineering works are not getting audited and money is spent at whims and fancies without proper checks and balances. There has been a huge surge in expenditure in the name of cleanliness in the last three to four years. There is a loophole and a leakage of crores of rupees that has to be addressed immediately. Large amount of pending dues of private parties are written off during every year leading to a huge loss to the Exchequer. Railways is in a financial mess. Hundred per cent electrification of

railway tracks must be a top priority. The plan is to give more and more trains to IRCTC and IRCTC is a kind of corridor through which privatization of the Railways is taking place and trains are being given to private parties. Merging of all services in single service is not practical and feasible. Performance in freight transportation is dismal. Work on some railway projects is going on for more than 50 years but have not been completed yet. The railways undertake national integration. Railways is done work of national integration. It is not only a profit making enterprise.

SHRI VEER SINGH: Indian Railways service is the third largest network in the world with 68,000 km of railway lines. In 2020-21, Rs 12000 crore for new railway lines, Rs 700 crore for doubling of railway tracks, Rs 5787 crore for railway coaches and engines and 1650 crores for signals and telecommunications have been allocated. An amount of Rs 2726 crore has been provided to increase the facilities of railway passengers this year. Due to privatization, the number of employees in the railway is decreasing and the reserved posts are also getting very less. Today, no new recruitment is being done in the railways. There are 2.8 lakh vacancies, which are not being filled. I request that as the decision has been taken to run 150 Tejas trains as per PPP model and 17 railway departments have been given for privatization. Government jobs are being abolished by the railways for the scheduled castes and tribes of this country. I request that SC-ST quota be fulfilled in the Railways. To increase the income of the railways, markets should be built at 7,500 railway stations in the country. I request that from Gajraula to Sambhal should be connected with the new railway line. The construction work of Sonakpur flyover has been going on for a long time in Moradabad. Railway work is not being completed in it. So, I request that it should be completed soon. For the convenience of daily passengers of Delhi-Ghaziabad, a new EMU train should be started and the Sivaganga Express train should have a stoppage in Ghaziabad. All the railway stations in Uttar Pradesh are in poor condition. Therefore, I request that the condition of those stations should be improved.

SHRI BIRENDRA PRASAD BAISHYA: This Government has decided to connect the Railways with all the Capitals of the North-Eastern Region. I would like to request the honourable Minister to have a separate Railway zone in Guwahati for the North-Eastern Region. Still today, most of the parts of North-Eastern Region are deprived of double-track rail line and electrification as well. There is a need for electrification and doubling of the line between Bongaigaon and Guwahati. I request for doubling the line between Guwahati and Dibrugarh, Lumding to Badarpur, Rangapara to Murkongselek. Electrification of railway track should enter the North-Eastern region. I request the hon'ble Railway Minister to expand railway hospitals immediately in the interest of the people of this region. There are more than 10,000 Class IV posts lying vacant in the North Frontier Railway. I would like to request the hon'ble Railway Minister to kindly fill up those posts with the people from the North-Eastern Region. There is no rail connectivity to Mangaldoi which is one of the very prominent cities of the North-Eastern Region. I request the hon'ble Minister to start railway connectivity to Mangaldoi. During the last several years, the people of Assam are demanding for a rail coach factory in Assam. I to request to have a rail coach factory at Bongaigoan in Assam immediately.

SHRI K.K. RAGESH: Indian Railways symbolize the unity and integrity of our country. It carries millions of ordinary people till today. There is an urgent need for modernization and updation of rail network in our country. The modernising of the entire railway network in our country is very important. But, rather than taking that responsibility on their shoulders, the Government is simply finding a short-cut to privatise the entire railway network in our country. About 150 passenger trains have been decided to be sold out. Trains to premier routes and metros are also going to be privatised. As a result of it, the entire reservation, which is being provided in the public sector, is going to be sabotaged. Whatever concessions are being given to various groups of our society are also going to be sabotaged. The decision of the Government to privatise the railway network is against the national interest and also against the poor. It is an anti-poor step. If we look at the world around, the best rail

networks are State-owned rail networks. I request to not to sell out the prestigious railway network of our country. So far as the State of Kerala is concerned, not a single train have been provided to the State of Kerala in the last six years. In Kerala, there is not a single train with first class facilities. There is no Shatabadi train for Kerala. The Mysore-Thalassery railway line is a long-pending demand. Still, that has not been considered. I request the hon'ble Minister not to discriminate against the State of Kerala, and also to withdraw their decision to privatise the railway network of our country.

