

LOK SABHA

SYNOPSIS OF DEBATES*

(Proceedings other than Questions & Answers)

Thursday, July 11, 2019 / Ashadha 20, 1941 (Saka)

SUBMISSION BY MEMBERS

Re: Farmers facing severe distress in Kerala.

THE MINISTER OF DEFENCE (SHRI RAJ NATH SINGH)

responding to the issue raised by several hon. Members, said: It is not that the farmers have been pushed to the pitiable condition over the past four to five years alone. The miserable condition of the farmers is largely attributed to those who have been in power for long. I, however, want to place on record that our Government has been making every effort to double the farmers' income. We have enhanced the Minimum Support Price and did take a decision to provide an amount of Rs.6000/- to each and every farmer under Kisan Maan Dhan Yojana irrespective of the parcel of land under his possession and have brought it into force. This

* Hon. Members may kindly let us know immediately the choice of language (Hindi or English) for obtaining Synopsis of Lok Sabha Debates.

initiative has led to increase in farmers' income by 20 to 25 per cent. The incidence of farmers' suicide has come down during the last five years.

***MATTERS UNDER RULE 377**

1. **SHRI JUGAL KISHORE SHARMA** laid a statement regarding need to establish Kendriya Vidyalayas in Jammu parliamentary constituency, J&K.
2. **DR. SANJAY JAISWAL** laid a statement regarding need to set up extension centre of Mahatma Gandhi Central University, Motihari (Bihar) at Bettiah in West Champaran district of the State.
3. **SHRI JAGDAMBIKA PAL** laid a statement regarding need to include Bhojpuri language in Eighth Schedule to the Constitution.
4. **SHRI RAVI KISHAN** laid a statement regarding need to develop a monitoring mechanism to weed out alleged corrupt elements with regard to implementation of social welfare schemes.
5. **SHRI GANESH SINGH** laid a statement regarding need to develop a mechanism to unearth benami property in the country.
6. **SHRIMATI ANNPURNA DEVI** laid a statement regarding need to undertake doubling of Madhupur-Giridih-Kodarma railway route.

* Laid on the Table as directed by the Speaker/Chair.

7. **SHRI SUBHASH CHANDRA BAHERIA** laid a statement regarding need to facilitate payment of dues to the investors of Adarsh Credit Cooperative Society.
8. **DR. SUJAY VIKHE PATIL** laid a statement regarding sanction and disbursement of Central share of insurance claims under PMFBY-WBCIS for Mrug Bahar year 2018 in Ahmednagar district of Maharashtra.
9. **SHRI PARBHUBHAI NAGARBHAI VASAVA** laid a statement regarding need to include banana crop under Pradhan Mantri Fasal Bima Yojana.
10. **SHRI R.K. SINGH PATEL** laid a statement regarding need to start flight services from Chitrakoot in Uttar Pradesh.
11. **SHRI GOPAL SHETTY** laid a statement regarding implementation of Government schemes and programmes by autonomous bodies.
12. **SHRI S. MUNISWAMY** laid a statement regarding opening of gold mines in Karnataka.
13. **SHRI AJAY BHATT** laid a statement regarding need to develop and promote tourism in Uttarakhand.
14. **SHRI SANJAY SETH** laid a statement regarding need to establish zonal office of railways in Ranchi, Jharkhand.

15. **DR. BHARATI PRAVIN PAWAR** laid a statement regarding need to expedite the development of a Dry Port at Niphad in Dindori parliamentary constituency, Maharashtra.
16. **SHRI ABDUL KHALEQUE** laid a statement regarding problems posed by erosion.
17. **SHRI T. N. PRATHAPAN** laid a statement regarding widening of NH 66.
18. **SHRI KODIKUNNIL SURESH** laid a statement regarding improving railway services in Mavelikkara parliamentary constituency, Kerala.
19. **SHRI S. JAGATHRAKSHAKAN** laid a statement regarding implementation of Chennai-Bengaluru Industrial Corridor.
20. **SHRIMATI VANGA GEETHA VISWANATH** laid a statement regarding construction of protection wall in Kakinada parliamentary constituency, Andhra Pradesh.
21. **SHRI MARGANI BHARAT** laid a statement regarding gas leakages in East Godavari district, Andhra Pradesh.
22. **SHRI OM PAVAN RAJENIMBALKAR** laid a statement regarding need to construct a road between Tembhurni and Latur in Maharashtra.
23. **SHRI SUNIL KUMAR PINTU** laid a statement regarding need to start services of superfast trains from Sitamarhi in Bihar.

