

# LOK SABHA DEBATES

## (English Version)

**Fifteenth Session**  
**(Fifteenth Lok Sabha)**



सत्यमेव जयते

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# LOK SABHA DEBATES

## LOK SABHA

Monday, February 17, 2014/Magha 28, 1935 (Saka)

The Lok Sabha met at Eleven of the Clock

[MADAM SPEAKER in the Chair]

[English]

...(Interruptions)

MADAM SPEAKER: Papers to be laid.

...(Interruptions)

SHRI BASU DEB ACHARIA (Bankura): Madam, I am on a point of order. ...(Interruptions)

MADAM SPEAKER: Let me complete the Paper Laid.

...(Interruptions)

11.0½ hrs.

At this stage, Shri G. V. Harsha Kumar, Shri K. Bapiraju and some other hon. Members came and stood on the floor near the Table.

...(Interruptions)

11.01 hrs.

### PAPERS LAID ON THE TABLE

MADAM SPEAKER: Papers to be Laid.

THE MINISTER OF FINANCE (SHRI P. CHIDAMBARAM): I beg to lay on the Table a copy (Hindi and English versions) of the Mid-Year Economic Analysis, 2013-2014, under sub-section (1) of Section 7 of the Fiscal Responsibility and Budget Management Act, 2003.

[Placed in Library. See No. L.T. 10760/15/14]

THE MINISTER OF HEALTH AND FAMILY WELFARE AND MINISTER OF WATER RESOURCES (SHRI GHULAM NABI AZAD): I beg to lay on the Table:—

- (1) A copy each of the following papers (Hindi and English versions) under Section 619A of

the Companies Act, 1956:—

- (i) Review by the Government of the working of the U.P. Projects Corporation Limited, Lucknow, for the year 2010-2011.

- (ii) Annual Report of the U.P. Projects Corporation Limited, Lucknow, for the year 2010-2011, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

- (2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library. See No. L.T. 10761/15/14]

- (3) (i) A copy of the Annual Report (Hindi and English versions) of the Food Safety and Standards Authority of India, New Delhi, for the year 2012-2013, alongwith Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Food Safety and Standards Authority of India, New Delhi, for the year 2012-2013.

- (4) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (3) above.

[Placed in Library. See No. L.T. 10762/15/14]

- (5) (i) A copy of the Annual Report (Hindi and English versions) of the Betwa River Board, Jhansi, for the year 2012-2013, alongwith Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Betwa River Board, Jhansi, for the year 2012-2013.

- (6) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (5) above.

[Placed in Library. See No. L.T. 10763/15/14]

- (7) (i) A copy of the Annual Report (Hindi and English versions) of the Narmada Control Authority, Indore, for the year 2012-2013, alongwith Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Narmada Control Authority, Indore, for the year 2012-2013.
- (8) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (7) above.

[Placed in Library. See No. L.T. 10764/15/14]

- (9) (i) A copy of the Annual Report (Hindi and English versions) of the Brahmaputra Board, Guwahati, for the year 2011-2012, alongwith Audited Accounts.
- (ii) Statement regarding Review (Hindi and English versions) by the Government of the working of the Brahmaputra Board, Guwahati, for the year 2011-2012.
- (10) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (9) above.

[Placed in Library. See No. L.T. 10765/15/14]

- (11) (i) A copy of the Annual Report (Hindi and English versions) of the Brahmaputra Board, Guwahati, for the year 2012-2013, alongwith Audited Accounts.
- (ii) Statement regarding Review (Hindi and English versions) by the Government of the working of the Brahmaputra Board, Guwahati, for the year 2012-2013.
- (12) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (11) above.

[Placed in Library. See No. L.T. 10766/15/14]

- (13) (i) A copy of the Annual Report (Hindi and English versions) of the National Institute of Health and Family Welfare, New Delhi, for the year 2012-2013.
- (ii) A copy of the Annual Accounts (Hindi and English versions) of the National Institute of Health and Family Welfare, New Delhi, for the year 2012-2013, together with Audit Report thereon.
- (iii) A copy of the Review (Hindi and English versions) by the Government of the

working of the National Institute of Health and Family Welfare, New Delhi, for the year 2012-2013.

- (14) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (13) above.

[Placed in Library. See No. L.T. 10767/15/14]

- (15) (i) A copy of the Annual Report (Hindi and English versions) of the National Health Systems Resource Centre, New Delhi, for the year 2008-2009.
- (ii) A copy of the Annual Accounts (Hindi and English versions) of the National Health Systems Resource Centre, New Delhi, for the year 2008-2009, together with Audit Report thereon.
- (iii) A copy of the Review (Hindi and English versions) by the Government of the working of the National Health Systems Resource Centre, New Delhi, for the year 2008-2009.

- (16) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (15) above.

[Placed in Library. See No. L.T. 10768/15/14]

- (17) (i) A copy of the Annual Report (Hindi and English versions) of the National Health Systems Resource Centre, New Delhi, for the years 2009-2011.
- (ii) A copy of the Annual Accounts (Hindi and English versions) of the National Health Systems Resource Centre, New Delhi, for the years 2009-2010 and 2010-2011, together with Audit Report thereon.
- (iii) A copy of the Review (Hindi and English versions) by the Government of the working of the National Health Systems Resource Centre, New Delhi, for the years 2009-2011.

- (18) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (17) above.

[Placed in Library. See No. L.T. 10769/15/14]

- (19) (i) A copy of the Annual Report (Hindi and English versions) of the National Health Systems Resource Centre, New Delhi, for the year 2011-2012.
- (ii) A copy of the Annual Accounts (Hindi and English versions) of the National Health Systems Resource Centre, New Delhi, for the year 2011-2012, together with Audit Report thereon.
- (iii) A copy of the Review (Hindi and English versions) by the Government of the working of the National Health Systems Resource Centre, New Delhi, for the year 2011-2012.

- (20) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (19) above.

[Placed in Library. See No. L.T. 10770/15/14]

- (21) (i) A copy of the Annual Report (Hindi and English versions) of the National Health Systems Resource Centre, New Delhi, for the year 2012-2013.
- (ii) A copy of the Annual Accounts (Hindi and English versions) of the National Health Systems Resource Centre, New Delhi, for the year 2012-2013, together with Audit Report thereon.
- (iii) A copy of the Review (Hindi and English versions) by the Government of the working of the National Health Systems Resource Centre, New Delhi, for the year 2012-2013.

- (22) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (21) above.

[Placed in Library. See No. L.T. 10771/15/14]

- (23) A copy each of the following Notifications (Hindi and English versions) under Section 34 of the Pre-conception and Pre-natal Diagnostic Techniques (Prohibition of Sex Selection) Act, 1994:—

- (i) The Pre-conception and Pre-natal Diagnostic Techniques (Prohibition of Sex Selection) Amendment Rules, 2014

published in Notification No. G.S.R. 13(E) in Gazette of India dated 10th January, 2014.

- (ii) The Pre-conception and Pre-natal Diagnostic Techniques (Prohibition of Sex Selection) (Six Months Training) Rules, 2014 published in Notification No. G.S.R. 14(E) in Gazette of India dated 10th January, 2014.

[Placed in Library. See No. L.T. 10772/15/14]

THE MINISTER OF STATE OF THE MINISTRY OF DEVELOPMENT OF NORTH EASTERN REGION AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PABAN SINGH GHATOWAR): On behalf of Shri Praful Patel, I beg to lay on the Table:—

- (1) A copy of the Report (Hindi and English versions) of the Comptroller and Auditor General of India-Union Government (No. 26 of 2013)-(Performance Audit) Expansion and Utilisation of Power Equipment Manufacturing Capacity in Bharat Heavy Electricals Limited, Department of Heavy Industry, Ministry of Heavy Industries and Public Enterprises, for the year ended March, 2012 under Article 151(1) of the Constitution.

[Placed in Library. See No. L.T. 10773/15/14]

- (2) A copy each of the following papers (Hindi and English versions) under sub-section (1) of Section 619A of the Companies Act, 1956:—

- (a) (i) Review by the Government of the working of the Engineering Projects (India) Limited, New Delhi, for the year 2012-2013.

- (ii) Annual Report of the Engineering Projects (India) Limited, New Delhi, for the year 2012-2013, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. L.T. 10774/15/14]

- (b) (i) Statement regarding Review by the Government of the working of the Richardson and Cruddas (1972) Limited, Mumbai, for the year 2012-2013.

- (ii) Annual Report of the Richardson and Cruddas (1972) Limited, Mumbai, for the year 2012-2013, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. L.T. 10775/15/14]

- (c) (i) Statement regarding Review by the Government of the working of the Hindustan Cables Limited, Kolkata, for the year 2012-2013.
- (ii) Annual Report of the Hindustan Cables Limited, Kolkata, for the year 2012-2013, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. L.T. 10776/15/14]

- (d) (i) Statement regarding Review by the Government of the working of the Instrumentation Limited, Kota, for the year 2012-2013.
- (ii) Annual Report of the Instrumentation Limited, Kota, for the year 2012-2013, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. L.T. 10777/15/14]

- (e) (i) Statement regarding Review by the Government of the working of the HMT Limited, Bangalore, for the year 2012-2013.
- (ii) Annual Report of the HMT Limited, Bangalore, for the year 2012-2013, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

- (3) Two Statements (Hindi and English versions) showing reasons for delay in laying the papers mentioned at item No. (b & c) of (2) above.

[Placed in Library. See No. L.T. 10778/15/14]

- (4) (i) A copy of the Annual Report (Hindi and English versions) of the Fluid Control Research Institute, Palakkad, for the year 2012-2013, alongwith Audited Accounts.

- (ii) Statement regarding Review (Hindi and English versions) by the Government of the working of the Fluid Control Research Institute, Palakkad, for the year 2012-2013.

- (5) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (4) above.

[Placed in Library. See No. L.T. 10779/15/14]

THE MINISTER OF RURAL DEVELOPMENT (SHRI JAIRAM RAMESH): I beg to lay on the Table a copy of the National Rural Employment Guarantee Act, Schedule I and II Amendment Order, 2013 (Hindi and English versions) published in Notification No. S.O. 19(E) in Gazette of India dated 3rd January, 2014, under sub-section (2) of Section 29 of the Mahatma Gandhi National Rural Employment Guarantee Act, 2005.

[Placed in Library. See No. L.T. 10780/15/14]

THE MINISTER OF STATE OF THE MINISTRY OF POWER (SHRI JYOTIRADITYA M. SCINDIA): to lay on the Table:—

- (1) A copy each of the following papers (Hindi and English versions) under sub-section (1) of Section 619A of the Companies Act, 1956:—

- (a) (i) Review by the Government of the working of the Power Finance Corporation of India Limited, New Delhi, for the year 2012-2013.
- (ii) Annual Report of the Power Finance Corporation of India Limited, New Delhi, for the year 2012-2013, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. L.T. 10781/15/14]

- (b) (i) Review by the Government of the working of the THDC India Limited, Rishikesh, for the year 2012-2013.
- (ii) Annual Report of the THDC India Limited, Rishikesh, for the year 2012-2013, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. L.T. 10782/15/14]

(c) (i) Review by the Government of the working of the North Eastern Electric Power Corporation Limited, Shillong, for the year 2012-2013.

(ii) Annual Report of the North Eastern Electric Power Corporation Limited, Shillong, for the year 2012-2013, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. L.T. 10783/15/14]

(d) (i) Review by the Government of the working of the NTPC Limited, New Delhi, for the year 2012-2013.

(ii) Annual Report of the NTPC Limited, New Delhi, for the year 2012-2013, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. L.T. 10784/15/14]

(2) (i) A copy of the Annual Report (Hindi and English versions) of the Central Power Research Institute, Bangalore, for the year 2012-2013, alongwith Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Central Power Research Institute, Bangalore, for the year 2012-2013.

[Placed in Library. See No. L.T. 10785/15/14]

(3) A copy of the Damodar Valley Corporation (salaries, allowances and other conditions of service of the Chairman, Members and Member-Secretary of the Corporation) Rules, 2013 (Hindi and English versions) published in Notification No. G.S.R. 802(E) in Gazette of India dated 28th December, 2013 issued under sub-section (1) of Section 59 of the Damodar Valley Corporation Act, 1948.

[Placed in Library. See No. L.T. 10786/15/14]

(4) A copy of the Notification No. S.O. 2496(E) (Hindi and English versions) published in Gazette of India dated 19th August, 2013, appointing the 19th day of August, 2013 as the date on which the Damodar Valley Corporation (Amendment)

Act, 2011 shall come into force issued under sub-section (2) of Section 1 of the said Act.

[Placed in Library. See No. L.T. 10787/15/14]

[Translation]

THE MINISTER OF STATE OF THE MINISTRY OF CORPORATE AFFAIRS (SHRI SACHIN PILOT): Madam, I beg to lay on the Table:—

1. A copy of the Notification No. S.O. 3641 (E) (Hindi and English versions) published in Gazette of India dated 11th December, 2013 exempting the Vessel Sharing Agreements of Liner Shipping Industry from the provisions of Section 3 of the Competition Act, 2002 under sub-section (3) of Section 63 of the said Act.

[Placed in Library. See No. L.T. 10788/15/14]

2. A copy of the 57th Annual Report (Hindi and English versions) of the Working and Administration of the Companies Act, 1956 for the year ended 31st March, 2013.

[Placed in Library. See No. L.T. 10789/15/14]

[English]

THE MINISTER OF STATE OF THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI MANISH TEWARI): I beg to lay on the Table:—

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the Film and Television Institute of India, Pune, for the year 2012-2013, alongwith Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Film and Television Institute of India, Pune, for the year 2012-2013.

- (2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library. See No. L.T. 10790/15/14]

- (3) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Institute of Mass Communication, New Delhi, for the year 2012-2013, alongwith Audited Accounts.

(ii) Statement regarding Review (Hindi and English versions) by the Government of the working of the Indian Institute of Mass Communication, New Delhi, for the year 2012-2013.

(4) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (3) above.

[Placed in Library. See No. L.T. 10791/15/14]

THE MINISTER OF STATE OF THE MINISTRY OF DEVELOPMENT OF NORTH EASTERN REGION AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PABAN SINGH GHATOWAR): On behalf of Shri Jitin Prasada, I beg to lay on the Table:—

(1) (i) A copy of the Annual Report (Hindi and English versions) of the Mahila Samakhya Uttarakhand, Dehradun, for the year 2012-2013, alongwith Audited Accounts.

(ii) Statement regarding Review (Hindi and English versions) by the Government of the working of the Mahila Samakhya Uttarakhand, Dehradun, for the year 2012-2013.

(2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library. See No. L.T. 10792/15/14]

(3) (i) A copy of the Annual Report (Hindi and English versions) of the Assam Mahila Samata Society, Dispur, for the year 2012-13, alongwith Audited Accounts.

(ii) Statement regarding Review (Hindi and English versions) by the Government of the working of the Assam Mahila Samata Society, Dispur, for the year 2012-2013.

(4) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (3) above.

[Placed in Library. See No. L.T. 10793/15/14]

(5) (i) A copy of the Annual Report (Hindi and English versions) of the Kerala Mahila Samakhya Society, Trivandrum, for the year 2012-2013, alongwith Audited Accounts.

(ii) Statement regarding Review (Hindi and English versions) by the Government of the working of the Kerala Mahila Samakhya Society, Trivandrum, for the year 2012-2013.

(6) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (5) above.

[Placed in Library. See No. L.T. 10794/15/14]

(7) (i) A copy of the Annual Report (Hindi and English versions) of the Andhra Pradesh Mahila Samatha Society, Secunderabad, for the year 2012-2013, alongwith Audited Accounts.

(ii) Statement regarding Review (Hindi and English versions) by the Government of the working of the Andhra Pradesh Mahila Samatha Society, Secunderabad, for the year 2012-2013.

(8) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (7) above.

[Placed in Library. See No. L.T. 10795/15/14]

(9) (i) A copy of the Annual Report (Hindi and English versions) of the Chhattisgarh Mahila Samakhya Society, Raipur, for the year 2011-2012, alongwith Audited Accounts.

(ii) Statement regarding Review (Hindi and English versions) by the Government of the working of the Chhattisgarh Mahila Samakhya Society, Raipur, for the year 2011-2012.

(10) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (9) above.

[Placed in Library. See No. L.T. 10796/15/14]

(11) (i) A copy of the Annual Report (Hindi and English versions) of the Indira Gandhi National Open University, New Delhi, for the year 2012-2013.

(ii) A copy of the Annual Accounts (Hindi and English versions) of the Indira Gandhi National Open University, New Delhi, for the year 2012-2013, together with Audit Report thereon.

(iii) A copy of the Review (Hindi and English versions) by the Government of the working of the Indira Gandhi National Open University, New Delhi, for the year 2012-2013.

(12) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (11) above.

[Placed in Library. See No. L.T. 10797/15/14]

(13) (i) A copy of the Annual Report (Hindi and English versions) of the Madhya Pradesh Madhyamik Shiksha Abhiyan and Model School Samiti, Bhopal, for the year 2012-2013, alongwith Audited Accounts.

(ii) Statement regarding Review (Hindi and English versions) by the Government of the working of the Madhya Pradesh Madhyamik Shiksha Abhiyan and Model School Samiti, Bhopal, for the year 2012-2013.

[Placed in Library. See No. L.T. 10798/15/14]

(14) (i) A copy of the Annual Report (Hindi and English versions) of the Gujarat Council of Secondary Education, Gandhinagar, for the year 2012-2013, alongwith Audited Accounts.

(ii) Statement regarding Review (Hindi and English versions) by the Government of the working of the Gujarat Council of Secondary Education, Gandhinagar, for the year 2012-2013.

[Placed in Library. See No. L.T. 10799/15/14]

(15) (i) A copy of the Annual Report (Hindi and English versions) of the Sarva Shiksha Abhiyan Rajya Mission Tripura, Agartala, for the year 2012-2013, alongwith Audited Accounts.