SHRI BINOY VISWAM: The second biggest Railway network in the whole world is the Indian Railways. It is providing the maximum number of jobs to the Indian youths and now we know that the Railways are not doing that job. The Government has completely forgotten the social aspects of the Railways. Around three lakh vacancies are there in the Railways today which are unfilled. I request the Minister to tell us the exact number of vacancies available in Indian Railways and the efforts made on the part of the Government to fill the vacancies there. The Government which always talks about Swedeshi Mantra, is now trying to sell all the PSUs to the private sectors. Railways are for sale and now rail lines and trains are for the private sector. That means, in some of the trains, the common man is not allowed even to enter because he couldn't afford it. My State of Kerala is often being neglected in a cruel way. No new trains are there. I request the Government to send somebody from the Railway Department to come and travel in the rail bogies of the Kerala State. Nobody can travel there. The rail bogies are very ugly and old. Even the compartments are not fit for a human being to travel.

SHRI V. VIJAYASAI REDDY: The Comptroller and Auditor General has observed that the Railways has recorded an operating ratio of 98.44 per cent and higher the percentage, greater the disadvantage; it indicates the worst case scenario. Since 2016-17, Railways' revenue surplus has been falling, which is very alarming. Priority should be given to the augmentation of internal resources so that the dependence on gross and extra budgetary resources is contained. Instead of issuing passes and providing fare reliefs, the

Railways can think of something on the lines of Direct Benefit Transfer, so that the concession is actually enjoyed by the beneficiaries. I congratulate the Railway Minister under whose leadership the Indian Railways have recorded a steady decrease in railway accidents. Talking about cleanliness, cleanliness has significantly improved over a period of time. This has changed the negative perception about Indian Railways. Since last month, the Railways have operated a refrigerated train for transport of farm produce. We need more such trains. Kisan Rail would be set up on PPP mode. The movement of farm produce will fetch revenue to the Railways. Therefore, it is a win-win situation, both for the farmers and also the Railways. The South Coastal Railways has been announced in the month of February, 2014. I would request the Government to expedite this process and set up the headquarters of the South Coastal Railways at Visakhapatnam. Also, there is a long-pending proposal to introduce a train from Visakhapatnam to Varanasi and Allahabad. Though it has been announced, it has not been implemented yet. Scores of passengers regularly travel between Visakhapatnam and Bengaluru. There is a need to fulfill this demand also. Lastly, Railways need to address various demands and issues. This would help in generating more revenue.

SHRI SANJAY SINGH: Railways have a glorious history. When a disaster occurs anywhere in the country, the railways are at the forefront. Railways have played an important role in the development of the country, but the current situation of the railway will have to be seriously considered. Just a few days ago it was said that 150 trains and 50 platforms would be privatized. In 1974, the number of regular employees in the railway was 15 lakh and the number of trains was 11 thousand, today there are 22 thousand trains and the number of employees has come down to 13 lakh. We have not been able to increase the workforce since 1974. There has definitely been some reduction in train accidents. But now the government is bent upon selling PSUs, airports etc. The government should put a stop to this practice. The government is outsourcing everything. Outsourcing is a fraud with employees. You are awarding all the works on contract basis. As a result, less wages are paid to the

workers by contractors and workers are often heavily exploited. Railways have run Tejas trains. There is a difference of five-minute travel time between Tejas trains and Shatabdi trains whereas there is one and a half times difference in their fares. In this way passengers are exploited by charging from them steep fares. Railways is the lifeline of this country. But today the condition of railways is pathetic. People do not find a place to sit in the General Bogies. Lastly, I request the government not to privatize the railways. The government should fix the system and rely on railway employees.

SHRI PRAFUL PATEL: The Railways are very important to the overall socio-economic development of the nation. This Government have consistently been talking of the importance of the Railways, but I don't find a major structural change which has been brought about in the way the Railways have been functioning. The Railways spend far too much money on the overall establishment rather than having any money left for other important works. In fact, there is no money for upgradation or expansion of the railway network. The Railway Minister with new ideas and with new approach, should raise resources for the Railways. The Government should look at the time gap which takes place between implementation of projects. After all, there has to be some kind of a deadline. In the Railways, various projects take 20-30 years. Even the so-called public-private partnership of railway stations, barring a few stations, is basically a non-starter. You can't see stations, barring a few major stations, where the change has really been brought about. Now, the Kisan Rail and the new refrigerated cold-storage train for transportation of fresh produce have been started. But these are one or two initiatives and these need to be really looked upon holistically. In fact, there is no real fundamental change in the way the Railways function. I am happy that they are talking about bio toilets. A lot of them have been brought into existence. But, when you travel on some of the best trains or even in the premium trains, you do not find the level of cleanliness which is supposed to be there. Currently, because of outbreak of Coronavirus in the country, the Railways is one transportation medium which will have to be the most careful. All I am trying to say is that structural, fundamental change has to be