24. **SHRI P.K. KUNHALIKUTTY** laid a statement regarding problem being faced by professionals in Kuwait.

MOTION

Re: Suspension of Rule 331G

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI ARJUN RAM MEGHWAL) moved that the Rule 331G of the Rules of Procedures and Conduct of Business in Lok Sabha in its application to the discussion and voting on the Demands for Grants for 2019-20 be suspended.

OBSERVATION BY THE SPEAKER

HON. SPEAKER: Hon. Members, although Rule 331G of the Rules of Procedure has been suspended to enable the House to pass the Demands for Grants without the same being referred to the concerned Departmentally Related Standing Committees. The Demands would, however, stand referred to the Standing Committees, after they have been constituted, for examination and report to the House so that the Committees can make suitable recommendations which may be used in the preparation of Demands for Grants for the next year.

THE UNION BUDGET- 2019-2020
DEMANDS FOR GRANTS-2019-2020

Ministry of Railways

SHRI ADHIR RANJAN CHOWDHURY *initiating said:* The Indian Railways has been suffering capacity constraints. The traffic flow on the rail network is highly uneven and imbalanced. Line capacity is severely constrained due to introduction of more trains over the year. All these things affect railway's ability to meet customer expectations. The Minister of Railway has claimed that they will mobilise Rs.50 lakh crore but he has failed to mention as to how he will mobilise this huge corpus. The Budget does not make any provision in this regard. Operating ratio is one of the parameters to assess the efficiency of the Railways and this Budget clearly shows that the Indian Railways' operating ratio is not sustainable. The total internal revenue has come down. The net surplus on the expenditure side shows a negative trend. Everybody knows that the Railways need huge amount of funds during the last three years. The Government of India has signed a number of MOUs with the LIC, France, China, Russia etc. but there is no news of execution of these MOUs. The Government has made its intention clear to corporatize the 7 production units of the Railways. All these production units are profit earning units. After corporatisation, the Government will move on to

privatise these units. This decision of the Government has created unrest among the railway employees. Indian Railways have a network of more than 1.17 lakh kilometers; some of it is aged and some over-burdened. Only 4000 kilometers of track, that is 3.5 per cent of the total rail lines have been renewed. As for electrification, till December 2018, 30212 kms. of track was electrified. The Railways have failed several times to meet the deadline of constructing 334 kms. of dedicated freight corridor along trunk routes and have set April 2020 as the new target. Under the Diamond Quadrilateral project of high speed train network, proposed high-speed projects between Delhi-Chandigarh, Delhi-Bhopal, Delhi-Kolkata and Delhi-Mumbai are yet to take off. The Vande Bharat Express has the capacity to run at 160 kms/hour but is running at the maximum speed of 110-130 km/hour. Among the top 21 commodities moved by the railway, fruits and vegetables have the lowest share of transportation. The Railways have failed to install bio-toilet in all coaches, as promised in 2017-18 Budget Speech. The Railways have failed to provide lifts and escalators on the 500 stations. There is no punctuality. Trains are being cancelled. The average speed has come down. The Government has reduced its contribution in the Depreciation Reserve Fund. The growth rate of Railways' earnings from its core business of running freight and passenger trains has been declining. Indian Railways has been losing out on high potential market such as FMCG, hazardous materials, automobiles and containerized cargo. It is the stated policy of the NITI Aayog that if there is a need

to hike passenger fare, it must be passed on to the common people. But the Government has some social obligations too and these must be honoured. Besides I would request the Minister to allocate funds for Bengal also. I would also like to draw the attention of the Minister towards the Kasim Bazar station in my district Murshidabad where the people have to suffer a lot because of the fault of the engineers.