(ii) Statement regarding Review (Hindi and English versions) by the Government of the working of the Sarva Shiksha Abhiyan Rajya Mission Tripura, Agartala, for the year 2012-2013.

[Placed in Library. See No. L.T. 10800/15/14]

(16) (i) A copy of the Annual Report (Hindi and English versions) of the Gujarat Council of Elementary Education, Gandhinagar, for the year 2011-2012, alongwith Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Gujarat Council of Elementary Education, Gandhinagar, for the year 2011 - 2012.

(17) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (16) above.

[Placed in Library. See No. L.T. 10801/15/14]

(18) (i) A copy of the Annual Report (Hindi and English versions) of the Madhya Pradesh Rajya Shiksha Kendra (Rajiv Gandhi Shiksha - Mission), Bhopal, for the year 2011-2012, alongwith Audited Accounts.

(ii) Statement regarding Review (Hindi and English versions) by the Government of the working of the Madhya Pradesh Rajya Shiksha Kendra (Rajiv Gandhi Shiksha Mission), Bhopal, for the year 2011-2012.

(19) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (18) above.

[Placed in Library. See No. L.T. 10802/15/14]

(20) A copy of the Annual Accounts (Hindi and English versions) of the Pondicherry University, Puducherry, for the year 2012-2013, together with Audit Report thereon.

[Placed in Library. See No. L.T. 10803/15/14]

(21) (i) A copy of the Annual Report (Hindi and English versions) of the Union Territory Mission Authority Dadra and Nagar Haveli (Sarva Shiksha Abhiyan), Silvassa, for the year 2012-2013, alongwith Audited Accounts.

(ii) Statement regarding Review (Hindi and English versions) by the Government of the working of the Union Territory Mission Authority Dadra and Nagar Haveli (Sarva Shiksha Abhiyan), Silvassa, for the year 2012-2013.

(22) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (21) above.

[Placed in Library. See No. L.T. 10804/15/14]

(23) (i) A copy of the Annual Report (Hindi and English versions) of the Sarva Shiksha Abhiyan Karnataka, Bangalore, for the year 2011-2012, alongwith Audited Accounts.

(ii) Statement regarding Review (Hindi and English versions) by the Government of the working of the Sarva Shiksha Abhiyan Karnataka, Bangalore, for the year 2011-2012.

(24) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (23) above.

[Placed in Library. See No. L.T. 10805/15/14]

(25) (i) A copy of the Annual Report (Hindi and English versions) of the Rashtriya Madhyamik Shiksha Abhiyan Manipur, Imphal, for the year 2012-2013, alongwith Audited Accounts.

(ii) Statement regarding Review (Hindi and English versions) by the Government of the working of the Rashtriya Madhyamik Shiksha Abhiyan Manipur, Imphal, for the year 2012-2013.

(26) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (25) above.

[Placed in Library. See No. L.T. 10806/15/14]

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): I beg to lay on the Table:—

(1) (i) A copy of the Annual Report (Hindi and English versions) of the Airports Authority of India, New Delhi, for the year 2012-2013, alongwith Audited Accounts.

(ii) Statement regarding Review (Hindi and English versions) by the Government of the working of the Airports Authority of India, New Delhi, for the year 2012-2013.

(2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library. See No. L.T. 10807/15/14]

MADAM SPEAKER: Item No. 10 - Shri Kodikunnil Suresh – Not present.

11.02 hrs.

AMENDMENTS AND MODIFICATIONS TO DIRECTIONS BY SPEAKER UNDER RULES OF PROCEDURE AND CONDUCT OF BUSINESS IN LOK SABHA

[English]

SECRETARY-GENERAL: I beg to lay on the Table a copy each of the amendments and modifications to Directions (Hindi and English versions) issued by the Speaker under the Rules of Procedure and Conduct of Business in Lok Sabha.

11.02½ hrs.

BUSINESS ADVISORY COMMITTEE

55th Report

[English]

THE MINISTER OF URBAN DEVELOPMENT AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI KAMAL NATH): I beg to present the 55th Report of the Business Advisory Committee.

11.03 hrs.

COMMITTEE ON GOVERNMENT ASSURANCES

39th and 40th Reports

[English]

SHRIMATI MANEKA SANJAY GANDHI (Aonla): I beg to present the following Reports (Hindi and English versions):—

(1) 39th Report regarding requests for dropping of assurances (Acceded to).

(2) 40th Report regarding requests for dropping of assurances (Not acceded to).



11.04 hrs.

COMMITTEE ON EMPOWERMENT OF WOMEN

(i) 22nd Report

[English]

RAJKUMARI RATNA SINGH (Pratapgarh): I beg to present the 22nd Report (Hindi and English versions) of the Committee on Empowerment of Women on Action Taken by the Government on the recommendations contained in the 19th Report on the subject 'Victims of Sexual Abuse and Trafficking and their Rehabilitation'.

(ii) Statements

RAJKUMARI RATNA SINGH : I beg to lay on the Table the following Final Action Taken Statements (Hindi and English versions):—

- (1) Statement showing Action Taken by the Government on the recommendations contained in the 11th Report (15th Lok Sabha) of the Committee on Empowerment of Women (2010-2011) on action taken on the 4th Report of the Committee (2009-2010) on the subject Working Conditions of ASHAs'.
- (2) Statement showing Action Taken by the Government on the recommendations contained in the 15th Report (15th Lok Sabha) of the Committee on Empowerment of Women (2011-2012) on action taken on the 10th Report of the Committee (2010-2011) on the subject 'Women in Armed Forces'.
- (3) Statement showing Action Taken by the Government on the recommendations contained in the 18th Report (15th Lok Sabha) of the Committee on Empowerment of Women (2012-2013) on action taken on the 14th Report of the Committee (2011-2012) on the subject 'Mahatma Gandhi National Rural Employment Guarantee Act (MGNREGA) and Empowerment of Women in Rural Areas'.

11.05 hrs.

STANDING COMMITTEE ON FINANCE

83rd and 84th Reports

[Translation]

SHRI BHARTRUHARI MAHTAB (Cuttack): I beg to lay the following Reports (Hindi and English versions) of the Standing Committee on Finance (2013 -14):—

- (1) 83rd Report on 'the Competition (Amendment) Bill, 2012'.
- (2) 84th Report on 'the Micro Finance Institutions (Development and Regulation) Bill, 2012'.

... (Interruptions)

11.06 hrs.

STANDING COMMITTEE ON PETROLEUM  
AND NATURAL GAS

(i) 22nd and 23rd Reports

[English]

SHRI P.L. PUNIA (Barabanki): I beg to present the following Reports (Hindi and English versions) of the Standing Committee on Petroleum and Natural Gas:—

- (1) 22nd Report on Action Taken by the Government on the recommendations contained in the 18th Report (15th Lok Sabha) of the Standing Committee on Petroleum and Natural Gas (2012-13). on 'Long Term Purchase Policy and Strategic Storage of Crude Oil'.
- (2) 23rd Report of the Standing Committee on Petroleum and Natural Gas (2013-14) on the subject 'Functioning of Oil Industry Development Board'.

... (Interruptions)

(ii) Statements

DR. MIRZA MEHBOOB BEG (Anantnag): I beg to lay on the Table the Statements (Hindi and English versions) of the Standing Committee on Petroleum and Natural

Gas (2013-14) showing further Action Taken by the Government on the recommendations contained in Chapter I and Chapter V of the following Reports of the Committee:—

- (1) 14th Report (15th Lok Sabha) of the Standing Committee on Petroleum and Natural Gas (2011-12) pertaining to action taken by the Government on the recommendations contained in the 9th Report (15th Lok Sabha) of the Committee on 'Challenges of Under-recoveries of Petroleum Products'.
- (2) 15th Report (15th Lok Sabha) of the Standing Committee on Petroleum and Natural Gas (2012-13) pertaining to action taken by the Government on the recommendations contained in the 11th Report (15th Lok Sabha) of the Committee on 'Demands for Grants (2012-13)' of Ministry of Petroleum and Natural Gas.
- (3) 17th Report (15th Lok Sabha) of the Standing Committee on Petroleum and Natural Gas (2012-13) pertaining to action taken by the Government on the recommendations contained in the 12th Report (15th Lok Sabha) of the Committee on 'Safety of Oil Installations'.

...*(Interruptions)*

11.07 hrs.

**STANDING COMMITTEE ON URBAN  
DEVELOPMENT**

**27th to 30th Reports**

*[Translation]*

SHRI SHARAD YADAV (Madhepura): I beg to lay the following Reports (Hindi and English versions) of the Standing Committee on Urban Development (2013-2014):—

- (1) 27th Report (15th Lok Sabha) of the Standing Committee on Urban Development on Action Taken by the Government on the recommendations contained in the 24th Report (15th Lok Sabha) of the Committee on 'Demands for Grants (2013-2014)' of the Ministry of Urban development.

- (2) 28th Report (15th Lok Sabha) of the Standing Committee on Urban Development on Action Taken by the Government on the recommendations contained in the 25th Report (15th Lok Sabha) of the Committee on 'Demands for Grants (2013-2014)' of the Ministry of Housing and Urban Poverty Alleviation.
- (3) 29th Report (15th Lok Sabha) of the Standing Committee on Urban Development on Action Taken by the Government on the recommendations contained in the 26th Report (15th Lok Sabha) of the Committee on "Role of Central Public Works Department (C.P.W.D.) in checking unauthorized occupation of government land and colonies and evaluation of their performance in maintaining Government buildings" of the Ministry of Urban Development.
- (4) 30th Report (15th Lok Sabha) of the Standing Committee on Urban Development on "The Real Estate (Regulation and Development) Bill, 2013."

...*(Interruptions)*

11.07½ hrs.

**STANDING COMMITTEE ON PERSONNEL, PUBLIC  
GRIEVANCES, LAW AND JUSTICE**

**70th and 71st Reports**

*[Translation]*

SHRI SHAILENDRA KUMAR (Kaushambi): Madam, I beg to lay the following reports (Hindi and English versions) of the standing committee on Personnel, Public Grievances, Law and Justice on the table of the House:

1. 70th report about Assam Legislative Council, 2013.
2. 71st report with regard to the action taken by the Government on the recommendations/ comments contained in the 58th report regarding Demands for Grants of the Ministry of Law and Justice.

...*(Interruptions)*

11.08 hrs.

## STATEMENTS BY MINISTERS

- (i) **Status of implementation of recommendations contained in the 17th Report of the Standing Committee on Water Resources on Demands for Grants (2013-14), pertaining to the Ministry of Water Resources \***

*[English]*

THE MINISTER OF HEALTH AND FAMILY WELFARE AND MINISTER OF WATER RESOURCES (SHRI GHULAM NABI AZAD): I am laying this statement on the status of implementation of recommendations contained in the Seventeenth Report of Standing Committee on Water Resources in pursuance of Direction 73 A of the Hon'ble Speaker, Lok Sabha issued vide Lok Sabha Bulletin-Part II, dated September 01, 2004.

The Seventeenth Report of Standing Committee on Water Resources (Fifteenth Lok Sabha) was presented in the Lok Sabha on 29th April 2013. This Report related to the examination of Demands for Grants of the Ministry of Water Resources for the year 2013-14.

Action Taken Notes on the Recommendations / observations contained in the above said report of the Standing Committee had been sent to the Committee on 28th October, 2013. There were 44 recommendation paragraphs in this report containing recommendations/ observations made by the Committee where action was called for on the part of Government. These recommendations/ observations mainly relate to the budgetary allocation, utilization of fund, timely submission of UCs, taking approval of EFC well in time in respect of all projects where such approvals are necessary, review of expenditure performance, proper framing of Outcome Budget, River Basin Management and Development, Restructuring of Central Water Commission, Bharat Nirman, Accelerated Irrigation Benefit Programme and steps for optimal utilization of central grant, Repair, Renovation and Restoration of Water Bodies, Command Area Development & Water Management, Development of Water Resources Information System, Inadequacy of Hydrological observation sites, Water Quality Monitoring, achievement of goals under National Water Mission, operationalisation of National Bureau of Water Use Efficiency, proper assessment of Dam Safety Standards, Introduction of Dam Safety Bills in the Parliament,

\*Laid on the Table and also placed in Library. See No. L.T. 10810/15/14.

Importance of Aquifer Mapping, Monitoring of ground water level, pursuing of Flood Control activities, Master Plans for Flood Prone Areas, implementation of Flood Plain Zoning Bill, evaluation of works carried out by the Farakka Barrage Project during Xith Plan, works of Brahmaputra Board etc.

The present status of implementation of various recommendations made by the Committee is indicated in Annexure to my Statement which is laid on the Table of the House. I would not like to take the valuable time of the House to read out all the contents of this Annexure. I would request that this may be considered as read.

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...(Interruptions)

11.08½ hrs.

- (ii) **Status of implementation of the recommendations contained in the 105th Report of the Standing Committee on Commerce on Action taken by the Government on observations/recommendations contained in the 100th Report of the Committee on Demands for Grants (2012-13), pertaining to the Department of Commerce, Ministry of Commerce and Industry\***

*[English]*

THE MINISTER OF COMMERCE AND INDUSTRY (SHRI ANAND SHARMA): I beg to lay the following statement:

The Department Related Parliamentary Standing Committee on Commerce presented the 105th Report on Action Taken by the Government on the observations/recommendations contained in its One Hundredth Report. The Report contained 4 Chapters. These observations/recommendations which have been accepted by the Government are mentioned in Chapter-I. Twenty-two observations/recommendations mentioned in Chapter-II on which the Committee does not desire to pursue in view of the Government's replies. In Chapter-III it has made 5 further observations/recommendations and action taken replies in this regard has already furnished to Rajya Sabha Secretariat. In Chapter-IV it has mentioned 10 observations/recommendations which are treated by the Committee as interim reply and final reply in this regard has already forwarded to Rajya Sabha Secretariat. In

\*Laid on the Table and also placed in Library. See No. L.T. 10811/15/14.

respect of 15 paras referred above, action has been completed in r/o 5 paras, no further action is required in r/o 2 paras, action has been under consideration in r/o 8 paras. An implementation report has been enclosed.

...(Interruptions)

11.09 hrs.

**(iii) Status of implementation of recommendations contained in the 28th Report of the Standing Committee on Energy on Demands for Grants (2012-13), pertaining to the Ministry of Power\***

[English]

THE MINISTER OF STATE OF THE MINISTRY OF POWER (SHRI JYOTIRADITYA M. SCINDIA): I am laying this statement on the present status of implementation of recommendations contained in the 28th Report of Parliamentary Standing Committee on Energy in pursuance of directions 73A of the Hon'ble Speaker, Lok Sabha vide Lok Sabha Bulletin Part-11, dated 1st September 2004.

The 28th Report is related to 'Demands for Grants of the Ministry of Power for the year 2012-13'. It has 16 recommendations, all of which have been accepted by the Government.

The present status of implementation of the various recommendations made by the Committee in the said report is indicated in the Annexure to my Statement, which is laid on the Table of the House. I would not like to take the valuable time of the House by reading out all the contents of this Annexure. I would request that this may be considered as read.

...(Interruptions)

11.09½ hrs.

**(iv) Status of implementation of recommendations contained in the 24th Report of the Standing Committee on Urban Development on Demands for Grants (2013-14), pertaining to the Ministry of Urban Development\*\***

[English]

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRIMATI DEEPA DASMUNSI):

\*Laid on the Table and also placed in Library. See No. L.T. 10812/15/14

\*\*Laid on the Table and also placed in Library. See No. L.T. 10813/15/14

I beg to lay this statement in pursuance of the direction 73 A of Hon'ble Speaker, Lok Sabha which reads as under:—

"The Minister concerned shall make once in six months a statement in the House regarding the status of implementation of recommendations contained in the Reports of Departmentally Related Parliamentary Standing Committee of Lok Sabha with regard to his Ministry"

I would like to inform for the benefit of the Hon'ble Members of the House that the 24th Report of the Standing Committee of the 15th Lok Sabha on Urban Development was laid in Lok Sabha on 23rd April, 2013. This Report contains 16 recommendations. Latest Status of Action taken by the Government has been indicated against each recommendation in the enclosed statement. Action Taken Notes on these recommendations were already sent to the Standing Committee on Urban Development on 18-07-2013.

Madam Speaker, I would like to inform the Hon'ble Members that further follow up action, wherever necessary, will be taken in respect of these recommendations.

The annexure to this statement is laid on the Table of the House.

...(Interruptions)

11.10 hrs.

**(v) State of Affairs of Government of National Capital Territory of Delhi**

[English]

THE MINISTER OF HOME AFFAIRS (SHRI SUSHILKUMAR SHINDE): I rise to inform the House that the Council of Ministers of the Government of the National Capital Territory of Delhi tendered its resignation on Friday, February 14, 2014.

The resignation of the Council of Ministers of the Government of the National Capital Territory of Delhi came up after the inability of the Government of NCT of Delhi to successfully introduce the "Janlokpal Bill" for the consideration of the Legislative Assembly. This Bill was a Finance Bill and necessitated prior reference to the Central

Government by the Lieutenant Governor for which procedure had not been followed by the Government of NCT of Delhi.

Under the circumstances, based on the report of the Lieutenant Governor and the recommendation of the Union Cabinet in its meeting held on 15.2.2014, the hon. President has accepted the resignation of Shri Arvind Kejriwal, Chief Minister of the GNCT of Delhi and his Council of Ministers and also approved the imposition of President's Rule while keeping the Legislative Assembly in suspended animation.

...(Interruptions)

[English]

MADAM SPEAKER: Yes, Basudeb Achariji, what is the rule for your Point of Order? Under which rule are you raising the Point of Order? Please give me the rule first.

...(Interruptions)

SHRI BASU DEB ACHARIA (Bankura): Madam, under Rule 376 ... (Interruptions)

MADAM SPEAKER: No.