brought about in the working of the Railways. We should open-mindedly allowing Public-Private Partnership in private trains, but the result should be that the benefit should accrue to the travelling public and to the overall economy of the country.

SHRI JOSE K. MANI: The allocation of resources for the Railways in the Budget should be done within the railway zones in such a way that per capita railway development expenditure is same or near equal amongst all the States. The State of Kerala is a small and thickly-populated State. A lot of problems are faced to launch a railway project, and, it generally takes decades together probably to complete. It is mainly because the cost of land is very high. Since Kerala is thickly populated, the dislocation of the people is on a very large scale. So, the Government should think of having elevated rail on the existing rail lines, so that the project is completed in the early stage itself. Still, throughout the State of Kerala, doubling work has not been completed. It has been going on for almost 25 years. The railway line is overloaded, probably to the extent of 125 per cent. My request is that we should have fully automated switching system so that the cost of land acquisition comes down and the projects can be completed in the stipulated time. The railways should think of constructing multi-storeyed buildings over the railway track and the railway stations, which may be sold or leased for fifty years, which can finance in a big way the railway capital expenditure requirements. Also, all passenger trains being operated in Kerala should be utilized fully during the day time. All passenger trains should operate as inter-State service in various routes. I conclude by saying that there are a few projects which have been completed in Kerala, which have to be inaugurated by the Government of India. My point is that whenever such an inauguration takes place, the Member of Parliament from the area does not know about it. I request the Government to inform the Members of Parliament when such an inauguration takes place in their area.

SHRI NEERAJ SHEKHAR: I believe that the way confusion is being spread in the entire country about the CAA by the opposition parties, the same way they are misleading about the

Railways. I have numbers to show that the railway is doing very well. First of all I would like to talk about Bio Toilets. We have associated it with 'Swachh Bharat Mission'. The Vision Document came out in 2009. I was surprised to learn that till 2014, just about two thousand or two and a half thousand bio toilets were installed. But from 2014 to 2019, 2 lakh 38 thousand bio toilets have been installed in the railways. Also, capital expenditure stood at 54 thousand crore rupees in 2014-15, it is 1 lakh 61 thousand crore rupees in 2019. We have performed better. Electrification work from Allahabad to Chhapra has been completed and about 80 percent doubling work is complete. The Government has taken several steps for safety. As far as mess in the capital ratio is concerned, the Government is trying to reduce it. Today, more money is going to West Bengal than before. But the work is not being done because land is not being given to the Government. As far as employment in railway is concerned, in the last two years, 1.2 lakh employees have been recruited and further 1.4 lakh employees have to be recruited for which process is under way. The average speed of trains from 2009 to 2014 was 80 kilometers per hour whereas the average speed, today, is 110 kilometers and in the coming one or two months the Government is going to increase that average speed to 130 kilometers. Work regarding bullet train from Ahmedabad will definitely be completed as this work is concerned with the interest of the country. My request to the Government is that the number of general coaches should be increased in every train or general trains should be run so that the common man is benefited. The trains running from Ghazipur to Mumbai and Delhi should be extended to Ballia or Chhapra. Moreover, stoppage of Patna Rajdhani at Buxar should also be provided.

SHRI HUSAIN DALWAI: I am very happy that many projects have been completed, but some projects are pending for a long time. We need to focus on increasing revenue, as well as increasing the speed of trains is also very important. If the existing track infrastructure is repaired well, trains like Rajdhani can run at speeds of 150-160 kilometers per hour. Railway platforms in many places including Mumbai are small and the gap between the platform and the train is also wider. This should be resolved. I would like to

know from the Government about the progress of track doubling and electrification of Konkan Railway. Railway land has been encroached on a large scale in Mumbai. The Government should expand the railway by taking possession of those land. Overtime allowance, night duty allowance has not been given to employees for the last three months. Five lakh contract labourers working in it should be made permanent along with payment of their due wages since December. The speed of trains has increased due to electrification but its benefits are not being availed. Half the work of constructing the freight corridor is yet to be completed. The pension related problems of the employees have not been resolved. My request is that the pathetic conditions of colonies of railway employees must be improved.