SHRI SUNIL KUMAR SINGH: The Indian Railways ensure the unity and integrity of the country. After coming into power, our Government has ensured that the rich cultural heritage of India gets imprinted on the Railway stations and offices. The hon. Prime Minister has a clear vision with regard to the role of the Railways. He has envisioned the Indian Railways as the growth engine for the development of our country. The Railways now has been receiving sufficient amount of funds. UPA Government has executed only 10 per cent of the promises they have made to the public. This is because of lack of political will and administrative inefficiency. National interest was never the priority of the UPA Government. Our Government never executes the plans under pressure groups. National interest is the supreme for our Government. During the last 30 years before 2014, only 317 projects were completed out of 676 but our Government fulfilled all the projects which it promised. We execute works by planning in advance and planning in details. Our Government has fulfilled the hopes and aspirations of the people of India. Government is making efforts to solve the

problems of Railways through massive capital investment and completing the projects on time. The result is before all of us. Government has enhanced capital expenditure more than double. In this fiscal year the target of capital expenditure is 1.6 lakh crore. The Government has made Budgetary allocation of Rs.65,838 crores in Budget for the year 2019-20. We have enhanced around 200 per cent funding for passenger amenities. This is historic in itself. In this current fiscal year a sum of Rs.7255 crores have been allotted for construction of new rail lines. Our Government is continuously making efforts to expand railway network. Our priority is to improve safety and security. Vande Bharat Express is the first train service which has been developed indigenously. Government has connected Arunachal Pradesh from Dibrugarh and Guwahati and from Delhi also. The Government has also taken initiatives to connect backward districts of the country. Today, Jharkhand contributes around 40 per cent of the total freight charges. A railway zone must be set up in Jharkhand. I request hon. Minister of Railways to complete the Barwadih-Chirimiri rail line. This will reduce the distance of around 300 kilometers between Kolkata and Mumbai. I thank you very much for giving me an opportunity to speak on Demands for Grants in respect of Ministry of Railways.

SHRIMATI KANIMOZHI: The Indian Railways is the fourth largest railway network in the world carrying nearly 23 million travellers every day. It is also the eighth largest employer and it has more than 13 lakh employees as of

March 2017. The Southern Railway projected its demand under various plan heads, seeking an allocation of Rs. 5,312 crore. Unfortunately, only Rs. 4020 crore has been granted which shows that there is a wide gap of over Rs. 1291 crore, which will totally disrupt the execution of the projects. To this Government, the solution to everything is privatization. But I would like to tell the Government that any attempt to corporatize or privatize ICF, Indian Railways or the Salem Steel Plant will be resisted by the people of Tamil Nadu. A new Division comprising of Thoothukkudi, Tirunelveli, Kanniyakumari and some parts of Thiruvananthapuram Division, which falls in Tamil Nadu, must be created in Tirunelveli. I would urge the Government to revive the project related to the construction of a new Broad-Gauge line between Karaikudi and Kanniyakumari via Ramanathapuram, Tuticorin and Tiruchendur along the Eastern coast. Similarly, there are 12 more projects, which are stalled and which have to be revived in Tamil Nadu. I would also request the Government to rename the Erode Railway Station as Thanthai Periyar Railway Station. I would like to request the Government to introduce a new daily express train between Chennai and Thoothukkudi via Thanjavur, Kumbakonam, Mayiladuthurai which will ease passenger traffic on this route. Besides, extension of the Intercity weekly Madurai-Mumbai Lokmanya Tilak Terminus Express till Thoothukkudi and also Intercity Palaruvi Express, which currently runs between Palakkad and Tirunelveli to Thoothukkudi will help the people. More than 95,000 people are employed as cleaners in railways and they work as manual scavengers,

however the Government has been denying it. It is a shame to this nation to continue this.