...(Interruptions)

MADAM SPEAKER: Under what rule are you raising the point of order?

...(Interruptions)

MADAM SPEAKER: What is the motion before the House and which is the rule under which you are raising point of order? Tell me the rule.

...(Interruptions)

SHRI BASU DEB ACHARIA : Madam, when Andhra Pradesh Reorganisation Bill. ... (Interruptions)

MADAM SPEAKER: No. First give me the rule, before you proceed.

...(Interruptions)

MADAM SPEAKER: No, nothing will go on record.

...(Interruptions)\*

MADAM SPEAKER: Please give the rule under which you are raising point of order, before I allow you.

...(Interruptions)

\*Not recorded.

11.11 hrs.

## INTERIM GENERAL BUDGET, 2014-15

MADAM SPEAKER: Hon. Finance Minister - Shri P. Chidambaram.

THE MINISTER OF FINANCE (SHRI P. CHIDAMBARAM): Madam Speaker, I rise to present the Interim Budget for 2014-15.

### The Current Economic Situation

11.11¼ hrs.

*At this stage, Shri Shailendra Kumar, Shri P. Karunakaran and some other hon. Members came and stood on the floor near the Table.*

As I prepared to write this speech, I found that whether it is a regular Budget for the full year or an interim Budget, some things remain the same. For example, our goals are the same and the global context is the same. As I said last year, we are not unaffected by what happens in the rest of the world. Since September 2008, the state of the world economy has been the most decisive factor impacting the fortunes of every developing country. Hence, it is pertinent to say a few words on the global economy as well as on the global risks.

World economic growth was 3.9 percent in 2011, 3.1 percent in 2012 and 3.0 percent in 2013. Those numbers tell the story. Among India's major trading partners, who are also the major sources of our foreign capital inflows, the United States has just recovered from a long recession; Japan's economy is responding to the stimulus; the Eurozone, as a whole, is reporting a growth of 0.2 percent; and China's growth has slowed from 9.3 percent in 2011 to 7.7 percent in 2013.

The *Global Risks 2014* report has mapped 31 global risks. Of highest concern are ten risks that include fiscal crisis, structurally high unemployment or underemployment, income disparity, governance failure, food crisis, and political and social instability. The challenges that we face are common to all emerging economies. 2012 and 2013 were years of turbulence. Only a handful of countries were able to keep their head above the water, and among them was India. I shall presently give you an account of how we navigated the Indian economy through this turbulent period.

...(Interruptions)

MADAM SPEAKER : Nothing will go on record other than the hon. Minister's speech on the Interim Budget.

...(Interruptions)\*

MADAM SPEAKER : Nothing else will go on record.

...(Interruptions)\*

MADAM SPEAKER : Please take your seats.

...(Interruptions)

MADAM SPEAKER : If you want to raise a point of order, you can cite the rule.

...(Interruptions)

MADAM SPEAKER : Hon. Members, these are the last few days of the Session of the 15th Lok Sabha.

...(Interruptions)

MADAM SPEAKER : The presentation of Interim Budget is the constitutional duty of the Finance Minister and he is performing it. Please do not obstruct.

...(Interruptions)

MADAM SPEAKER : If you have any problem, you come to my Chamber later.

...(Interruptions)

[Translation]

MADAM SPEAKER: All of you please go to your seats.

...(Interruptions)

MADAM SPEAKER: We will take up 'zero hour' later on.

...(Interruptions)

MADAM SPEAKER: Let the budget be presented.

...(Interruptions)

[English]

MADAM SPEAKER : You come to my Chamber later.

...(Interruptions)

MADAM SPEAKER : I will try to sort out whatever is the problem.

...(Interruptions)

[Translation]

MADAM SPEAKER: All of you go to your seats.

...(Interruptions)

[English]

MADAM SPEAKER : Yes, the hon. Minister.

...(Interruptions)

11.15 hrs.

At this stage, Shri Shailendra Kumar and some other hon. Members went back to their seats.

MADAM SPEAKER : What is all this?

...(Interruptions)

SHRI P. CHIDAMBARAM:

### Challenges and Goals

Within days of my return to the Ministry of Finance, I had declared that our objectives were fiscal consolidation, price stability, self-sufficiency in food, reviving the growth cycle, enhancing investments, promoting manufacturing, encouraging exports, quickening the pace of implementation of projects, and finding practical solutions to certain stressed sectors such as petroleum, power, coal, highways and textiles.

### STATE OF THE ECONOMY

#### The Twin Deficits and Inflation

Let me begin with the good news. The fiscal deficit for 2013-14 will be contained at 4.6 percent of GDP, well below the red line that I had drawn last year. More importantly, the Current Account Deficit, that threatened to exceed last year's CAD of USD 88 billion, will be contained at USD 45 billion, and I am happy to inform the House that we expect to add about USD 15 billion to the foreign exchange reserves by the end of the financial year. Analysts and rating agencies had acknowledged our efforts some months ago and no longer speak about a downgrade. I hope that domestic experts will now agree that the UPA Government meant what it said when it put fiscal stability at the top of the agenda. Going forward, I appeal to all political parties to join me in the pledge that we shall not - we shall never - do anything that will affect the stability of the foundations of India's economy.

Last year, when I read the Budget speech, WPI headline inflation stood at 7.3 percent and core inflation

\* Not recorded.

at 4.2 percent. Through the year, inflation saw its ups and downs. At the end of January 2014, WPI inflation was 5.05 percent and core inflation 3.0 percent. Both the Government and the RBI have acted in tandem. While our efforts have not been in vain, there is still some distance to go. Food inflation is still the main worry, although it has declined sharply from a high of 13.6 percent to 6.2 percent.

### **Agriculture**

We are proud of the stellar performance of the agriculture sector. Foodgrain production in 2012-13 was 255.36 million tonnes and the estimate for the current year is 263 million tonnes. Estimates of production of sugarcane, cotton, pulses, oilseeds and quality seeds point to new records. Agriculture exports in 2012-13 stood at USD 41 billion *versus* imports of USD 20 billion. In is likely to touch 735,000 crore, exceeding the target of 700,000 crore. Agricultural GDP growth increased to 3.1 percent in the five year period of UPA -I and further to 4.0 percent in the first four years of UPA-II. In the current year, agricultural GDP growth is estimated at 4.6 percent.

11.18 hrs.

*At this stage, Shri P. Karunakaran and some other hon. Members went back to their seats.*

### **Investment**

Even after the slowdown, the savings rate was 31.3 percent in 2011-12 and 30.1 percent in 2012-13. The corresponding investment rate was 35.5 percent and 34.8 percent, respectively, indicating there was no steep decline in investment, except in mining and manufacturing. If the incremental capital output ratio (ICOR) had remained more or less the same, the outcome should have been a growth rate higher than the 6.7 percent and the 4.5 percent reported so far by the CSO for the two years, but that did not happen. It was obvious that projects were not achieving commercial operation date (COD) and there were too many obstacles on the path of implementation. At a time when it appeared that a number of projects would fail because of the logjam, Government took the bold step to set up the Cabinet Committee on Investment and the Project Monitoring Group. Thanks to the swift decisions taken by them, by the end of January, 2014, the way was cleared for completing 296 projects with an estimated project cost of Rs. 660,000 crore.

### **Foreign Trade**

Exports have recovered sharply, and the recovery must be seen in the context of growth of global trade declining from 6.1 percent in 2011 to 2.7 percent in 2013. India's merchandise exports reached a level of USD 300.4 billion in 2012-13 registering a negative growth of 1.8 percent over the previous year. Though 2013-14 began on a pessimistic note, I am happy to inform the House that the year will end with estimated merchandise exports of USD 326 billion, indicating a growth rate of 6.3 percent. However, imports are down, and this does not augur well for either manufacturing or domestic trade. Our aim must be robust growth in both exports and imports, with trade in balance over a period of time.

### **Manufacturing**

Manufacturing is the Achilles' heel of the Indian economy. The deceleration in investment in manufacturing is particularly worrying. Consequently, there is no uptick yet in manufacturing. The National Manufacturing Policy has set the goal of increasing the share of manufacturing in GDP to 25 percent and to create 100 million jobs over a decade. Eight National Investment and Manufacturing Zones (NIMZ) have been announced along the Delhi-Mumbai Industrial Corridor and nine projects have been approved by the DMIC Trust. Five NIMZs outside DMIC have also been given in-principle approval. Three more corridors connecting Chennai and Bengaluru, Bengaluru and Mumbai, and Amritsar and Kolkata are under different stages of preparatory work. Additional capacities are being installed in major manufacturing industries such as steel, cement, refinery, power and electronics. Several measures have been taken to promote micro, small and medium enterprises including notifying a public procurement policy, establishing technology centres and common facility centres, and launching the Khadi mark.

### **Infrastructure**

We have given a big push to infrastructure and capacity addition in infrastructure industries. In 2012-13 and in the nine months of the current financial year, we have added 29,350 megawatts of power capacity, 3,928 kilometres of national highways, 39,144 kilometres of rural roads under PMGSY, 3,343 kilometres of new railway track, and 217.5 million tonnes of capacity per annum in our ports. Besides, 19 oil and gas blocks were given out for exploration and 7 new airports are under construction.

[Shri P. Chidambaram]

We have also facilitated Infrastructure Debt Funds to provide take-out finance for infrastructure projects and ease the pressure on the banking system.

### **Exchange Rate**

Risks to capital flows were accentuated due to volatile global conditions and the indication, in May 2013, of a reduction in asset purchases by the US Federal Reserve. The rupee came under pressure. Government, RBI and SEBI undertook a number of measures to facilitate capital inflows and stabilise the foreign exchange market. Among emerging economy currencies, the rupee was affected least when the actual reduction took place in December 2013 and January 2014.

### **GDP Growth - Decline and Rise**

Hon'ble Members will recall that the slowdown began in 2011-12. In nine quarters, the GDP growth rate declined from 7.5 percent in Q1 of 2011-12 to 4.4 percent in Q1 of 2013-14. Thanks to the numerous measures that I have narrated, I was confident that the decline will be arrested and the growth cycle will turn in the second quarter. I believe I have been vindicated. Growth in Q2 of 2013-14 has been placed at 4.8 percent and growth for the whole year has been estimated at 4.9 percent. This means that growth in Q3 and Q4 of 2013-14 will be at least 5.2 percent.

I can confidently assert that the economy is more stable today than what it was two years ago. The fiscal deficit is declining, the current account deficit has been contained, inflation has moderated, the quarterly growth rate is on the rise, the exchange rate is stable, exports have increased, and hundreds of projects have been unblocked.

Madam Speaker, all this is the result of hard work. I may add, among other mentors, my mother and Harvard taught me the value of hard work.

### **UPA's Record of Growth**

Over the last ten years, the UPA Governments have gently nudged India and Indians into accepting that growth is an imperative; that it must be made more inclusive and converted into development; and that the growth model, in order to be sustainable, must address other concerns such as environment, inter-generational equity, indebtedness, ownership and control of resources, financing etc.

The UPA Governments' record on growth is unparalleled.

Ten years ago, we produced 213 million tonnes of food grains; today, we produce 263 million tonnes of food grains. Ten years ago, the installed power capacity was 112,700 MW; today, it is 234,600 MW. Ten years ago, coal production was 361 million tonnes per year; today, we produce 554 million tonnes per year. Ten years ago, there were 51,511 km. of rural roads under PMGSY; today, we have 389,578 km. Ten years ago, the Central Government's expenditure on education was Rs.10,145 crore; this year, we allocated Rs.79,451 crore. Ten years ago, the Central Government spent Rs.7,248 crore on health; this year, it will spend Rs.36,322 crore. I could multiply the examples, but what I have given will suffice.

Madam Speaker, I reject the argument of policy paralysis. Just as there are business cycles, there is a cycle around the trend growth rate of an economy. Over a period of 33 years, the trend growth rate in India has been 6.2 percent. Average annual GDP growth during the period 1999-2004 was 5.9 percent, that is below the trend rate. In the next five year period 2004-2009, it was 8.4 percent and, in the period 2009-2014, going by the CSO's estimate, it will be 6.6 percent. UPA-I and UPA-II have delivered above the trend growth rate.

Let history be the judge of the last ten years.

### **Report Card of 2013-14**

I owe a duty to my colleagues to report on some of the major achievements in the current financial year that concerns the economy of the country and the welfare of the people. We are not simply looking back, we are actually looking forward, and therefore I shall also report on the initiatives that are being taken by my colleagues.

### **Path-breaking Decisions**

Government took several notable decisions including some that were described as courageous and long overdue. Sugar was fully decontrolled. A gradual correction of diesel prices was started. Railway fares were rationalised for the first time in a decade. Applications were invited for issue of new bank licences. DISCOMS, mostly sick, are being restructured with generous Central assistance.

### **Historic Legislations**

12.8 lakh land titles covering 18.80 lakh hectare were distributed under the Scheduled Tribes and Other Traditional Forest Dwellers Act.



The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act was notified on 1.1.2014, finally putting to rest an oppressive colonial law of 1894.

The National Food Security Act was passed assuring foodgrain to 67 percent of the population.

The new Companies Act replaced a law of 1956 vintage.

The PFRDA Act was passed placing the New Pension System on a statutory basis and establishing a statutory regulator.

### **Economic Initiatives**

Centrally Sponsored Schemes were restructured into 66 programmes for greater synergy. Funds under these programmes will be released as Central assistance to State plans, thus giving States greater authority and responsibility. As a result, Central assistance to plans of States and Union Territories will rise substantially from Rs.136,254 crore in BE 2013-14 to Rs. 338,562 crore in 2014-15.

Public sector enterprises will achieve a new record in capital expenditure of Rs. 257,641 crore in 2013-14.

About 50,000 MW of thermal and hydel power capacity is under construction after receiving all clearances and approvals. 78,000 MW of power capacity has been assured coal supply.

The FDI policy was liberalized to attract larger investments in telecommunication, pharmaceuticals, civil aviation, power trading exchanges and multi-brand retail.

Approval was granted to establish two semi-conductor wafer fab units that will be the bedrock of the electronics hardware industry.

The IT modernisation project of the Department of Posts, with an outlay of Rs. 4,909 crore, will be operational by 2015 in all 155,000 locations.

The Kudankulam Nuclear Power Plant Unit I achieved criticality and is generating 180 million units of power. The 500 MW prototype fast breeder reactor at Kalpakkam is nearing completion. Seven nuclear power reactors are under construction with the aim of achieving an installed capacity of 10,080 MW by the end of the Twelfth Plan.

After exceeding the target and achieving 1,684 MW of grid connected solar power, the National Solar Mission

entered the second phase on 1.4.2013. It is proposed to take up four ultra mega solar power projects each with a capacity of over 500 MW in 2014-15.

Ministry of MSME will create the 'India Inclusive Innovation Fund' to promote grassroot innovations with social returns to support enterprises in the MSME sector. I propose to make an initial contribution of Rs.100 crore to the corpus of the Fund.

### **Social Sector Initiatives**

In order to promote entrepreneurship among the scheduled castes and to provide concessional finance to them, IFCI will set up a Venture Capital Fund for Scheduled Castes. I propose to provide an initial capital of Rs. 200 crore, which can be supplemented every year.

The restructured ICDS has been implemented in 400 districts and will be rolled out in the remaining districts from 1.4.2014.

Government has approved the National Agro-Forestry Policy 2014 which has multiple objectives including employment, productivity, conservation and adaptation.

A mechanism for marketing minor forest produce has been introduced, and the Budget has allocated Rs.444.59 crore to continue the scheme in 2014-15.

A new plan scheme with an allocation of Rs. 100 crore has been approved to promote community radio stations.

Ministry of Health and Family Welfare has delivered new technologies to the people: the JE vaccine, a diagnostic test for Thalassaemia, and a Magnivisualizer for detection of cervical cancer.

### **Additional Central Assistance to some States**

The North Eastern States, Himachal Pradesh and Uttarakhand deserve special attention. In addition to funds allocated in the current year, I propose to release a sum of Rs. 1,200 crore as Additional Central Assistance to these States before the end of the year.

### **Space**

India joined a handful of countries when it launched the Mars Orb iter Mission. We now have the capability in launch vehicle technology, cryogenics, and navigation, meteorological and communication satellites, and are largely self-reliant. Several flight tests, navigational satellites and space missions are planned for 2014-15.

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### **Redeeming Our Promises**

Last year, I had made three promises and I had asked Hon'ble Members to keep before them the faces of the girl child, the young student, and the poor. To ensure the dignity and safety of women, I promised the Nirbhaya Fund and put Rs.1000 crore into the Fund. So far, we have approved two proposals that will receive support from the Fund. In order to make it clear that the Fund will be a permanent fund, I intend to declare the grant of Rs.1000 crore as non-lapsable. And in order to support more proposals, I propose to contribute to the Fund another sum of Rs.1000 crore next year.

Secondly, I had promised an ambitious programme to skill millions of young men and women and had tasked the National Skill Development Corporation to implement the programme. The National Skill Certification and Monetary Reward Scheme was launched in August 2013 and has been widely hailed as a success. At last count, 24 Sector Skill Councils, 442 Training Partners and 17 Assessment Agencies had joined the programme. 204 job roles have been finalised. 168,043 youth had enrolled and 77,710 have completed their training. Hon'ble Members will recall that I had set apart Rs. 1,000 crore for the scheme. The whole of that amount will be transferred to the NSD Trust and I propose to transfer another sum of Rs. 1,000 crore next year to enable the Trust to scale up the programme of NSDC rapidly. I may add that NSDC actually complements the initiatives of several ministries which steer skill development programmes such as UDAAN in Jammu and Kashmir.