SHRI R.S. BHARATHI: Tamil Nadu has totally been neglected for the last seventy years. The projects which have already been sanctioned have not been completed. There are so many such projects. MRTS Railway was to be inaugurated in the month of December, 2019 but that has gone. If Vanuvampet and Valanchery are connected, people of Nanganallur, Thillai Nagar, Puzhuthivakkam, Adambakkam will be benefitted. I request the Government to take note that it is completed. Modern toilets from Madras Beach to Tambaram Station should be constructed and escalators should be provided at Palavanthangal, Pallavaram and Tambaram railway stations.

SHRI RAM NARAIN DUDI: 'Bilara-Bar' railway line, located in our area connects the whole South India with our area. Barkan and Bilada should be linked. Funds should also be provided for this. The section from Bilada to Balhara should be linked. Pushkar is our religious place and there is no other way of Jodhpur side train here. I request you to increase this section connecting this religious place by providing some land. There was a matter of connecting Nagaur directly with Pipad road. A survey was also conducted in this regard. This section can connect Punjab and South India beyond the entire Ganganagar. RUBs are not built correctly. Proper arrangement of drainage should be made here. If the water flow can be diverted, it will be very good. The road crosses through

the railway crossing at Umaid railway station. The gate at this level crossing remains closed every time. An RUB was built here but it was not built properly. Therefore, I request that a provision should be made so that passengers can comfortably reach the waiting rooms and board the train. Earlier we did not have broad gauge, at that time many trains used to stop at Pipad road junction too. But now trains are halted directly at Gotan Railway Station in another district, after departing from Jodhpur. An arrangement be made to stop trains at Umaid Station. Nowadays there are very less number of ordinary coaches in the trains. ROBs may be constructed over broad gauge lines, factories and railway crossings.

SHRI G.C. CHANDRASHEKHAR: Railway is paying big chunk of revenue on the salaries. So, less amount is left for development. There is only about Rs. 30,000 crores for Plan expenditure out of the total allocation and the remaining amount is not defined where it is going to be utilized. During the Budget 2020-21, the Government has announced that it will set-up solar power plants along the railway tracks, but not clarified the status of the project, funding or implementation of the same. The hon. Finance Minister announced to electrify 27,000 kms of tracks, but where does the money come from. An MoU was signed between Government of Karnataka and Ministry of Railways during 2013. During the 1st and 2nd phase of the project, it was planned to build 500 coaches per annum and, after five years, it was planned to produce 1,000 coaches. But still the Coach factory is only on paper. Shri Piyush Goyalji, confirmed in the press meet that the Kolar Coach Factory will be implemented in a phased manner, but so far nothing has happened. The Central Government is accepting the investment from private players and ready to do business with them, but not accepting investment from the Government of Karnataka and start coach factory even after State Government came forward to give land at no cost. Smt. Nirmala Sitaraman has announced to start composite repair workshop in the same land reserved for setting up coach factory at Kolar but never spoke anything about starting coach factory and allotted money. This is injustice to Karnataka. Cost of suburban rail has been escalated, but no allocation has been made in the Budget.

There is no safety for railway line and gates in Bangalore . Due to this, many unlawful activities, crimes and accidents are happening. So, I urge the hon. Railway Minister to safeguard properties which are within the city limits across the country.

SHRIMATI KAHKASHAN PERWEEN: It is a very good thing that a "Kisan Rail" has been introduced to transport agricultural produce. A provision has been made to install solar power plants on the vacant land of the Railways. I also welcome it. The government is paying a lot of attention to the cleanliness mission. There should be an arranged of pantry cars in Dibrugarh Rajdhani, Bhubaneswar Rajdhani and Ranchi Rajdhani. Common people travel by rail only. They travel in the general class. The number of General coaches should be increased. Long distance trains should have facility of pantry car. The number of women coaches in trains should be increased. I would request the hon'ble Minister that Bhagalpur be made a railway division. If the Patna Rajdhani train stops at Buxar and if other trains pass through Bhagalpur and Munger, then the people will be greatly benefited. Doubling of the line from Samastipur to Khagaria via Rosda may be done. The number of trains should also increase here. Stickers etc. can be placed in coaches for environmental awareness. We can also show our art and culture in trains.