SHRI SUDIP BANDYOPADHYAY: The Budget Speech of the hon. Finance Minister indicates that the railway is moving towards privatization. We have proposed world-class railway stations. A lot has been told about it but in reality, world-class railway stations are not progressing in a very fast mode. The occupancy rate of the super quality trains like Palace on Wheels, Maharaja Express, Golden Chariot, Royal Rajasthan on Wheels and Deccan Odyssey has come down to less than 30 per cent. So, I would submit for the consideration of the Government that the travel package duration in these trains should be reduced from seven to eight days to three to four days. The Safety Review Committee under the Chairmanship of Shri Anil Kakodkar made many recommendations but they have not been accepted up to the desired level. I want to know how many recommendations of that Committee have been accepted by the Government. We hope that Indian Railways will attain the zero level accident rate and that should be the motto of Indian Railways. Moreover, there is the issue of vacancies in Indian Railways. Gangmen in Indian Railways are they who maintain the railway line. Vacancies in this grade have reached more than two lakh. There is a shortage of drivers also in Indian Railways. Both of them are directly associated with the safety and security of the common passengers. When is the Government going to fulfil the vacancies of gangmen and drivers? I propose base kitchens should remain

clean, safety, security, passengers' amenities, well-organized railway stations, cleanliness, food quality, condition of the railway compartments, coaches in quality trains to be maintained including Wi-Fi facilities and CCTV facilities are to be provided. In this Budget, inadequate funds have been allocated for the projects in West Bengal. So, I feel that a very step-motherly attitude has been reflected in the Budget. I hope that the Government will take all positive steps to see that funds are allocated to the whole country treating everyone as equal.

SHRI BALLI DURGA PRASAD RAO: In this Budget, no timeframe has been mentioned for the completion of Obulavaripalle-Krishnapatman project with regard to my new State, Andhra Pradesh. Similarly funds allocated for Guntur-Tenali doubling and electrification projects is insufficient. The Government may explain the timeframe for completion of this project. I would also like to ask about the timeframe for completion of Nadikudi-Srikalahasti new line project. Similarly, I want to know when will Cuddapah-Bengaluru new rail-line project be completed. Also, Kotipalli-Narsapur new line project is going at slow pace. So, I would request the Government to speed up the project. Moreover, the Government has released only Rs.126 crore for Gooty-Dharamavaram double line project in this financial year. I would like to ask how is it possible to complete it with such a meager amount? We would also like to know the fate of Vijayawada-Kazipet section. Another point is regarding Vijayawada junction to Guntur junction connectivity. No time-line has been informed for this project. So, this has to be

informed in an appropriate manner. Similarly, the balance work pertaining to Obulavaripalli -Krishnapatnam rail line is required to be completed at the earliest. So, I would request the Government to sanction another Rs.1000 crore for completing all these projects.

SHRI RAJAN BABURAO VICHARE: This Government has presented a very good Budget which has been welcomed by every section of the society. Again, no hike in railway fare in this Budget has provided a great relief to the railway passengers. In this Budget, greater emphasis has been given on the infrastructural development of railways along with extending passenger amenities and modernisation. A target of world class re-development of 22 major railway stations of the country by Indian Railway Stations Development Corporation has been set in this Budget. I would urge upon the Government that Thane Railway Station under my Parliamentary constituency should be included in it. Similarly, Thane Railway Station should be accorded the status of world class station and more facilities should be made available for the passengers. Apart from that, I would also like to request that a new building should be constructed in place of the existing dilapidated building. I would also like to request the Government that the work pertaining to Aroli-Kalava link may be commenced at the earliest. In addition to that, I would also request that local and AC local train services should be introduced and stoppages of long distance trains should be provided at Bhayandar station in my Thane parliamentary constituency. Apart from that, I

would also request the Government that passenger amenities should be provided at all the railway stations under Navi Mumbai area.

SHRI DINESH CHANDRA YADAV: At the outset, I would like to express my gratitude towards the Government for sanctioning Supaul to Araria and Araria to Galgalia railway projects in Bihar for the first time after independence. So, I would urge upon the Government that required funds should be provided by taking necessary initiatives for completing this important project as early as possible. In 2008, Saraigarh, Bhaptiyahi to Forbesganj railway line was damaged by the devastating flood of the Kosi river. Railway traffic has still not commenced on this railway line. Similarly, since 2016, railway traffic is stalled due to non completion of gauge conversion work from Saharsa to Forbesganj section. So, I would like to request that work on these projects should be expedited to get them completed at the earliest.