Thirdly, I had promised that the Direct Benefit Transfer scheme would be rolled out throughout the country. The scheme is barely a year old. Money is being transferred to beneficiaries under 27 identified schemes, including the National Social Assistance Programme (NSAP). A total of 54,20,114 transactions have been put through until 31.1.2014 and Rs. 628 crore has been transferred. Another sum of Rs.3,370 crore has been transferred to 2.1 crore LPG beneficiaries. The latter scheme has been put on hold for the time being pending resolution of some difficulties that have been pointed out. However, let me reiterate that the Government remains fully committed to Aadhaar under which 57 crore unique numbers have been issued so far and to opening bank accounts for all Aadhaar holders in order to promote financial inclusion. Who needs Aadhaar? It is those who are at the bottom of the pyramid, the poor, the migrant workers, the homeless, and the oppressed who need

Aadhaar, and we will ensure that they get Aadhaar. I have no doubt that in course of time even critics of Aadhaar will realise that Aadhaar is a tool of empowerment.

### **OVERVIEW OF THE INTERIM BUDGET**

#### **Plan and Non-Plan Expenditure**

I shall now give an overview of the interim Budget. In some years, we over-provide in the Budget. In those years savings are inevitable. Besides, if there is lower-than-expected-growth there will be lower-than-estimated-revenues as well. 2013-14 has been one such year. I am afraid, we will not be able to spend the budgeted plan expenditure, but non-plan expenditure will exceed the budget by a small amount.

In order to sustain the pace of plan expenditure, I have decided to keep plan expenditure in 2014-15 at the same level at which it was budgeted in 2013-14. I have provided 555,322 crore for plan expenditure. I am glad to inform the House that all the ministries/departments that run key flagship programmes of the UPA Government have been provided adequate funds. In all the following cases, I have provided in 2014-15 an amount equal to or higher than in the BE of 2013-14 and irrespective of the revised estimates for the year:

Ministry of Minority Affairs	..	Rs. 3,711 crore
Ministry of Tribal Affairs	..	Rs. 4,379 crore
Ministry of Housing & Poverty Alleviation	..	Rs. 6,000 crore
Ministry of Social Justice & Empowerment	..	Rs. 6,730 crore
Ministry of Panchayati Raj	..	Rs. 7,000 crore
Ministry of Drinking Water & Sanitation	..	Rs.15,260 crore
Ministry of Women & Child Development	..	Rs. 21,000 crore
Ministry of Health & Family Welfare	..	Rs. 33,725 crore
Ministry of Human Resource Development	..	Rs. 67,398 crore
Ministry of Rural Development	..	Rs. 82,202 crore

## Railways

My colleague, the Minister of Railways, presented the Railway Budget a few days ago. Budgetary support to Railways has been increased from Rs.26,000 crore in BE 2013-14 to Rs.29,000 crore in 2014-15. Railways need to mobilise huge resources through market borrowing and private public partnership (PPP) schemes. It is proposed to identify new instruments and new mechanisms to raise funds for railway projects.

## SC Sub-Plan and Tribal Sub-Plan, Gender Budget and Child Budget

Hon'ble Members will be happy to know that I propose to allocate Rs.48,638 crore to the scheduled caste sub-plan and Rs.30,726 crore to the tribal sub-plan. They will also be happy to find that the gender budget has Rs.97,533 crore and the child budget has Rs.81,024 crore.

I am confident that there will be no cause for complaint. If there are any shortcomings, they can be addressed when the regular budget is presented. There is enough flexibility in the expenditure budget to make necessary changes in the allocations within the overall resource envelope.

Non-plan expenditure in 2014-15 is estimated at Rs.12,07,892 crore. Of this, the expenditure on subsidies for food, fertilizer and fuel will be Rs.246,397 crore. This is slightly more than the revised estimate of Rs.245,452 crore in 2013-14. For fuel subsidy, I have provided Rs.65,000 crore. We have, this year, absorbed the rollover of Rs.45,000 crore from the fourth quarter of 2012-13 and we will rollover only Rs.35,000 crore from the fourth quarter of this year into the next year. Rs. 115,000 crore has been allocated for food subsidy keeping in mind our Government's firm and irrevocable commitment to implement the National Food Security Act throughout the country.

## Defence

The allocation for defence has been enhanced by 10 percent from Rs.203,672 crore in BE 2013-14 to Rs. 224,000 crore in 2014-15.

## One Rank One Pension

Hon'ble Members are aware of the long standing demand of the Defence Services for One Rank One Pension (OROP). It is an emotive issue, it has legal implications, and it has to be handled with great sensitivity.

During the tenure of the UPA Governments, changes in the pension rules applicable to the defence services were notified on three occasions in 2006, 2010 and 2013. As a result, the gap between pre-2006 retirees and post-2006 retirees has been closed in four ranks (subject to some anomalies that are being addressed): Havildar, Naib Subedar, Subedar and Subedar Major. There is still a small gap in the ranks of Sepoy and Naik and a gap in the ranks of Major and above. We need a young fighting force, we need young jawans, and we need young officers. We also need to take care of those who served in the defence forces only for a limited number of years. Government has therefore decided to walk the last mile and close the gap for all retirees in all ranks. I am happy to announce that Government has accepted the principle of One Rank One Pension for the defence forces. This decision will be implemented prospectively from the financial year 2014-15. The requirement for 2014-15 is estimated at Rs.500 crore and, as an earnest of the UPA Government's commitment, I propose to transfer a sum of Rs.500 crore to the Defence Pension Account in the current financial year itself.

## Central Armed Police Forces

A modernisation plan at a cost of Rs. 11,009 crore has been approved to strengthen the capacity of Central Armed Police Forces and to provide them state-of-the-art equipment and technology. Funds have been provided in the current financial year and for the next year.

## FINANCIAL SECTOR

### Banking

Hon'ble Members, the announcements that I made concerning the financial sector in the Budget speech of February 2013 have been, or are being, implemented. In 2014-15, I propose to provide Rs. 11,200 crore for capital infusion in public sector banks. They have opened 5,207 branches so far, against the target of 8,023 branches, and are near the goal of installing an ATM at every branch. The Bharatiya Mahila Bank was inaugurated on 19.11.2013. Rs.6,000 crore was provided to the Rural Housing Fund and Rs.2,000 crore to the Urban Housing Fund.

Banks are under strain owing to rising non-performing assets. Bankers have assured me that as the economy turns they will be able to contain the NPAs, recover more loans, and build healthier balance sheets.

Meanwhile, I cannot fail to acknowledge the yeomen service rendered by our banks in reaching Government's

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policies and programmes to the people. This year, banks will exceed the target of Rs.700,000 crore of agricultural credit. I am therefore encouraged to set a target of Rs.800,000 crore for 2014-15. Hon'ble Members will recall that an interest subvention scheme was introduced in 2006-07. There is a subvention of 2 percent and an incentive of 3 percent for prompt payment, thus reducing the effective rate of interest on farm loans to 4 percent. So far, Rs.23,924 crore has been released under the scheme. I propose to continue the scheme in 2014-15.

### **Credit to Minority Communities**

Ten years ago, the minorities had 14,15,000 bank accounts in 121 districts of India where there is a concentration of minorities. At the end of March, 2013, they had 43,52,000 accounts and the volume of lending had soared from Rs.4,000 crore to Rs.66,500 crore. Loans to minority communities in the whole country stood at Rs. 211,451 crore at the end of December 2013.

### **Self Help Groups**

Ten years ago, only 9,71,182 women Self-Help Groups had been credit linked to banks. At the end of December 2013, 41,16,000 women SHGs had been provided credit and the outstanding amount of credit was Rs. 36,893 crore.

### **Education Loans**

Ten years ago, only a few thousand students - mostly the well-connected - got education loans. At the end of December 2013, public sector banks had 25,70,254 student loan accounts and the amount outstanding was Rs.57,700 crore.

Hon'ble Members will recall that my predecessor, Shri Pranab Mukherjee, had, in the Budget of 2009-10, introduced the Central Scheme for Interest Subsidy (CSIS) in respect of education loans disbursed after 1.4.2009 under which Government took over the burden of interest for the duration of the period of study and a little beyond. The scheme brought great cheer to student-borrowers and their families. However, I have noticed a sense of discrimination among students who had borrowed before 31.3.2009, struggled to pay interest during the period of study, and continued to service the loans afterwards. I think they deserve some relief. I therefore propose a moratorium period for all education loans taken up to 31.3.2009 and outstanding on 31.12.2013. Government will take over the liability for outstanding interest as on 31.12.2013, but the borrower would have to pay interest

for the period after 1.1.2014. It is estimated that nearly 9 lakh student borrowers will benefit to the tune of approximately Rs.2,600 crore. I intend to provide the funds in the current financial year itself. Accordingly, a sum of Rs.2,600 crore will be transferred to the Canara Bank, the designated CSIS banker. Details of the scheme will be announced shortly.

11.52 hrs.

*At this stage, Shri Sudip Bandopadhyay, Shri P. Kumar and some other hon. Members came and stood on the floor near the Table.*

SHRI SUDIP BANDYOPADHYAY (Kolkata Uttar) :  
What about moratorium to the State of West Bengal?  
...(Interruptions)

SHRI P. CHIDAMBARAM:

### **Insurance**

This year, Life Insurance Corporation has opened 1,252 offices and the four public sector general insurance companies have opened 1,849 offices in towns with a population of 10,000 or more to serve peri-urban and rural areas. They are moving steadily to achieve the goals set for them.

### **Financial Markets**

A number of steps have been envisaged to deepen the Indian financial markets. Among them are

- To comprehensively revamp the ADR/GDR scheme and enlarge the scope of Depository Receipts;
- To liberalise the rupee-denominated corporate bond market;
- To deepen and strengthen the currency derivatives market to enable Indian companies to fully hedge against foreign currency risks;
- To create one record for all financial assets of every individual;
- To enable smoother clearing and settlement for international investors looking to invest in Indian bonds.

### **Commodity Derivatives Market**

Hon'ble Members will recall the payment crisis in the National Spot Exchange Limited (NSEL). Following

the transfer of the subject to the Ministry of Finance, swift action was taken to sequester NSEL and to ensure there was no spill over of the crisis to the other regulated segments of the financial market. I propose to amend the Forward Contracts (Regulation) Act to strengthen the regulatory framework of the commodity derivatives market.

### Key Pending Bills

I regret to record my disappointment that the Insurance Laws (Amendment) Bill and the Securities Laws (Amendment) Bill have not been passed by Parliament for reasons that have nothing to do with the merits of the Bills.

### Public Debt Management Agency

Pursuant to the announcement in the Budget speech of 2011-12, Government is ready with the Public Debt Management Agency Bill. Following precedent, it is proposed to establish a non-statutory PDMA that can begin work in 2014-15.

### A Vision for the Future

Madam Speaker, I now wish to look forward and outline a vision for the future.

I wonder how many have noted the fact that India's economy, in terms of the size of its GDP, is the 11th largest in the world. There are great things in store. There is a well-argued view that in the next three decades India's nominal GDP will take the country to the third rank after the US and China. Just as the fortunes of the developed countries affect the emerging economies today, the fortunes of China and India will, in the future, have a significant impact on the rest of the world. We therefore owe a responsibility not only to ourselves but to the whole world to keep our economy in robust health.

The UPA Government has a clear line of sight to the goals that we have set for ourselves. I have broken down the steps toward those goals into tasks that must be undertaken by the Government of the day. I crave your leave to identify ten such tasks:

- i. **Fiscal Consolidation:** We must achieve the target of fiscal deficit of 3 percent of GDP by 2016-17, and remain below the level always.
- ii. **Current Account Deficit:** Since we will run a Current Account Deficit every year for some more years, it can be financed only by foreign investment, whether it is FDI or FII or ECB or

any other kind of foreign inflow. Hence, there is no room for any aversion to foreign investment.

- iii. **Price Stability and Growth:** In a developing economy we must accept that when our aim is high growth there will be a moderate level of inflation. RBI must strike a balance between price stability and growth while formulating monetary policy.
- iv. **Financial Sector Reforms:** The recommendations of the Financial Sector Legislative Reforms Commission that require no change in legislation must be implemented immediately and, for the other recommendations, we must draw a timetable for passing legislation.
- v. **Infrastructure:** We must rebuild our infrastructure and add a huge quantity of new infrastructure. Every proven model must be adopted and the PPP model must be more widely used. New financing structures must be created for long term funds and pooling of investments.
- vi. **Manufacturing:** We must focus on manufacturing and especially on manufacturing for export. I propose that all taxes, Central and State, that go into an exported product should be waived or rebated. I also propose that there should be a minimum tariff protection so that there is an incentive to manufacture goods in India rather than import them into India.
- vii. **Subsidies:** Given the limited resources, and the many claims on the resources, we must choose the subsidies that are absolutely necessary and give them only to the absolutely deserving.
- viii. **Urbanisation:** Our cities will become ungovernable, and perhaps unliveable, if we do not address the decay in our cities. Cities have wealth, cities also create wealth. That wealth should be tapped for resources to rebuild the cities with a new model of governance.
- ix. **Skill Development:** Skill development must rank alongside secondary education, university education, total sanitation and universal health care in the priorities of the Government.

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- x. **Sharing responsibility between States and Centre:** States have the fiscal space to bear a reasonable proportion of the financial costs of implementing flagship programmes and must willingly do so, so that the Central Government can allocate more resources for subjects such as defence, railways, national highways and telecommunications that are its exclusive responsibility.

## REVENUES

### GST and DTC

Revenues are of paramount importance. The best source of revenue is taxes and for that we need modern tax laws. I am disappointed that we have not yet been able to introduce GST. I leave it to you to answer the question, who blocked the GST when an agreement on the game-changing tax reform was around the corner? We have also got ready a Direct Taxes Code that will serve us for at least the next twenty years. I intend to place it on the website for a public discussion without partisanship or acrimony. I appeal to all political parties to resolve to pass the GST laws and the DTC in 72014-15.

### Funding Scientific Research

Our Government has passionately espoused the cause of science, promoted scientific research, and supported scientific applications and inventions. The Income-tax Act allows deductions for expenditure on scientific research, but it is limited to direct funding. We have reflected on a new approach to funding scientific research. I therefore propose to set up a Research Funding Organisation that will fund research projects selected through a competitive process. Contributions to that organisation will be eligible for tax benefits. This will require legislative changes which can be introduced at the time of the regular Budget.

### Off-shore Accounts

There has been much debate on illegal off-shore accounts held by Indians. Investigations into such accounts were launched in 2011. Despite several hurdles in obtaining evidence from the countries concerned, the Government has succeeded, through alternative methods and special efforts, in obtaining information in 67 cases and action is underway to determine the tax liability as

well as impose penalty. Prosecutions for wilful tax evasion have been launched in 17 other cases. More enquiries have been initiated into accounts reportedly held by Indian entities in no tax or low tax jurisdictions.

### Changes in Tax Rates

In keeping with the conventions, I do not propose to make any announcements regarding changes to the tax laws. However, the current economic situation demands some interventions that cannot wait for the regular Budget. In particular, the manufacturing sector needs an immediate boost. Hence, I propose the following changes in some indirect tax rates:

- (i) To stimulate growth in the capital goods and consumer non-durables, I propose to reduce the excise duty from 12 percent to 10 percent on all goods falling under chapter 84 and chapter 85 of the Schedule to the Central Excise Tariff Act for the period up to 30.6.2014. The rates can be reviewed at the time of the regular Budget.
- (ii) To give relief to the automobile industry which is registering unprecedented negative growth, I propose to reduce the excise duty as follows for the period up to 30.6.2014:

Small cars, motor cycles, scooters and commercial vehicles	} from 12% to 8%
SUVs	} from 30% to 24%
Large and mid-segment cars	} from 27/24% to 24/20%

Consequently, I propose to make appropriate reductions in the excise duty on chassis and trailers.

The rates can be reviewed at the time of the regular Budget.

- (iii) To encourage domestic production of mobile handsets (which has declined) and reduce the dependence on imports (which have increased), I propose to restructure the excise duties for all categories of mobile handsets. The rates will be 6 percent with CENVAT credit or 1 percent without CENVAT credit.
- (iv) To encourage domestic production of soaps and oleo chemicals, I propose to rationalise

the customs duty structure on non-edible grade industrial oils and its fractions, fatty acids and fatty alcohols at 7.5 percent.

- (v) To encourage domestic production of specified road construction machinery, I propose to withdraw the exemption from CVD on similar imported machinery.
- (vi) To encourage indigenous production of security paper for printing currency notes, I propose to provide a concessional customs duty of 5 percent on capital goods imported by the Bank Note Paper Mill India Private Limited.

I also propose to give relief from service tax in two cases.

- (i) By virtue of the definition of 'agricultural produce' in Finance Act 2012, read with the Negative List, storage or warehousing of paddy was excluded from the levy of service tax. Rice was not. The distinction is somewhat artificial. Hence, I propose to exempt loading, unloading, packing, storage and warehousing of rice from service tax.
- (ii) Ministry of Health and Family Welfare has requested that services provided by cord blood banks are also healthcare services and should be exempt from service tax. I propose to accept the request.

Notifications in respect of the above changes will be issued today.

#### **BUDGET ESTIMATE**

I shall now present the Budget Estimates for 2014-15.

The current financial year will end on a satisfactory note with the fiscal deficit at 4.6 percent (below the red line of 4.8 percent) and the revenue deficit at 3.3 percent.

Emboldened by the progress made, I have budgeted for receipts and expenditure in 2014-15 that will leave a fiscal deficit of 4.1 percent, which will be below the target set by the new fiscal consolidation path. Revenue deficit is estimated at 3.0 percent.

The estimate of plan expenditure is Rs.555,322 crore. Non-plan expenditure is estimated at Rs. 12,07,892 crore.

12.03 hrs.