SHRI JUGALSINH MATHURJI LOKHANDWALA: Most of the people in the country travel by rail. The cleanliness campaign has casted good impact on the railways. Today e-ticket facility is available. Facilities and security have increased in railways now. Bridges have been built above or below the crossing levels. Energy is also being generated by the railways. Railways is also using cold storage tankers for faster transportation. Special arrangements have been made to carry agricultural output. Trains in cities have been electrified. Today trains are running on time. At this time, like airplanes, commodities are loaded carefully in the railway also. We can buy railway tickets online or through mobile. The Tejas train is a state-of-the-art train. It has all the facilities. Bullet train is a gift for the new generation.

SHRI ANIL DESAI: Railway is the lifeline of India. It runs from east to west and from north to south. In the later years, it was invariably seen that no project work was started. But the things have changed in recent years. The present Railway Minister has been taking pains for the people of India who travel by trains. Railway is the biggest employer in the country. But, in recent times, recruitment has come down for Group 'C' & 'D' and Class-I also. As far as the State of Maharashtra is concerned, Marathwada region has backward districts. Railway network needs to be given more stress and needs to be improved there. Freight earning and passenger earning are the main avenues for the Railways, as far as revenue is concerned. Over the last few years, freight earning has significantly come down. What steps are being taken by the Government to increase the freight earning? Kisan Rail, which has been announced in this Budget, is really a laudable thing. The trains, which will be carrying kisan produce, need to have warehouses and godowns also along the lines with cold-storage. The Ministry of Railway is contemplating to privatise some of its Departments. If privatisation takes place, the freight earning capacity has to be increased.

MIR MOHAMMAD FAYAZ: There is no doubt that the railway has improved a lot. This government abolished Article 370 and 35A assuming an obstacle to development of Jammu and Kashmir. During UPA's time, it was said that Jammu to Baramulla railway line would be completed in 2017. This work is still incomplete. I would request the hon'ble Railway Minister to get this line completed. The Government should also complete the Baramulla to Kupwara line.

SHRI SATISH CHANDRA DUBEY: Today, trains are being operated very well across the country. The effort of the present government for this is commendable. The electrification of the railway line from Muzaffarpur to Gorakhpur is also commendable. Previously, Bihar has been ignored in the matter of railways. Special care is being taken to cleanliness in trains. Catering facilities have also improved. Champaran is the place of Gandhi's Satyagraha. There is a need to complete the Narkatiaganj to Thori railway line there. Narkatiaganj

should be made a junction. The Hon'ble Minister is requested to run a train from Bagha to Patna that will benefit the people there. There is a need to construct washing pit at that place so that trains can be washed. Different amount has been given for different railway lines in Bihar. Doubling of several rail lines is also underway. A new rail line from Bettiah to Gounaha should be laid. Construction of building is also required for the railway employees. Narkatiaganj to Jainagar rail line should be electrified along with doubling of railway line.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI ANGADI SURESH CHANNABASAPPA): It gives me a great pleasure to reply on the Demands for Grants. Shri Derek O'Brien started the discussion on it yesterday and 26 Members have participated in the discussion. Before 2014, Rail Budget and General Budget were separate. If one or two rupees were increased in fare, people used to go on strike and railway was used as political instrument. The Indian Railway is a major infrastructure. Vajpayeeji wanted to connect cities and villages by roads so he gave us national highways. Today people say that this is Modi's rail. In West Bengal, there is encroachments of tracks on both sides. There is no response of the State Government to clear the tracks at all. CAA was passed by the Parliament, at that time maximum damage to Railways was done in West Bengal. Average commissioning per day has been 7.2 KM during 2014-19 compared to 4.1 KM during 2004-14. This is the achievement of this Government. In West Bengal construction work was forcibly stopped by land owners. West Bengal Government had not cooperated in this regard. In Karnataka, where 50 per cent cost and land was given, development is taking place. Suburban trains and other projects have also been approved for Karnataka. Without land no project can be completed and the land is the subject of States. In most of the stations wi fi facility has been provided and one can use this facility. Safety, punctuality and cleanliness are the major issue. To stop touting, several touts have been arrested. RPF has taken several steps to stop touting and selling of tickets. Several authorised agents of IRCTC were using illegal software for obtaining tickets. These tickets were sold on premium.