SHRI CHANDRA SEKHAR SAHU: People of Odisha are surprised when they got to know that the Central Government Budget allotment for Railway projects in Odisha is not up to their expectations. Considering the bucket of on-going projects, Odisha requires increase of capital allotment to complete the on-going projects early. Moreover, no new railway line project has been sanctioned in this year's Budget for Odisha. Odisha needs new railway line projects and all railway projects of Odisha have been economically beneficial to the Railways as well. After all, Railways earn about Rs.20000 crore a year from Odisha alone.

Various new projects have been proposed by our State Government to the Ministry of Railways. These projects need early sanctioning by the Ministry of Railways. Additionally, Jajpur Keonjhar Road-Jajpur via Aradi link is equally important for pilgrims. More importantly, various new trains are required to be introduced from several parts of Odisha to other States across the country. The next point is regarding increase in frequency of trains. I also request that Samata Express should run daily. To meet the travelling needs of daily commuters, there is a need to introduce DEMU/MEMU services in various corridors. Similarly, this would be an appropriate time to commence detailed planning for rail-based city transport system in greater Bhubaneswar region. Similarly, Railways need to expedite railway station re-development in Odisha. There is an urgent need to re-develop the Puri railway station because cyclone 'Fani' has occurred mainly in Puri. I have one more small suggestion to make that the Chamber of Commerce representation may be given in DRUCC.

SHRI HAJI FAZLUR REHMAN: Saharanpur is famous for wood carving. Saharanpur railway station is important from the industrial area point of view as well as for the tourists. There is a need to complete the doubling work of the railway line from Tapri to Muzaffar Nagar. An express train from Saharanpur to Delhi should be introduced during the day time. Stoppage of Golden Temple Mail and Udhampur Express be provided at Deoband. There is a need to improve

cleanliness at Saharanpur railway station. Number of common platforms be increased and beautification done at Saharanpur junction.

***SHRI BHARTRUHARI MAHTAB:**

SHRI MANNE SRINIVAS REDDY: There is a need to complete the Mahabubnagar-Munirabad new railway line project in Telangana which was sanctioned in the year 1997-98 and to speed up the doubling of Secunderabad-Mahabubnagar railway line and electrification works. Modernization and expansion of existing Mahabubnagar Railway Station as well as Divitipalli Railway Station is essential. Besides, all other pending railway projects should also be completed. I request the Government to carve out a separate Division at Kazipet and establish a coach factory there.

***SHRI RAKESH SINGH:**

***SHRI ANNASAHEB SHANKAR S JOLLE**

***SHRI P.R. NATARAJAN**

***SHRI K. SHANMUGA SUNDARAM**

SHRI GOPAL SHETTY: Railway fares have not been increased in this Budget whereas amenities have been increased during the period from 2014 to 2019. Approximately 3000 passengers die every year in Mumbai in rail accident and an equal number of passengers are injured. I agree that railway officers have done a wonderful job during the last five years but our expectations are higher. Some closed door trains have been introduced in Mumbai and many more are

* Please see Supplement

likely to be introduced in future. Women passengers have to struggle a lot while travelling on local trains in Mumbai. Therefore, I demand from the Government to introduce a ladies' special train. Mumbai and Maharashtra have got a lot in this Budget. Work on metro rail and monorail is going on very fast. When this project completes in 2020, fifty per cent load will be shifted on metro for a great relief to the railway passengers. Six months back 250 houses were demolished on railway land in Dahisar. The hon. Chief Minister of Maharashtra immediately called the Municipal Commissioner and asked him to provide shelter to the affected immediately. But this issue also remained entangled in the rules and those 250 people are still homeless. I feel that not only in Mumbai but everywhere in the country the people settled on railway land should be given houses according to the guidelines of the state concerned. PPP model is the way ahead for development in the country. The Government has a plan to develop railway stations throughout the country under PPP model. People demand railway services to certain private locations. We should introduce such new system to provide maximum facilities to the people in future.