*At this stage, Shri Kalyan Banerjee, Shri P. Kumar and some other hon. Members went back to their seats.*

#### **Conclusion**

Madam Speaker, Jean Dreze and Amartya Sen have pointed out that "India was the first non-Western country - and also the first poor country in the world -to commit itself to a resolutely democratic way of governance." Democracy acknowledges diversity, respects dissent, encourages debate, and decides through a government of elected representatives. Neither populism nor majoritarianism nor individualism is an alternative way of governance.

Our way of governance has not come in the way of lifting 140 million people out of poverty in the last ten years. That is the greatest achievement of the UPA I and II Governments, and we are proud of the achievement.

In the ten years that I have been in the North Block, I have received the wise counsel and full support from the hon. Prime Minister of India and from the Chairperson of the UPA and I thank them. ...*(Interruptions)* I have received support from my colleagues and from all the Members of Parliament. I thank them. I have seen the best of times and difficult times. But never did I lose faith in Jawaharlal Nehru's idea of India that, in the words of Sunil Khilnani, "sought to coordinate within the form of a modern state a variety of values: democracy, religious tolerance, economic development and cultural pluralism." It is with that faith that I shall remain on the bridge until the day when, I am sure, the people of India will entrust the responsibility to a hand that will hold the "sceptre swayed with equity." Let me sign off with the couplet from the sage, Thiruvalluvar:

*"Vel Anru Venri Tharuvathu Mannavan  
Kol Athuvoom Kodaathu Enin."*

*(Not the spear but sceptre swayed with equity  
Alone gives the ruler victory.)*

Madam Speaker, with these words I commend the Interim Budget to the House.

[Placed in Library. See No. L.T. 10814/15/10]

12.06 hrs.

STATEMENTS RE: (I) MACRO-ECONOMIC FRAMEWORK; (II) MEDIUM-TERM FISCAL POLICY AND (III) FISCAL POLICY STRATEGY\*

[English]

THE MINISTER OF FINANCE (SHRI P. CHIDAMBARAM): Madam, I beg to lay on the Table the following Statements under Section 3 (1) of the Fiscal Responsibility and Budget Management (FRBM) Act, 2003:—

- (i) Macro-Economic Framework Statement;
- (ii) Medium-Term Fiscal Policy Statement; and
- (iii) Fiscal Policy Strategy Statement.

12.07 hrs.

FINANCE BILL, 2014\*\*

THE MINISTER OF FINANCE (SHRI P. CHIDAMBARAM): I beg to move for leave to introduce a Bill to continue the existing rates of income-tax for the financial year 2014-15.

MADAM SPEAKER: The question is:

"That leave be granted to introduce a Bill to continue the existing rates of income-tax for the financial year 2014-15."

*The motion was adopted.*

SHRI P. CHIDAMBARAM: I introduce\*\*\* the Bill.

MADAM SPEAKER: The Finance Bill has been introduced.

12.07½ hrs.

DEMANDS FOR SUPPLEMENTARY GRANTS (GENERAL), 2013-14

THE MINISTER OF FINANCE (SHRI P. CHIDAMBARAM): I beg to present a Statement (Hindi and English versions) showing the Supplementary

\*Laid on the Table and also placed in Library. See No. L.T. 10815/15/14

\*\*Published in the Gazettee of India, Extraordinary, Part-II Section-2 dated - 17.02.2014

\*\*\*Introduced with the Recommendation of the President.

Demands for Grants in respect of the Budget (General) for 2013-2014.

[Placed in Library. See No. L.T. 10816/15/10]

...(Interruptions)

12.08 hrs.

MATTERS UNDER RULE 377\*

[English]

MADAM SPEAKER: Hon. Members, the Matters under Rule 377 listed for the day shall be laid on the Table of the House. Hon. Members may personally hand over slips at the Table immediately as per the usual practice.

- (i) **Need to review the recommendations of Dr. Kasturirangan Report on Western Ghats**

SHRI K. JAYAPRAKASH HEGDE (Udupi-Chickmagalur): The attempt at implementation of the Kasturirangan Report has resulted in adverse reactions across the various concerned states. There have been cases of violent outbursts by the people who have been living in the Western Ghats. The recommendations in the Report have drawn criticism from various corners of society. In this context it is pertinent to re-examine the proposals and refine the policy that must be implemented for the protection and conservation of the Western Ghats, not compromising on the rights of the people nor destroying the rich biodiversity of the region and endanger its pristine environment.

Highlighting one of the main problems of the recommendations is the disregard for the local community and tribal population. Establishment of no man zones without adequate verification and survey of the land has resulted in homes and livelihoods of many people getting affected. The striking contrast in the Kasturirangan Report vis-a-vis recommendations of Madhav Gadgil led Western Ghats Ecology Expert Panel has drawn strong criticism and requires examination. Any attempt to implement the Kasturirangan Report in toto without considerations of the local people and their needs should not take place and I urge the Government to consider adopting the recommendations only after tailoring the policy to suit the needs of the people living in this region. The local people

\*Treated as laid on the Table.



should also be consulted in order to protect and preserve the rich biodiversity of the Western Ghats.

- (ii) **Need to make reporting of lost electronic communication devices in police stations mandatory in order to prevent their misuse by anti-social elements**

[*Translation*]

SHRI P.L. PUNIA (Barabanki) : I would like to attract the attention of the Government towards the lost mobiles, laptops, I pad, etc. Thousands of these items get stolen daily. As per a survey, only about 35 percent of people report the matter to the police. These equipments are feared to be misused by miscreants, this is a possibility which always remains in our minds. These lost equipments have been recovered from the spot of theft/dacoity and terrorism incidents, several times. People do not report the matter to the Police as they do not make any effort to trace out these lost or stolen equipment. Even if police is successful in tracing out, it is limited to merely 1 or 2 percent.

Therefore, I request the Government to make reporting of lost electronic communication devices to police mandatory so that these can be recovered at the earliest on the basis of I.M.E.I number, thus eliminating any possibility of their misuse.

- (iii) **Need to transfer the land by Air Force to Maharashtra Airport Development Company for implementation of Multi Modal International Passenger and Cargo Hub Airport at Nagpur, Maharashtra**

[*English*]

SHRI VILAS MUTTEMWAR (Nagpur): I wish to raise a very important subject relating to the implementation of Multi Modal International Passenger and Cargo Hub Airport at Nagpur (MIHAN project). The Government of Maharashtra undertook the prestigious project of re-development of Nagpur airport into a Multi Modal International Passenger and Cargo Hub Airport along with a Multi Product SEZ. There were some impediments in the smooth implementation of this project owing to the reallocation of land between MIHAN and the Gajraj project of Indian Air Force (IAF) which is contiguous to the MIHAN project. Therefore, after prolonged discussions it was agreed that 278 hectares of land which was in the possession of IAF would be required for the re-development of MIHAN. IAF agreed to handover the land to Maharashtra Airport Development Company (MADC)

in exchange of equal amount of land to be given by MADC at one place in the vicinity of Gajraj project. MADC also agreed to provide additional 122 hectares of land at the same place in addition to 278 hectares of land to IAF. A Memorandum of Understanding (MOU) in this regard was signed among the IAF, MADC and Airports Authority of India in 2009. The 278 hectares of land is falling within the MIHAN project area—161 hectares of land outside the boundary and 117 hectares of land within the boundary of the existing airport. The land is required immediately for the proper development and expeditious completion of the airport.

All related formalities for the transfer of the land among MADC, IAF and Airports Authority of India have been completed long back but unfortunately the transfer of land has not been executed in accordance with the MOU which is hampering the implementation of this prestigious project. I would, therefore, strongly urge upon the Government that necessary steps be taken immediately to transfer 278 hectares of land by IAF to MADC so that the work on this project is not further delayed.

- (iv) **Need to fix remunerative prices of farm produce in the country**

[*Translation*]

SHRI GOPAL SINGH SHEKHAWAT (Rajsamand) : Rajasthan is a State which is dependent on agriculture. Major part of the population of this State is dependent on agriculture and animal husbandry. It is strange that farmer is losing interest in agriculture while his life is constantly becoming worse. The main reason behind it is that agriculture is continuously proving to be a non-profitable business and the production cost of crops grown by farmers is constantly going up. In the absence of a justified support price the farmer is facing crisis regularly and is trapped in the burden of debt.

Therefore, I would request the Government to fix remunerative support prices of farm produce in the country.

- (v) **Need for industrial development in vacant land in Cheyyar, Tamil Nadu**

[*English*]

SHRI M. KRISHNASSWAMY (Arani): I would like to draw attention of the Government regarding the need to set up more industries and other micro, small & medium scale enterprises in Cheyyar which falls in my Arani Parliamentary Constituency.

In this regard, I would like to state that Cheyyar town in Thruvannamalai District is about 90 kms. from Chennai and 18 kms. from Kancheepuram and started industrialization following the establishment of the industrial complex by the State Industries Promotion Corporation of Tamil Nadu (SIPCOT). The land of around 700 acres has been acquired by the Government of Tamil Nadu under Special Economic Zone purpose in which one Lotus Shoe Company has come up and around 7000 to 8000 people are working in the said company and another company Ashok Leyland's sister concern has also come up in the area. Despite the setting up of two major companies in Cheyyar under SIPCOT, there is still plenty of vacant land which was acquired by the Government and unallotted land is lying vacant and has good scope for further enhancement of industrialization in Cheyyar.

To make use of such vacant land, the same may be allotted to some industries or micro enterprises for its maximum utilisation and generation of employment. Since the investment hot-spots such as Sriperumbudur and Oragadam have become overcrowded, Cheyyar has become an alternative choice for investment for industrial purpose. No doubt, SIPCOT's role in assisting the industrialization in the State is not only quantitative but also qualitative.

In view of the above situation, I request the Government, to intervene and take steps for further industrial development in vacant land in Cheyyar in the interest of the general public.

**(vi) Need to provide financial assistance for setting up a new phenol and acetone plant in Hindustan Organic Chemicals Limited, Kochi in Kerala**

SHRI K. P. DHANAPALAN (Chalaky): Kochi Unit of Hindustan Organic Chemicals Limited (HOCL) started its operations in the year 1987 and has so far made an accumulated net profit of around Rs.766 crores. However, during 2012-13, it incurred a loss of Rs. 36 crores and during 2013-14 up to September incurred a loss of Rs.27 crores. One of the major factors which contributed to the loss is the withdrawal of anti dumping duty on import of Phenol. Second reason is the increase in price of raw materials to the extent of 30-40% compared to the previous year. It is pointed out that the HOCL is facing serious crisis due to large scale dumping of Phenol and Acetone originating from USA, Korea and Taiwan. At the same time, the Rasayani Unit of the HOCL is continuously

incurring losses since 1996-97 and it is to the extent of Rs. 1303 crore mainly because of the sub optimal capacity of the plants and higher manpower costs and overheads. In the year 2012-13, an amount of Rs.48 crore was transferred from collection of Kochi Unit to Rasayani Unit for payment of raw materials, salaries etc.and another 10 crore for payment of bond interest and bond issue expenses. All these led to accumulation of dues payable to BPCL (KR) for expenses of raw materials to the tune of Rs. 82 crores and the BPCL restricted the supply which resulted in intermittent shut down leading to low capacity utilisation which is 35% in 2013-14.

The outcome of all this is high cost of production and stock out situation of products and the firm lost many customers. In order to reduce the cost of production of Phenol and Acetone and to become competitive in the market, the only way is to set up a new phenol/acetone plant of world class size with latest technology. The estimated cost of such a new project is approximately at Rs. 1200 crore. For this HOCL Kochi Unit requires funding/ Budgetary support from Government of India. Besides as an immediate relief, a soft loan of Rs. 90 crore may be granted for working capital for Kochi Unit. Also anti dumping duty may be imposed on the import of Phenol and Acetone immediately. Hence I request the Government to consider the above requirements of Hindustan Organic Chemicals Limited so as to save it from the present crisis.

**(vii) Need to carve out a separate State of Vidarbha from Maharashtra**

*[Translation]*

SHRI HANSRAJ G. AHIR (Chandrapur) : Vidarbha region has remained undeveloped even after 50 years of creation of united Maharashtra which included Vidarbha also. Vidarbha remains backward even though it has ample mining wealth, large area under forests and rivers which flow throughout the year. The Fazal Ali Commission constituted in 1962 had supported the demand for a separate Vidarbha. Despite the constitution of Vidarbha Vaidhanik Vikas Mandal to fight the backwardness of Vidarbha, its area which remains undeveloped is constantly on the rise because of its inequitable allotment. Today, the farmer of Vidarbha stands a frustrated lot and they are committing suicide. Today, Vidarbha is known as a suicide-prone area. Vidarbha produces Cotton. However, the cotton mills are located in Mumbai and Western Maharashtra. Presently Vidarbha generates 4300 mega watt power, but the cities and villages of Vidarbha remain without power supply for 12 to 16 hours. The Nagpur

Agreement executed while joining Maharashtra is not being complied with. This is leading to growing dissatisfaction among the people of Vidharbha. They feel cheated. There has been a constant demand of forming a separate Vidarbha State for the last 50 years. Vidarbha can develop itself on its own after formation of a separate Vidarbha State. Mass movement is continuing for the formation of a separate Vidarbha State. Central Government has granted formation of a separate Telangna. Vidarbha lies next to it and the demand for its separate formation was old. Keeping it in mind, the Central Government should also clear the formation of a separate Vidarbha State. The way the NDA Government cleared the formation of Jharkhand, Chhattisgarh and Uttarakhand during its tenure, we demand immediate action from the Central Government for formation of a separate Vidarbha State on the lines it was done by N.D.A. Government.

**(viii) Need to review the policy for small and medium enterprises**

SHRIMATI JAYSHREEBEN PATEL (Mahesana): After independence Government ruled the country in the name of Bapuji (Gandhi ji), Socialism and Poverty and now in the name of Common man. However small and medium industries failed to get the priority from the Government. The main reasons of it are (1) High interest rate which is a hindrance in progress; (2) Non-compliance by the Banks of the guidelines issued by Reserve Bank; (3) Undue delay in clearing loans without any rhyme or reason; (4) Complicated loan advancing procedure; (5) Delay in transactions in the absence of documents. These factors are the cause of doom of small and medium industries. In fact poverty can only be alliviated by extending economic support to small scale industries.

Therefore, I would request the Government to review the policy for small and medium industries and formulates an assistance policy to save these dying industries.

**(ix) Need to permit mining activity in Goa**

SHRI GANESH SINGH (Satna) : I would like to draw the attention of the Government towards the ban imposed on mining in Goa. The Report of Shah Commission was tabled in the House in September 2012 and all the Mining activities and mining industries in Goa were subjected to suspension of activities by the Government of Goa and Union Ministry as a follow up action on that report. The Supreme Court had also approved the restriction in October, 2012 with regard to the mines that were lying closed.

In the Shah commission Report it was alleged that the State Government had shown a loss of Rs. 35000 crores due to mining activities outside the mining lease whereas the survey carried out on the lines suggested by the Commission revealed that there was no such loss. Recently, Hon. Chief Minister of Goa has declared that the Government have earned Rs. 235 crore from leasing out land which lies outside the mining companies jurisdiction legally. It is so because the mining companies and the State Government were preparing to seek Government clearance for mining.

The Ministry of environment has not so far notified any ecologically sensitive area in Goa, while this fact also cannot be digested that mining activities was not undertaken in this area without the permission from wildlife authorities. Besides this, the Shah Commission has alleged that the report that was submitted by the State Government to the Supreme Court claimed that not even one mining activity was undertaken in any of the wildlife sanctuaries.

Therefore, I would urge that the lease holders who are awaiting restoration of environment clearance should be immediately permitted to start mining activities. Some 100000 dependents stand to benefit as a result of lifting the ban on mining.

**(x) Need to undertake measure for social, economic and educational upliftment of backward people belonging to seventeen castes in Uttar Pradesh**

SHRI RADHE MOHAN SINGH (Ghazipur): The socio-economic and educational condition of the 17 (Seventeen) Communities which include Rajbhar, Bind, Kewat, Mallah, Pal, Prajapati, etc. is most pitiable. They are far from development though they played a leading role in the freedom struggle. Still they were left behind in the race of development after 1947. Half of these communities are still frustrated and disappointed. In fact, the condition of these communities is worse than the Scheduled Castes. These communities will remain deprived of the development forever if Government of India fails to pay timely attention in this direction. This State of affairs would be grossly against the concept of socialism enshrined in the Indian Constitution.

Therefore, this matter needs to be discussed in the House and a committee should be constituted to study the socio-economic and educational condition of these communities with a view to do justice to them.

- (xi) **Need to provide immediate compensation to land oustees whose lands have been acquired for four-laning of NH 57 in Madhubani district, Bihar as part of East-West Corridor**

*[Translation]*

SHRI MANGANI LAL MANDAL (Jhanjharpur) : No proper compensation has been given to most of land holders till now. Their land was acquired for constructing fourth lane of NH-57 in Bihar on East-West Corridor by National highway Authority under Road Transport and Highways Ministry. Particularly, this problem is more acute in district Madhubani. There are many land holders in Bhutha, Narhia Bazar, Fulpras Bazar, Brahmpur Bazar, Khopa, Sangram Bazar in Madhubani district and including Arania and upto Sakri. Even after reasonable decision taken by arbitration and after that order being passed by the competent Authority and judgement given by hon'ble High Court, Patna payment of compensation is lying pending. The land holders are a dejected lab as their trade, business and residences have been ruined and they are running from pillar to post. In addition to that, the most difficult situation is that the important Bazar, cross roads and crossings situated from Bhutha Chowk to Sakri, Sub Lanes, underpasses, road over bridges and service lanes on both sides have not been made till now which causes frequent accidents there. Though the construction work of NH-57 has yet not been completed, there are missing links at many places between Kosi Bridge and Farbisganj. The old bridges between Darbhanga and Muzaffarpur which were not made according to fixed standards have become dilapidated due to their merger in fourth lane causing traffic congestion.

Therefore, I would like to draw the attention of the Government for taking immediate action in this regard.