Several such agents were caught. There is a vision of Railway to provide rail tickets to people on demand like in other countries. The Railway employees are giving better services to the people as compared earlier to 2014 and the people are praising the Minister of Railways and the Prime Minister for this.

SHRIMATI KANTA KARDAM: At the time when people like to save themselves from Corona, Railway employees are engaged in cleanliness in railway. They are to be congratulated for this. Railway has improved in the field of cleanliness, catering, bio-toilets since 2014. Trains are running on time. Now if catering services are not found satisfactory, one can lodge online complain against catering services. People prefer to travel in train because the train fare is cheaper than bus fare and it is easier to travel by train. Railway have taken several steps for improvement. The coaches reserved for women are attached at the last due to which women face problems and the incidents of eve-teasing happens with them. It is requested that this coach should be in middle of the train. AC coaches are attached for the farm produce. This is a welcome step. Rapid rail is provided to the people of Meerut. People working in Delhi use this train. This is also a welcome step. It is requested to lay a rail line from Meerut to Hastinapur.

SHRIMATI ROOPA GANGULY: There is a halt on Cossye River named Kasai Halt. This was demanded by the people for thirty years. The work relating to this project has not been started so far. At one place, attempt was done to start the project by spending Rs. 2 crores through MPLADS but that work was stopped. There is a small platform called boggy platform. At this place, children use stool to board the train. It is requested to help in this project through DRM.

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI RAMDAS ATHAWALE): There is an increase of 10% in Rail budget. Efforts are going on for the improvement in Railways. Solar panels would be installed along the rail lines. 150 passenger trains would be operated through PPP Mode. High speed train would be operated between Ahmedabad and Mumbai. Rs. 18600 crores have been earmarked for

Bangalore suburban train. Wifi facility would be provided on 550 stations. 27000 KM rail line would be electrified. There is need to give permanent status to Safai Walas working on contract basis. All the ticket-holders should be given place in the coaches. There is need to increase the number of coaches.

THE LEADER OF THE OPPOSITION (SHRI GHULAM NABI AZAD): There were three phases from Udhm Singh to Baramoola. Two phases were completed during UPA. The second phase was almost 150 KM. The third phase is a difficult one because there are hurdles. But the progress in this phase remained very slow during the last 6 years. By when this phase would be completed. This will give a boost to business in Baramoola. Survey for Jammu to Rajauri line was conducted. But the work has not been started so far. Land of railway is grabbed everywhere in the country. An MOU was signed between Ministry of Railway and Ministry of Health to open medical colleges and hospitals on the land of Railways for better utilisation of the land. With the start of rail service in the valley, students and tourists are using this service. The length of platform is short so a bigger train cannot ply. Now there is a lean period and the land is easily available in the valley, the length of the platform can be increased. It is requested to increase the length of the platform so that more coaches may be attached in the train.

THE BUDGET OF UNION TERRITORY OF JAMMU AND KASHMIR, 2020–2021

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE AND THE MINISTER OF STATE IN THE MINISTRY OF CORPORATE AFFAIRS (SHRI ANURAG SINGH THAKUR): I lay on the Table, Statements (in English and Hindi) of the Estimated Receipts and Expenditure and Demands for Grants of the Union Territory of Jammu and Kashmir, for the year 2020-2021.

**SUPPLEMENTARY DEMAND FOR GRANTS OF JAMMU
AND KASHMIR STATE, 2019-20**

**THE MINISTER OF STATE IN THE MINISTRY OF
FINANCE AND THE MINISTER OF STATE IN THE
MINISTRY OF CORPORATE AFFAIRS (SHRI ANURAG
SINGH THAKUR):** I lay on the Table, a Statement (in English and
Hindi) showing the Supplementary Demand for Grants of Jammu and
Kashmir State, for the year 2019-20.

**DEMANDS FOR GRANTS OF UNION TERRITORIES OF
JAMMU AND KASHMIR AND LADAKH, 2019-20**

**THE MINISTER OF STATE IN THE MINISTRY OF
FINANCE AND THE MINISTER OF STATE IN THE
MINISTRY OF CORPORATE AFFAIRS (SHRI ANURAG
SINGH THAKUR):** I lay on the Table, a copy each (in English and
Hindi) of the following Statements:—

(i) Demands for Grants of Union Territory of Jammu and
Kashmir, for the year 2019-20; and

(ii) Demands for Grants of Union Territory of Ladakh, for the
year 2019-20.

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Desh Deepak Verma,
Secretary-General.

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