***SHRI SAPTAGIRI ULAKA**

SHRI SUNIL DATTATRAY TATKARE: Konkan Railway is the only operating railway system, owned and administered as a PSU. There is a need of additional funds for improvement in passenger amenities at stations, construction of foot over bridge, ROBs and replacement of tracks. Konkan Railway is carrying

* Please see Supplement

a huge debt, the annual interest burden of which is approximately Rs. 150 crore because of which it does not have any surplus for improving passenger amenities and augmenting its capacity. Konkan Railways is being given only Rs. 17 crore as a Government share to a PSU. It should either be taken over by the Central Government or it should be strengthened. Up to Roha, it is in the possession of the Central Railways, which should be given to the Konkan Railways so that Konkan Railways can become self-sustained. New DPRs should be prepared for Pen to Alibaug, Veer to Mahad, Chiplun to Karad, and the long-distance express trains should get halt at least at Mangaon, Khed and Chiplun.

SHRI SUDHEER GUPTA: Tests for semi-high speed on Ratlam-Chittorgarh track under Western Railway in my Parliamentary Constituency have been conducted. Revenue will increase in my Constituency if a high speed train is introduced between Mumbai-Delhi via Shamgarh. Hundred per cent electrification on broad gauge routes will be completed by the year 2021-22. Electrification of Ratlam-Chittorgarh track is almost near completion. Modern signal system has been developed. Capacity and speed of the trains have increased and routes have also increased. Dedicated freight corridor is expected to be completed by the year 2020-21. Work is going at fast pace for the development of the stations in the country. Passenger coaches are being upgraded. Work on running Antyodaya trains and long distance unreserved trains with modern facilities is going on. High speed wi-fi services are being provided at the maximum number of stations in the

country. People are getting relief from the long queues and paperless unreserved ticketing system is under process. In the last five years since 2014, more than 1.80 lakh bio toilets have been installed by the railways.

***SHRI A. GANESHMURTHI**

***SHRI ARVIND KUMAR SHARMA**

SHRI RAMCHANDRA PASWAN: Hasanpur Sakari railway line, Kushesar Sthan-Khagaria new railway line and many other such projects were granted approval many years ago. Work on them is going on at a slow pace. I would like to request the hon. Railway Minister to complete these projects as soon as possible by according them highest priority. An over bridge has to be built near Bholatalkies in Samastipur. I had raised this matter several times on previous occasions but tender has not been invited so far in this case. I would like that tender should be invited soon in this regard. An over bridge is also needed to be constructed in Muktapur which is a long standing demand. Survey of Hajipur-Sugrauli railway line via Samastipur-Karpurigram-Tajpur-Mahua has been conducted but there is lack of fund till date. Funds should be provided for it. Survey for Baheri-Shivajinagar-Kariyan-Rosra-Begusarai railway line was conducted in 2017-18. This also lacks funds. Supporting this budget, I hope that the hon. Railway Minister will get the works completed in my Constituency.

***SHRI KOMATI REDDY VENKAT REDDY**

* Please see Supplement

* Please see Supplement

SHRIMATI RANJANBEN BHATT: The PPP model for the railway tracks has been granted approval in this budget and emphasis has been given on clean, safe and time-bound train journeys. In private partnership with the railways, the Government is going to start operating private trains for the first time in the country. Indian Railways is focusing on green energy under the pollution free campaign. A project has also been prepared for running of railway engines through solar energy. I feel proud to tell that platform no. 1 at the main railway station of my Parliamentary Constituency Vadodara is being operated by solar energy. Vadodara railway station has also been included in the list of model railway stations. I express deep gratitude to the hon. Prime Minister for taking a decision to set up and develop the first Railway University in my Vadodara Lok Sabha Constituency.

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SNEHLATA SHRIVASTAVA
Secretary General

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

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NOTE: It is the verbatim Debate of the Lok Sabha and not the Synopsis that should be considered authoritative.

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