- (xii) **Need to take steps to withdraw the proposed ban on arecanut in the country and also declare a rehabilitation package for the arecanut growers**

*[English]*

SHRI P. KARUNAKARAN (Kasargod): The Union Health Ministry had submitted an affidavit before the Supreme Court recently which may lead to ban on arecanut in the country. Kerala and Karnataka are the largest producers of arecanut with 24% and 47% respectively. In my parliamentary constituency maximum

i.e. 65% of high quality arecanut is produced. Six States are producers of arecanut and it contributes crores of rupees towards our economy. Ban on arecanut will worsen the situation by affecting the individual farmers as well as the producer States. Already the condition of arecanut farmers is very pathetic due to crop loss, diseases and fluctuating market price. Thousands of them are in debt trap and many cases of suicide are also being reported. Now when it is time to declare rehabilitation package to save the poor farmers, the Government on the contrary intends to ban the arecanut. Centre should withdraw the said affidavit which is against these farmers especially from Kerala and Karnataka. A special rehabilitation package should be declared by the Central Government for the arecanut growers and method to make value added products from arecanut should be found out.

- (xiii) **Need to take necessary steps to expedite the completion of gauge conversion work of railway lines between Dindigul and Palakkad via Pollachi and between Pollachi and Pothanur**

SHRI K. SUGUMAR (Pollachi): The gauge conversion work of railway lines between Dindigul and Palakkad via Pollachi and between Pollachi and Pothanur are in progress. The conversion work started in the year 2007 and not yet completed after a lapse of seven years. More than 95 percent work has been completed in the gauge conversion between Dindigul and Pollachi and 80 percent of work between Pollachi and Pothanur. The reason for the non-completion of the remaining work is non-payment of nearly Rs. 40 crores to the contractor. If the balance amount is paid to the contractor, the work will be completed within a period of one month.

Due to the non-completion of remaining 5 percent of gauge conversion, people are facing untold sufferings. I request the Ministry of Railways to take immediate action to complete the remaining part of the gauge conversion work on the above routes at the earliest.

- (xiv) **Need to start work of four laning of National Highway on Baxar-Ara-Patna section and also expedite construction of a proposed bridge on Son river in Bihar**

SHRI JAGDANAND SINGH (Buxar) : The plan for converting Buxar-Ara-Patna National Highway in Bihar State from two lane to four lane is pending for so many years and work has also been allocated to the agency after approving tender. This has become the most sensitive issue for common people as the work has not been

started even after allocating the work two years ago. There is also a proposal for constructing a bridge on Son river on this National Highway. Due to non-availability of road and bridge there a big population of this part of Bihar is deprived of connectivity with Patna the Capital of Bihar and other parts of the State and they are facing problems of business and other matters.

As this work of renovation and converting this National Highway into four lane is lying pending and due to this the repair work of this road is also pending for long time and commutation on this road has also stopped.

Therefore, the Central Government is requested that the repair work of this road should be started immediately and this road may be converted into four lane and the proposed bridge on Son river should be constructed at the earliest.

**(xv) Need to accord recognition to Lingayat religion**

*[English]*

SHRI RAJU SHETTI (Hatkanangle): All of us know that Mahatma Basveshwar was the revolutionary saint and the founder of Lingayat Religion. The thought given by him in the same period was totally against the so called upper religion of the society. He also removed the inequality from the society. These valuable thoughts and writing of him always equally important compared with the thought even by Gautam Buddha and Bhagwan Mahavir. He himself want new path of religion based on the values taught by him. In this context the thoughts and beliefs differ from Hinduism. At present the population from Karnataka and Maharashtra particularly having very few numbers carried the thought and those belong to Lingayat Religion being a very few in number of the population the demand of these people was not considered by the Government. At this juncture the followers of this community went on agitation demanding recognition of Lingayat community as religion.

I request all the members of the House like Jainism and Buddhism, Lingayat community people may be recognised as the Lingayat religion who will help for preservation of the revolutionary thought of Mahatma Basveshwar for the foundation of healthier atmosphere among all the religion to strengthened the national spirit.

12.09 hrs.

**RESOLUTION RE: APPROVAL OF RECOMMENDATIONS IN SIXTH REPORT OF RAILWAY CONVENTION COMMITTEE**

*[English]*

THE MINISTER OF RAILWAYS AND MINISTER OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI MALLIKARJUN KHARGE): Madam, I beg to move the following Resolution:—

"That this House approves the recommendations contained in Paras 76, 77, 80, 81, 82, 83, 84, 85 and 86 of the Sixth Report of the Railway Convention Committee (2009), appointed to review the rate of dividend payable by the Railway Undertaking to General Revenues, etc., which was presented in both the Houses of Parliament on 8th May, 2013."

MADAM SPEAKER: Motion moved:

"That this House approves the recommendations contained in Paras 76, 77, 80, 81, 82, 83, 84, 85 and 86 of the Sixth Report of the Railway Convention Committee (2009), appointed to review the rate of dividend payable by the Railway Undertaking to General Revenues, etc., which was presented in both the Houses of Parliament on 8th May, 2013."

*...(Interruptions)*

MADAM SPEAKER: Hon. Members, we will have discussion on the Railways. Kindly go back to your seats. I would request all of you to kindly go back to your seats so that we have peace in the House. Let us not have anything else. It is something very important. Please go back to your seats. Let us have it peacefully. Please go back to your seats so that we have the Discussion on the Railways.

*...(Interruptions)*

MADAM SPEAKER: Please go back to your seats.

*...(Interruptions)*

*[Translation]*

MADAM SPEAKER: You please sit down, it will be better if debate on Railway Budget is done in a peaceful manner. All of you please sit down peacefully.

12.09½ hrs.

**ANNOUNCEMENT BY THE SPEAKER**

**Sending of slips for moving of cut motions**

[English]

MADAM SPEAKER: The House will now take up the Resolution relating to Railway Convention Committee, General Discussion on Interim Budget (Railways) for 2014-15, and discussion and voting on Demands for Grants on Account (Railways) for 2014-15 and Supplementary Demands for Grants (Railways) for 2013-14.

Hon. Members present in the House whose cut motions to the Demands for Grants on Account in respect of the Budget (Railways) for the year 2014-15 have been circulated may, if they desire to move their cut motions, send slips to the Table within 15 minutes indicating the serial numbers of the cut motions they would like to move. Only those cut motions, slips in respect of which are received at the Table within the stipulated time, will be treated as moved.

12.10 hrs.

**RESOLUTION RE: APPROVAL OF  
RECOMMENDATIONS IN SIXTH REPORT  
OF RAILWAY CONVENTION  
COMMITTEE AND CONTD.**

**INTERIM BUDGET (RAILWAYS), 2014-15 -  
GENERAL DISCUSSION**

[English]

MADAM SPEAKER: Now, we shall take up Item No. 30 to 33.

THE MINISTER OF RAILWAYS AND MINISTER OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI MALLIKARJUN KHARGE): I beg to move for ...*(Interruptions)*

MADAM SPEAKER: Mr. Minister, you have already moved the Resolution.

...*(Interruptions)*

MADAM SPEAKER: We start with Shri Arjun Meghwal.

...*(Interruptions)*

DR. M. THAMBIDURAI (Karur): Madam Speaker, bring the House to order. ...*(Interruptions)* Hon. Ministers are in the well of the House. ...*(Interruptions)*

MADAM SPEAKER: Nothing else will go on record.

...*(Interruptions)\**

[Translation]

MADAM SPEAKER: You please sit down. Meghwal ji, please speak.

...*(Interruptions)*

MADAM SPEAKER: Tambidurai ji, Please sit down. Don't do like this.

...*(Interruptions)*

SHRI ARJUN RAM MEGHWAL (Bikaner) : Madam Speaker, thank you very much. I would like to speak on Rail Budget 2014-15. I would like to say that the interim Rail Budget presented on 13th by the Railway Minister is prepared according to the representations received from hon'ble Members of Parliament and different organisations. I would like to say that while preparing Railway Budget, the hon'ble Railway Minister has ignored the Members of Parliament from the opposition. Only the demands of Members of Congress Party have been kept in mind and Members of opposition have been ignored. I have put a major demand before him. I come from Bikaner. There is no rail service between Bikaner and Bangalore. I requested him that there should be a train service between Bikaner and Bangalore. But he ignored that. In addition, I would like to say that Anoopgarh is not linked to Bikaner and there is a big demand of Defence Ministry that Anoopgarh should be linked with Bikaner. All their 14 proposals have come from Planning Commission after due approval. The proposal at serial no. 11 which is regarding Bikaner - Anoopgarh Rail line of 154 kilometers and a proposal of Rs. 707 crore for that is lying pending with them. Even then they have ignored the demand of Defence Ministry and also my demand that Bikaner-Anoopgarh Rail line should be declared. They have not done that also. Therefore, I would like to say, through you, that the interim Rail Budget presented by hon'ble Railway Minister is only for pleasing the people of Congress party. They have not accepted any demand of Members from opposition parties. Through you, I would like to put this blame on the Railway Ministry.

\*Not recorded.

Madam, I come from Rajasthan. I have seen this Budget. At para No. 18 of this Budget they have said about Dedicated Freight Corridor Project. This is a foreign funded project. This should be given priority. The Railway Ministry has never discussed it with Rajasthan Government and other Governments. They have casually said that they will do work of civil construction for 1000 Kilometer. I would like to say that Dedicated Freight Corridors for East and West both are very important for the Railways. They have just casually mentioned that they will under take 1000 Kilometer civil construction work. I would like to know when this will be completed? How much money will be invested in this? They have mentioned this in Para no. 18. ...*(Interruptions)* It is not the duty of Railway Ministry to casually declare this. ...*(Interruptions)* They should have mentioned as how much money will be invested. ...*(Interruptions)* and when it will be completed? ...*(Interruptions)* I would like to say that Dedicated Freight Corridor is a very important project for the Railways ...*(Interruptions)* This will provide a separate route for running freight trains ...*(Interruptions)* It will help in Industrial development and generate revenue for Railways, but they have not fixed any time limit. ...*(Interruptions)*

Madam, through you, I would like to say that they have casually announced this. ...*(Interruptions)* But they have not fixed time limit for that. ...*(Interruptions)*

Madam, they have not paid any attention to such an important project. ...*(Interruptions)*

Madam, secondly I would like to say that they have sanctioned many projects under PPP project. ...*(Interruptions)* But, how many PPP projects have been completed till now. ...*(Interruptions)* How many PPP projects have been sanctioned by the Railways. Out of those how many are successful? They have not mentioned about it. ...*(Interruptions)* I gave a suggestion to them that vast land is available with Railways. ...*(Interruptions)* If you properly utilize that land, the Railways will benefit much. ...*(Interruptions)* The land of Railways is being encroached upon on a large scale and that land is alongside Railway line. ...*(Interruptions)* If they do the farming of 'Ratanjot' (Bio-diesel) alongside Railway line, they will also get Bio-diesel. ...*(Interruptions)* then they will get biodiesel also and greenery will also be there. ...*(Interruptions)* I am talking about Jatropa. ...*(Interruptions)* Encroachment on the land nearby railway line would also be checked. ...*(Interruptions)* They had made an announcement to create a land bank.

...*(Interruptions)* When Mamata Di was the Minister, she had said that she would create a land bank in the Railways ...*(Interruptions)* and encroachment made on railway land will be removed. ...*(Interruptions)* then we had given this suggestion at that time but it has not been implemented. ...*(Interruptions)*

Madam, I would like to say one more thing. 587 projects have been announced by the Ministry of Railways. ...*(Interruptions)* I would like to know from the hon. Minister as to how many projects have been announced by the Ministry of Railways and at which stage of implementation do they stand? ...*(Interruptions)* It has also not been mentioned in the Railway Budget. ...*(Interruptions)* I say that they had made its announcement in a casual way and they while doing favour ...*(Interruptions)* accepted the proposals of the Members of Parliament from Congress. ...*(Interruptions)* and our proposal was ignored. ...*(Interruptions)*

MADAM SPEAKER : Hon. Member, please listen to me for one minute. Arjun Ram Meghwal ji, the House is very disturbed at this time and I see no possibility of peaceful functioning. Therefore, lay your rest of speech on the Table of the House. All the Hon. Member who want to speak may also do so.

...*(Interruptions)*

\*.\* SHRI ARJUN RAM MEGHWAL: I would like to give some suggestions on interim railway budget for 2014-15 relating to railway demand for grant.

1. Provision should be made in interim budget to carryout construction of R.U.B and F.O.B. through MNREGA for the benefit of rural people of the entire country.
2. In the budget for the year 2005-06, the Minister of Railways had announced a new railway line for connecting Anoopgarh with Shrikolayat, which has not been implemented so far. Therefore, construction of railway line announced by the Railway Minister should be expedited in this budget so that Anoopgarh could be connected with Bikaner headquarters which is important with a strategic point of view also. This demand is from army also.
3. Announcement should be made to operate direct line for connecting Ajmer with Bikaner by railway.

\*.\* This part of the Speech was laid on the Table.

[Shri Arjun Ram Meghwal]

4. Railway reservation centre was announced on the recommendation of Members of Parliament for which the recommendation was made by me to set up railway reservation centre at Shrikolayat (District Bikaner), should be set up.

12.18 hrs.

At this stage, Shrimati Botcha Jhansi Lakshmi came and stood on the floor near the Table.

SHRIMATI SUSHMA SWARAJ (Vidisha) : Madam, I have to say something. ...*(Interruptions)*

MADAM SPEAKER : What do you have to say.

...*(Interruptions)*

SHRIMATI SUSHMA SWARAJ : Madam, you have said many a times from the Chair that this is the last session of 15th Lok Sabha. ...*(Interruptions)*

MADAM SPEAKER : Yes.

...*(Interruptions)*

SHRIMATI SUSHMA SWARAJ : No other business can be transacted today, but at least discussion on Railway Budget and General Budget should be made. This we necessarily want. ...*(Interruptions)* Since Railway Budget is related to all the Members of Parliament and it is time of election, an atmosphere should be created in this session where Members could put forth the problems of their concerned Constituencies. ...*(Interruptions)* but, I do not understand how Ministers of Government themselves are creating hindrances. ...*(Interruptions)* The Prime Minister is present in the House and the Ministers of his Cabinet are standing in the well? ...*(Interruptions)* The Chairperson of Congress sitting in the House and the Members of Congress Party are creating hindrance. ...*(Interruptions)* that's why we want from you. ...*(Interruptions)* I would like to tell something to the Minister of Railways, I would like to tell about my Parliamentary constituency. ...*(Interruptions)* At least, you please tell these Ministers if they are standing they should keep quite. ...*(Interruptions)* I have to convey my point to the Minister of Railways. Kharge ji, you please listen one thing. ...*(Interruptions)* I had got a MEMU train introduced in my Parliamentary Constituency, Vidisha. ...*(Interruptions)* When your predecessor Shri Pawan Bansal was the Minister of Railways, MEMU train was introduced from

Bhopal to Bina. ...*(Interruptions)* I had realized then that I had given a very big gift to my Parliamentary Constituency. That train was carrying daily passengers and it used to take two and a half hour to reach Bina from Bhopal. At that time, I was given an old rack of MEMU and it was told that the same would be replaced within a month, but that rack has not been replaced till today and as a result this train runs not at the speed of MEMU but at the speed of a passenger train. MEMU train has no toilet facility and this train which should have reached in two and a half hour, takes five hours to reach. In the absence of toilet all the passengers have to face difficulty. They request me to withdraw this MEMU train and restore the earlier passenger train. I have no option but to bow my head with shame. Today, at the time of Railway budget, I request you that the facility which was provided to my Parliamentary Constituency should be continued by providing a new rake so that the people can consider this facility as a gift-for them and the facility which has become inconvenience should not prevail further. You should provide a new rake of MEMU so that daily passenger can reach Bina from Bhopal in two and a half hour. This train will take at least four rounds. We had requested that this train should be operated up to Hoshangabad instead of Bhopal. Today, I request you in this disturbed atmosphere too that the MEMU train which was provided to my constituency should be operated as a MEMU train only. Please don't convert it into a passenger train and the minister should assure me that the benefit of the gift which I had provided through the Ministry of Railways will be given to my Parliamentary Constituency.

I would like to make one more small demand. I have been requesting repeatedly that Amarkantak Express should be provided its stoppage at Abdullaganj. This is a small thing but it will be a big facility for the people of my constituency. These two things I am saying you in this disturbed atmosphere also. You will do these two things - You will instruct to provide stoppage of Amarkantak Express at Abdullaganj and the MEMU train will run as a MEMU train. If you give me as assurance I will feel that these two demands have been met. I have told you regarding my Parliamentary Constituency. I want that you give me an assurance at the time of reply. ...*(Interruptions)*

\*SHRIMATI JAYSHREEBEN PATEL (Mahesana) : Railway service is called life line of the people of the country. Our railway infrastructure is at fourth place in the world. Six Railway Ministers have assumed the charge during the last five years, but there is no command over

\*Speech was laid on the Table.



the Ministry. There is no concrete Railway Policy, but Railway politics is visible in the Budget. The annual Railway Budget of 64,305 crores of rupees, tells that the money resources are short. The Minister of Railway prides on the service of 14 lakh railway employees but under the sixth Pay Commission, despite a burden of 1 lakh crore rupees, it shows the diverted mentality of the Ministry of Railways.

This Railway Budget is an election budget. When the Members of Parliament mount their pressure then only survey work is shown and no progress is made in policy implementation. The talk of Mother-Earth-Men is expected. For the commercialization of development path of socially backward areas the common people are being neglected.

Hon. Minister of Railways has given an election gift of new trains under the Budget and at the same time, the step of providing railway facility upto North-East and Vaishno Devi Shrine is commendable. But, in the same manner, there is a need to provide railway facility to all the pilgrimages, tourist spots and dam sites.

In all the Budgets presented till date new announcements have been made. The earlier announcements made in the Budgets are not implemented and new ones come forth. Railways had made some promises during the last year also which have not been fulfilled and new announcements have been made. Be it operating a new train or laying of track, Railways have the pending projects for further 10 years which have not been completed till date and at the same time, new announcements have been made. Should the people not expect completion of these new announcements?

The promises for passenger's safety and averting accidents have been confined to papers only. Out of total rail accidents in the world during the last four years, 15 percent have taken place in India. The recent train accident took place in Allahabad during Kumbha Fair has put a question mark on the efforts of the Government.

The important project of dedicated freight corridor is not moving further. The projects announced earlier have not been started. They have not been implemented even and the hon. Minister of Railways is continuously making new announcements.

In the earlier Budget, M.O.U. were also signed with MM and NID regarding Railway coach design and research but no progress has been made in this project till date.

The recommendations of Dr. Anil Kakodar and Sam Pitroda committees have not been implemented properly. Increase in freight rates have resulted in price-rise. It will badly affect common man. Everything, including construction material will become dearer. Increased freight rates for carriage of coal will increase power tariff. 5/6 per cent increase in freight rates will directly affect common man.

Gujarat has country's longest coast line of 1663 kms. with 42 ports. Country's 34 per cent Cargo is handled at Kandla Port. Budget is silent about providing rail connectivity to the ports located in Gujarat. It is almost injustice with Gujarat. No appropriate provisions have been made for industrial development.

How far the issue of connecting railways with MNREGS and railway engineers with Gram Panchayats will be successful. Major part of Western Railways fall in Gujarat-still shifting of headquarters of Western Railways at Ahmadabad is yet to take place.

Gujarat still feels deprived of adequate rail connectivity especially with north-south. Frequency of Okha-Guwahati train has not been increased to daily. There is no train facility for religious places like Chhapaiya-Shirdi.

Upgradation of Ahmadabad railway station to a world class station is still pending. Ahmadabad has not been provided even a single long distance train. Gujarat is acting as a growth engine of our country and is a fully developed industrial hub. In view of it, labourers and middle class businessmen from all over India come and settle down in various cities in Gujarat. With a view to cater to their demand, there is a need for introducing new train along with some long distance trains. But, only four passenger trains have been provided to the state of Gujarat.

The demand of people for providing train services from Patan in North-Gujarat, Pulanpar, Mehasana to Mumbai and Surat has been grossly neglected. There is a shortage of rail coaches and rail buses in meter gauge sections in Gujarat. This should be solved as soon as possible.

Pre-feasibility study for 491 Km. long high speed rail corridor between Ahmadabad-Mumbai is complete. There is a need to complete this project expeditiously, but the work is going on at snail's pace.

Mehsana is a famous industrial city, a milk plant is also located there and Unjha is famous for having Asia's

[Shrimati Jayshreeben Patel]

biggest spices market. It is a religious place also. People from all over India come to these cities. But there is a lack of travelling facilities for them and there is also no facility for parking of vehicles. No train has been announced for Gandhi Nagar, the Capital of Gujarat.

There is lack of train services for Kari, Known as cotton city and Bahucharaji, know for a large religious 'Shakti Sthai' from Ahmadabad via kalol, Chansama, Ranuj. Maruti is setting up a plant at Bahucharaji in collaboration with Japan. In view of it, there is an urgent need for increasing train services for Bahucharaji.

Sabarmati Station is pending for upgradation and Ahmadabad is facing the problem of traffic jam.

As per NUET, the demand of Rail over Bridge is still pending. Gujarat has been neglected so far as introduction of more trains or increasing frequency of trains is concerned.

The work of new railway line between Mehasana and Taranga, Palanpur Ambaji, Khed brahma, Abu Road is in progress only on papers. Promises made earlier are still pending. The request for gauge conversion in Gujarat are also pending.

Injustice has been done to Gujarat so far as doubling of railway lines are concerned. Initial trial for Bullet train connecting Ahmadabad, Mumbai, Pune was over in 2010, but no further progress has been made. Promises made in the Budget with bullet speed remain promises only.

In view of population of women, providing only 10 percent reservations for women in RPF is inadequate. Special coaches for women should have been added with the trains, but no such step has been taken.

Rail Budget is same as it used to be earlier, i.e. on the wrong track. No concrete steps are envisaged for balling railway out of financial crises it is facings. There is no change in Government's thinking.

Indian Railways is a 160 years old installation and the problem is that many of its policies and techniques are age old. No serious effort is visible to change there in the budget.

No effective steps have been taken to improve the poor financial conditions of railways and also to improve its serious in this Rail Budget. Budget has been prepared keeping coming election in mind and no concrete steps are proposed for improving finances of railway.

There is a need for drastic changes in safety, security and facilities. Still we find complaints dirty toilets and poor catering services.

Khanna Committees recommendations on security have not been implemented, on the other hand train fares have been increased.

Indian Railways is not on right track. This Budget is anti-people. Operating ratio is unclear.

#### **Suggestions:**

1. Railways should take steps for improving its poor financial condition, solar panels should be fitted at railway stations and atop trains to meet power shortage and rain water should be stored for augmenting water supply.
2. Vacant lands of railways should be commercially utilized by constructing malls, private hospitals, schools, colleges, etc., on PPP model for revenue earning.
3. Still, vacant land should be utilized for growing grass for cattle, cultivation of *Jatropha* for making bio-diesel.
4. The Ministry of Railways should set up research innovation centers and a Railway University under its vision 2020. Light weight coaches should be introduced, which would facilitate better speed.
5. National best teachers awardees should be given special facilities in trains.
6. Women should be given 31 percent reservation in allocation of cafeterias at stations.
7. Slums near railway tracks should be removed and slum-dwellers should be allotted dwelling units elsewhere, as was envisaged in last year's budget.
8. The water supply projects (drinking and irrigation) of Gujarat should be approved at the earliest.
9. Scrap lying with Ministry of Railways should be sold out and funds should be made available.
10. The Chief Minister of Gujarat Shri Narendra Modi suggested new special technology for

salt wagons and asked to manufacture the wagons with special material. It should be kept in mind.

11. The pending projects of ROB, RUB in Gujarat should be solved by providing funds at the earliest.
12. The suggestion for creating a special authority/ agency for making recommendations regarding increase in rail fare and freight should be implemented soon and recommendations of the old committees should be considered soon.
13. Railways is the biggest industry of the country and is identity of the country, so it should be included in the syllabus of UPSC and S.S.C. as a subject.
14. There is lack of co-ordination between the departments of Ministry of Railways. There is need to bring them at the same platform.
15. Railway facility should be provided to all the States of the country on the basis of equality.
16. Ambulance facility should be provided at all major railway station.

\*SHRI SATPAL MAHARAJ (Garhwal) : I represents the hilly area Garhwal of Uttarakhand, which is very backward economically and which faced serious calamity recently. The Rail Budget has been presented in the Parliament by Shri Mallikarjun Khadgre, the Minister of Railways. The interim Budget is a relief providing Budget. The Minister has not burdened the common man by not increasing the railway fare, which shows the commitment of the Government towards development of the common man and I welcome this Budget.

This Budget has been prepared keeping in mind all the sections of the society and without any discrimination towards the rich and poor.

I am not only hopeful but have full faith that railway network will be expanded and it will develop overall under the leadership of UPA Chairperson Hon. Shrimati Sonia Gandhi, Prime Minister Dr. Manmohan Singh and the young leader of the country, Shri Rahul Gandhi, and the benefit will reach each and every citizen of India.

I am grateful to the UPA chairperson Shrimati Sonai Gandhi ji, Prime Minister Dr. Manmohan Singh ji, Railway

\*Speech was laid on the Table.

Minister Shri Mallikarjun Khadre ji and young Parliamentarian Shri Rahul Gandhi ji for announcing two new express train for Uttarakhand State i.e. Ram Nagar-Chandigarh, Kathgodam to Lucknow express and extending the Ranikhet Express originating from Ram Nagar/Kathgodam from Bhagat ki Kothi to Jaisalmer.

The construction of new lines of Uttarakhand State Tanakpur-Bageshwar, Ram Nagar-Chokhutiya and Peeran Kaliyar Sharif-Haridwar should be approved at the earliest.

Rupees 4295.30 crore were sanctioned in the Rail Budget of 2010-11 for construction of 125.09 Kilometers long Rishikesh-Karnpryag rail line. The survey of this line has been approved by the Ministry of railways and it has been forwarded to Rail Development Corporation for starting the work. This project is of national importance and the hon. Minister of Defence treated it important from the strategic point. Not only the public of Uttarakhand will be benefited by completion of this work, but tourists of foreign countries and domestic areas will also reap benefit and our military will also get facility for transportation of military equipments and ration along China Nepal border.

Recently Uttarakhand faced the devastating natural calamity. Natural resources are found in Uttarakhand in ample quantity, but this area is still backward due to absence of proper means of transport. There are unlimited possibilities of tourism in the entire State, but it cannot be exploited without transportation and communication facilities.

I had informed the House when I was Minister of State in the Ministry of Railways that we had started research on biological toilets in the national interest. By linking these toilets with railways, no railway station will be dirty and the litter will be put in a tank, which can be removed with vacuum. It is a commendable step of railways which has attached these toilets in 2500 coaches.

These days, trains are running with great speed in various countries of the world. Train is running with a speed of 350 km. per hour in China. But our rail is still very backward in this world-wide competitions. The speed of trains should also be increased in our country. Hon. Minister will have to see this aspect also. It will save the time and will facilitate farflung areas in case of calamity.

I also draw the attention to some other necessary proposals, which will start a new chapter in Indian railways in future.

[Shri Satpal Maharaj]

Ram Nagar is the entrance of Jim Corbet National Park, where lakhs of tourists visits every year. So, a direct rail link should be there from Ram Nagar to Dehradun.

First class joint AC coach should be attached to the Train No. 15013/15014 which runs between Bhagat ki Kothi and Ram Nagar and has been extended upto Jaisalmer.

A direct train should be introduced from Dehradun to Kanpur and the speed of trains going to Kanpur should be increased and first class AC coach should also be attached to the trains going to Kanpur.

A direct train should also be introduced from Guwahati to Haridwar. A number of people from Uttarakhand serve in the army. They face too much difficulties while coming on leave from border area. The world famous Kamakhya Devi temple is also situated in Guwahati. Uttarakhand is a Dev Bhumi (land of God) where so many pilgrimage places are situated. The pilgrims will benefit by the train between Guwahati to Haridwar.

There should be double line upto Kotdwar. Track should be doubled from Haridwar to Dehradun.

Shatabdi train should be introduced from Dehradun to Lucknow.

A direct train link should be established from Dehradun to Jammu.

Tourism package should be signed between IRCTC and Uttarakhand Government.

There is a need to set up more reservation centres in Uttarakhand for the facility of public and tourists as a large number of people visits this area.

The Uttarakhand Express (19566) from Dehradun to Okha (Gujarat) which run only on Sunday should be made daily train. This will benefit the passengers going and running from Gujarat. The income of railways will also increase.

The main tourist places of the country should be inter-connected for the benefit of tourists and pilgrims.

A train should be introduced upto Taj Mahal in Agra on the lines of 'Palace on Wheels'.

There is lack of basic amenities in hilly states particularly in Uttarakhand, like drinking water, and health facilities. There is lack of roads in Uttarakhand, most of the

roads are dilapidated. So the Government should take necessary action for construction of alternative roads.

There is a lack of irrigation system in hilly state like Uttarakhand. The water bodies are drying up. There are 68 percent forests in Uttarakhand. The Central Govt. should give special assistance for the safety of forest and environment.

A separate scheme should be prepared and implemented for hilly states in respect of agriculture, livestock, health care, health, Industry, irrigation, drinking water, telecommunication and roads. Education is a serious issue in hilly states. The Government should make special efforts to provide primary, middle, higher, technical and vocational education.

There are tremendous opportunities of tourism in hilly areas and Government should take necessary steps in this direction. Later Devata in Deval of Chamauli district, Ghantakaran Devata in Lostupatti of Devprayag of Tehri District, Ma Chandrapadani, Danda Nagraja and Jwalpa in Pauri District, Kali Math and Kartikey Swami in Rudraprayag district are such places in various districts of Uttarakhand which can be developed from tourism point of view. Tourism can be promoted by developing these places as religious abode.

Daily wages is paid at the rates of Rs. 174 in Chandigarh, at the rate of Rs. 150 in scheduled areas of Himachal Pradesh and at the rate of Rs. 170 and 181 in Andaman and Nicobar Islands under MNREGA. Similarly keeping in view the difficult geographical conditions of Uttarakhand State daily wages of Rs. 250 should be fixed under MNREGA.

Under Education for all Drive, Private Schools should also be included along with Government schools. This drive is being undertaken throughout the country on a large scale.

The Garhwali and Kumaoni languages should be included in the Eighth schedule to the Constitution and accorded the status of national language.

According special importance to National Security, border roads should be constructed at the earliest. It takes a lot of time in obtaining No Objection Certificate from the Ministry of Environment and Forests. In such circumstances, priority should be accorded to the works undertaken by Border Roads.

Reforms should be made in the postal ballot system for voting.

A comprehensive scheme should be prepared and implemented to promote herbal farming in hilly States.

I would like to draw the attention towards the difficulty being faced by public in absence of announcement of Displacement and Rehabilitation policy by Uttarakhand State. Uttarakhand has recently faced the devastating natural calamity in which heavy loss of life and property has taken place. Due to this natural calamity, thousands of families are compelled to live nomadic life under the open sky. In absence of any rehabilitation policy, people neither any place to live nor any source of livelihood. Tharali, Deval, Kulsari, Ringwadi, Kameri, Bhainsoda, Palla, Simalsain Panjara and Chukum, etc. villages of Uttarakhand are many such villages where rehabilitations is very necessary. The residents of these villages are compelled to live in an atmosphere of fear. Cracks have appeared in the mountains and landslides are taking place there. The houses have completely been damaged and people are forced to live under the open sky in this winter. Due to fear, people in these villages are unable to sleep. The rehabilitation of people there is very necessary, but as the resettlement and rehabilitation policy of Uttarakhand is not clear, the people are facing lot of difficulties. So far, land has not been identified for rehabilitation and its survey has also not been done.

The salaries of village post men should be increased and they should also be given medical allowance and dearness allowance.

The pay scales of women workers of Asha Yojana should be revised and increased.

SSB trained Guerrillas should be deployed in Fire Brigade Service to check the forest fires.

The Government should run a special train for Chardham Yatra and Nanda Devi Raj Jaat.

Contract workers under BSNL and Sarvshiksha Abhiyan (Education for All) should be given the benefit of minimum wages fixed by the Government.

With this, I conclude my speech and once again thank UPA President Shrimati Sonia Gandhi, Hon. Prime Minister Dr. Manmohan Singh ji, Railway Ministers Shri Mallikarjun Khadge ji, and youth leader Shri Rahul Gandhi, for presenting such a good interim Rail Budget keeping in view the sentiments of common people.

**\*SHRI VIRENDER KASHYAP (Shimla):** The 2014-15 Rail Budget presented by the Railway Minister

\*Speech was laid on the Table.

of India, Shri Mallikarjun can be termed as the most disappointing and directionless Budget. However it is only for four months as vote on accounts and Estimated Budget for the whole year of 2014-15.

There is no mention of any project of single rupee for Himachal Pradesh. Although, the hon. Members of Himachal Pradesh and the Government of Himachal Pradesh have demanded for various schemes, but the Railway Minister has done gross injustice to the development of this hilly State by not giving attention to it. Only 44 kms of rail line has been laid in Himachal Pradesh after independence, but in one way or the other some amount was being given to Himachal Pradesh in the Rail Budgets in the past.

I have also been raising the demand for laying some new rail lines since 2009. But, so far, survey with regard to Dhanoli to Dehradun via Nalagarh-Baddi-Barotiwala-Surajpur-Kala Amb, Paonta Sahib could be taken up. A provision for this was made in the Budget for the year 2011. But by no making any provision this time, the Railway Ministry has done injustice and ignored the people of my Lok Sabha constituency, Shimla. In the same way, no provision has been made in this Rail Budget for construction of rail line from Chandigarh to Baddi.

I urge that in the next Budget of 2014-15, not only provision should be made for Chandigarh-Baddi Rail line but it should get completed so that the people working in the Industrial area, there get benefitted and their efficiency could be increased. In the same way, maximum provision should be made in the Rail Budget for construction of Dhanauli-Dehradun line. The Railway Ministry should pay more attention to my State, as being a hilly State, its borders adjoin the Chinese Border. There is need to give more attention for the expansion of rail network. There is a need to get the following new rail lines surveyed.

1. Kalka to Baddi rail line.
2. Laying broad gauge line from Kalka to Rohadu
3. There is an urgent need to connect Rampur and Kinnaur with Kalka. It will strengthen the national security.

Alongwith the above, I reiterate the following demands and request the Ministry to consider these demands seriously and fulfill them because I have been continuously raising these demands with the Ministry and in the Parliament since 2009. However it is a matter of regret that no attention is being paid towards these

[Shri Virender Kashyap]

demands which is gross injustice to the people of my State:-

1. Bilaspur - Leh via Manali rail line.
2. Bhanupali - Bilaspur - Bairi broad gauge rail line.
3. Construction work on Kalka-Parwanu broad gauge line should be started, for which foundation stone was laid by the then Railway Minister and it has not been completed yet.
4. Rail car service on Kalka-Shimla line should be enhanced.
5. "Malkhu Musuem" in Shimla should be made more attractive.
6. Some more railway stations on Kalka- Shimla line should be restored.
7. Schemes should be formulated to attract tourists to Kalka-Shimla line so that the tourists may be attracted towards this world heritage line.
8. A new rail service should be introduced from Kalka to Haridwar.
9. More services from Chandigarh to Kalka should be introduced and the rail services being terminated at Chandigarh should be extended upto Kalka.
10. Chandigarh-Ajmer Garib Rath, which runs three days a week upto Chandigarh, should be extended to Kalka so that people of Himachal Pradesh could benefit from it.
11. Likewise Lucknow-Chandigarh rail service should be extended upto Kalka because this train reaches at 9.50 A.M. and leaves back at 8.50 P.M.

I would like to draw the attention of the Railway Ministry to the fact that in the year 2011, the Hon'ble Minister told that the survey on the Dhanauli-Dehradun line (via Nalagarh-Baddi-Barotiwala-Surajpur-Kalaamb-Paonta Sahib) had been completed and further told that the cost of construction of 186 kilometer new line at the yield rate of (-) 0.40 percent would be 3745.62 crore rupees. He also gave an assurance that the said survey report was being examined but no action seems to have been taken thereon so far.

Therefore, I request the Ministry Railway to pay attention in this regard and consider all the said demands and take action thereon.

\*SHRI MAHENDRASINH P. CHAUHAN (Sabarkantha) : We all know that railway is the Key to development. The places in the country through which railway passes, we find development there.

While talking about my Parliamentary Constituency Sabarkantha, this area is still a backward area, because it could not get the due benefit of railway. Therefore, this area is neither industrially nor agriculturally developed. The trade has also not developed because there is not even a single rake point in the whole area. There is no good rail facility for the passengers. No railway station has been developed. We are getting no benefits from the existing rail facilities in the area.

We have only one broad gauge railway; Modasa-Kapadwanj-Nadiyad, where four railway stations (Modasa-Dhandkuta, Bayad, Demai) have been set up. All those stations are halt stations i.e. all these stations are of 'F' Category. There is no power, water facilities on these stations. There is no security guards and good platforms on these stations. There is jungle all around these stations. No single man can dare to come to these stations, not to talk about a woman. All these stations have become the dens of drunkards, gamblers and the thieves. Unless you upgrade these stations and provide adequate facilities, no passenger can dare to come to these stations.

My constituency consists of Sabarkantha and Aravali districts. There is no rake point in these districts and the whole area is facing problems as a result thereof. Traders and particularly farmers are facing problems. In the absence of a rake point, necessary fertilizers like Urea and other chemical fertilizers are transported through roads which are not received in time and are even uncertified. Agriculture is being affected. Therefore, rake points are to be set up immediately.

- The Gauge conversion of "Ahmedabad-Himmatnagar Udaipur line" had been sanctioned five years ago. But work on this line has not been started yet due to lack of funds. Therefore, necessary funds may be provided and gauge conversion work on this line should be started immediately.

- There is a long pending demand to extend Himmatnagar-Khedbrahma rail line upto Abu

\*Speech was laid on the Table.

Road via Ambaji. The survey work on this line has also been completed but it has not been sanctioned so far. Therefore, it should be sanctioned at the earliest.

- The railway stations on Himmatnagar-Udaipur rail line have become completely obsolete. These stations have not been useful to the public. Therefore, neither the public is getting benefit nor any revenue is being generated for the railways from these stations.
- A survey should be conducted with regard to these stations. All unuseful stations should be closed and the new stations at Gambhoi, Tintoi, Shamlaji and Dadegamda should be set up.

[English]

\*SHRI R. DHYUVANARAYANA (Chamrajanagar): I would like to take this opportunity to congratulate and convey sincere thanks on behalf of common man to our hon'ble Union Railway Minister Shri Mallikarjun Kharge ji for his commendable effort in presenting a people friendly and pro industry budget.

It is a successful balancing act by which he successfully tried convenience and reach out all corners and all sections of the society to meet their expectations and demands. It became a yet another mile stone budgets of UPA II Government, which always tend to be a growth oriented but not overburdening either common man (passengers) or industry through fare hikes.

Though Kharge ji has spent only 8 months in this ministry but within this short span of time, he has understood both requirements of the Indian Railways and expectations of common man from Railways successfully and in his first attempt itself, he successfully delivered a remarkable budget to meet both the expectations.

Undoubtedly, it is a common man budget. Though there is a demand for resource requirement but our minister cautiously acted and not transferred the burden to the people through fare hike but indeed he committed to provide more people/passenger friendly facilities and acted firmly to make train journeys are more safer.

Indeed he has introduced 72 new trains which connect the country from Kahsmir to Kanyakumari and Goa to Arunachal Pradesh, which includes Premium, Express and Passenger trains. He also announced extension 3 trains and frequency of 3 more trains.

\*Speech was laid on the Table.

He made a path breaking decision to politicize the development of Indian Railways development and made a firm decision to announce the establishment to rail Tariff Authority, which make scientifically assessed decisions to support/advise government in fixing of fares and freight.

During this hour, I would like convey the humble request of my constituency people demands,

- Request to provide the DIRECT TRAIN between CHAMARAJANGAR and BANGALORE CITY. Currently there are many trains running between BANGALORE CITY to MYSORE. Requests extend this any one train up to CHAMRAJANAGAR. This will indeed help to students, farmers, and patients to get the access to state capital.
- Request to extend the SHIMOGA to MYSORE or SHARWARD to MYSORE up to CHAMRAJANAGAR. This will help farmers to get the access to larger markets located in North Karnataka to sell their agriculture products.
- The direct train between BANGAORE CITY to CHAMRAJANAGAR and extension of DHARWAD to MYSORE train to CHAMRAJANAGAR will generate good revenue to Indian railways both in terms of passenger revenue and also through freight revenue.
- CHAMRAJANAGAR and its surrounding area is known for good natural resources i.e. Granite. Currently transportation of these granite rocks to Mangalore port of Chennai port is happening through by road. New direct trains will substitute the current transportation mode and help to boost up the growth in this part of region.

Finally with this note once again I would like to congratulate him for his commendable job. Also urge him to kindly consider the demands of my constituency people.

[Translation]

\*SHRI SHAILENDRA KUMAR (Kaushambi): Kaushambhi Parliamentary Constituency of Uttar Pradesh is the most backward area. The railway department has

\*Speech was laid on the Table.

[Shri Shailendra Kumar]

not paid any attention towards this area. Four unmanned level crossings are required from Manikpur to Kunda (Babuganj) on Lucknow-Allahabad line. Many accidents have occurred at these places during Maharrum and Urs Mela. Trains run late as a result thereof. Level crossings/fly over bridges should be constructed at Barai railway crossing, Babuganj and Munda on Lucknow-Allahabad line. Bharwari and Sirathu are the main stations of Kaushambi district. These should be converted into railway junctions as per laid standards. Stoppages should be provided to the trains like Prayag Express, Duranto Express, Rajdhani trains and such other express trains. A special train should be introduced for Mumbai. The flyover bridges should be constructed at the railway crossing of Manauri, Bharwani and Sirathu Stations at the earliest. Kaushambi Parliamentary constituency consists of two districts i.e. Pratapgarh and Kaushambi. Mango, Guava, Banana, Amla, Vegetables and food grains are the main produce of the area. Yamuna sand is also mined in the area. Therefore, storage facilities should be provided at Kunda-Babuganj-Manikpur stations and at Sirathu, Bharwani, Manauri stations in Pratapgarh and Kaushambi. Tracks should be laid at these places so that the said produces of the area could be transported to other places.

\*SHRI RAKESH SINGH (Jabalpur) : I would like to draw the attention of the Government towards a very important project, Jabalpur-Gonda Broad Gauge Project of my Constituency Jabalpur and Maha Kaushal area. Madam, after a long struggle, this project was approved during NDA Government period. But with the constitution of UPA Government, this project started getting ignored. In the absence of allocation of sufficient amount, this Rs. 511 crore project increased to Rs.1100 crore.

But the biggest hurdle during UPA Government period was that of Ministry of Forest and Environment not giving environmental approval between Siwani and Balaghat. I have been continuously in touch with the Railway Ministry and the concerned officers in this regard. I have also requested the Forest and Environment Minister, but could not get approval.

I also met the hon. Prime Minister in the recent past. I also requested him to intervene and accord the approval, as 650 crore rupees have already been spent. But, I have not yet received a positive reply. Through you, I would urge the Government to take a decision and immediately accord the approval.

\*Speech was laid on the Table.

I had also requested the Rail Minister and Chairman, Railway Board to provide new trains for my Constituency, but so far only one train has been approved. The remaining demands are pending.

I would urge that the UPA Government should stop discrimination against my Parliamentary Constituency Jabalpur. We have to continuously struggle for rail facilities whereas Jabalpur is the headquarter of West-Central Zone. This was given to us by respected Atal Bihari Vajpayee during NDA Government period. But, now it is being discriminated against by the Central Government. After my long pending demand, Jabalpur-Yashwantpur train was given in the last Budget. That train was also not inaugurated from Jabalpur, because no Central Minister was ready to go to Jabalpur. Therefore, three days ago empty rack was sent from Jabalpur to Bangalore, which is unfortunate.

After my continuous demand, approval for electrification between Jabalpur and Naini was given two years ago. Sufficient funds have not been provided for this. There is resentment amongst the whole population of Mahakaushal including Jabalpur, as a result of this apathy of the Central Government. The Central Government will have to face its consequences.

\*SHRI P. L. PUNIA (Barabanki) : I welcome the Rail Budget 2014-15. It is an interim budget. No increase in passenger fare or freight charges has been proposed. I congratulate the Railway Minister for introducing 68 new trains. Three DEMU and 4 MEMU trains have also been introduced which will provide relief to the people. The proposal of setting up of Rail Traffic Authority is a welcome step. North-Eastern region has been connected with rail route. Welcome rail upto Vaishno Devi Temple. The work related to new lines and doubling of rail lines has been achieved more than the targets fixed for this purpose.

The Railway Bridge is under construction in Barabanki. I am grateful for the co-operation. There is a request for a halt at Dal Saria, which should be accepted.

I welcome and support this Railway Budget.

\* SHRI GANESH SINGH (Satna) : New passenger trains be introduced from Satna to Mumbai, Rajkot and Kota (Rajasthan) on Allahabad-Mumbai rail line of my Parliamentary constituency of Satna :

- Stoppage should be provided at Uchehra to Madaraushal, Murehi to Intercity, Jaitwara to Rewa

\*Speech was laid on the Table.



- The train from Rewa to Delhi be run daily.
- Terminal facility be provided at Satna Station.
- Passenger facilities be increased at Chithara, Khurha, Jaitwara Hati, Kaisa Banghara Sakatia, Mehar Madanpur, Dhunbada, Amdada Murehi stations.

\*SHRI RADHE MOHAN SINGH (Ghazipur) : The construction of a bridge on River Ganga between Tadighat and Gazipur is very important in public interest and from strategic point of view. On the one side, main line will connect Mughal Sarai to Hawrah and Pildar to Mau and Gorakhpur. It is requested that a Railway Bridge be constructed at Gazipur on Ganga and Gazipur be connected with Mau.

\*SHRI VIJAY BAHADUR SINGH (Hamirpur, U. P.) : Nothing has been given in today's Railway Budget with regard to the demand of doubling and electrification of Manikpur rail line in Jhansi Division (NCR) in Bundelkhand.

No steps have been taken to bring rail line near Aar Raath, Mahoba Jalfaun and Baripal in Hamirpur.

The above demands may kindly be approved.

[English]

\*DR. SANJAY JAISWAL (Paschim Champaran) : In my West Champaran constituency though Raxaul Adapur line is complete and still it's not being inaugurated. No new train has been given to Champaran.

[Translation]

\* SHRI MITHILESH KUMAR (Shahjahanpur) : I would like to draw the attention of the Government towards following problems of my Lok Sabha constituency (Shahjahanpur, U.P.)

1. Meerapur Katra and Tilhar stations plunge in darkness with the onset of evening and thousands of women feel unsafe while passing through that route. Kindly make arrangements for lighting and beautification of that area.
2. An over bridge be constructed at Tilhar to Nigohi marg level crossing on Shahjanpur side from Tilhar.
3. It is necessary to convert Shahjahanpur to Pilibhit metre gauge line into broad gauge line.

\*Speech was laid on the Table.

4. Train No. 12233 (Lucknow A.C. Express) up/down may be provided stoppage at Shahjahanpur Station.
5. Stoppage of Train No. 11271 up/down at Shahjanpur Station.
6. Train No. 14018/14019 up/down Sadbhavana Express may be provided stoppage at Miranpur Katta Railway Station.
7. Train No. 14369 up/down Triveni Express and 133.07 (Ganga Satluj Express) up/down may be provided stoppage at Tilhar Station.
8. Stoppage of 15011 up/down at Anjhi, Shahbad Railway Station.

\*SHRI GORAKHNATH PANDEY (Bhadohi) : I would like to make following demands and suggestions on the Demands for Supplementary Grants (Railways) for the year 2013-14. There are some problems and demands of my Constituency Bhadohi (U.P.), these may please be sanctioned.

1. The doubling of railway line from Varanasi to Allahabad via Gyanpur road Madho Singh which has already been sanctioned should be completed in one year.
2. Stoppage of up/down Varanasi-New Delhi Shivganga Express train should be provided at Gyanpur Road Station.
3. Stoppage of up/down Kamayani Express train should be provided at Suriyanva Station.
4. Only some up trains stop at Parsipur Station, not down trains and some down trains stop there, not up trains. Both up and down trains should be provided stoppage at Parsipur.

\*SHRI RAM SINGH KASWAN (Churu) : I would like to draw your attention towards the railway problems relating to my Constituency in the interim Railway Budget. The demand of laying Sikar-Salasar Nokha, Sardar Shahar-Hanumangarh, Churu-Taranagar-Nohar, Bhiwani-Pilani-Churu, Suratgarh-Sardar Shahar-Taranagar-Sadulpur, Sardar Shahar-Gogamedi-Sirsa new rail line is being made for a long time. Survey for the above lines has been completed but no budgetary provision has been made regarding construction of the same. Budgetary provision should be made for this. The demand for laying

\*Speech was laid on the Table.

[Shri Ram Singh Kaswan]

of new Railway line from Hissar to Bhadara (Rajasthan) is being made for a long time. It will be an important line for this area. With the laying of this line, the areas in Haryana and Rajasthan will get major railway facility. Gauge conversion work of Sadulpur-Hanumangarh, Ratangarh- Sardar Shahar, Loharu-Sikar is going on, and movement of trains is not taking place. This work should be completed at the earliest. While sanctioning gauge conversion of Churu-Sikar-Jaipur railway line, budgetary provision should be made for this. Construction of platform is being made at Nohar railway station on Sadulpur-Hanumangarh section. The height of Platform No. 2 is very low, any untoward incident can take place while boarding and de-boarding by passengers. Therefore, this platform should also be given proper height. Similarly, construction of Bhukaraka railway platform should also be made with proper height. C64 level crossing in South-East side of Bhadara railway station in the Tehsil of the same section has been closed. The citizens of the city are facing acute inconvenience due to it. Railway line passes through middle of the city. Therefore, the above level crossing should be opened as in the past, or a railway underbridge should be constructed in place of it. Gauge conversion of Ratangarh-Sardar Shahar is going on. This railway line is passing through middle of the city, the demand of taking this line out of the city is being made for a long time. My demand is that this line should be taken out of the city. The rural people in my constituency are sitting on "Dharana" for construction of rail under bridge at many places. For hundreds of years, the paths of the farms are going to be closed. My demand is that an underbridge should be constructed in place of these paths.

Jodhpur-Delhi-Sarai Rohilla Super Fast train should be made regular and extended up to Haridwar. The demand for this is being made for the long time. The demand of starting Rewari-Bikaner general passenger train is being made for a long time. This should also be started. Bandra-Churu-Hissar-Jammu Tavi, Jaisalmer-Hawrah train should be operated on daily basis. In addition to it, I alongwith the residents of my Constituency have made the demand to operate sufficient trains. Memoranda have also been given to the Minister concerned and the officers. Those trains should also be started.

The weekly Jodhpur-Kamakhyia express announced in the previving Budget should be started without delay. Survey should be conducted to lay Gajsinghpur-

Padampur-Goluwala-Rawatsar-Gandheli-Sahwa-Taranagar-Dadrewa-Sadulpur new rail line.

\*SHRI BALKRISHNA KHANDERAO SHUKLA (Vadodara) : I request the Government that new train facility should be provided for Vadodara-Delhi and Vadodara-Mumbai.

[English]

\*SHRI PRASANNA KUMAR PATASANI (Bhubaneswar): I would to like to mention that no budgetary allocation is made for the state of Odisha. I have been drawing the attention of the House repeatedly pertaining to the only linking railway line Kurda-Bolangir from Khurda to Bolangir. It goes through KBK, the most undeveloped districts of Odisha. This is the only railway line which goes through adivasi areas, backward areas and hilly areas of the state in the country. The congress government is highly neglecting to sanction good sums of amount and ignoring our state, whereas the state is patronizing the railway revenue which is collected from our state worthl 6,000 crores of rupees per annum to the centre. But the centre is only sanctioning 700 to 800 crore rupees to the state in the railways sector. The centre is totally ignoring us. Nowhere in the country it has happened. Ask the Chief Minister of state. Hon'ble Navin Patnaik who has sanctioned 50% of money from state exchequer for rail development and also free land and is not charging anything to the centre. Despite of that, no money is sanctioned in this budget.

I have been appealing through my submissions, through my talks for the metro which is already approved. But no survey work is started to avoid the traffic congestion. My appeal was for the metro from Choudwaar to Cuttack from Cuttack to Bhubaneshwar, from Bhubaneshwar to Khurda and Jatni, from Jatni to Puri and konark. This metro can promote the tourism and traffic congestion would be avoided in the capital of Odisha, Bhubaneswar. I would like to draw the attention of the Minister to take immediate action on war footing to promote our state and bring it out of economical disaster.

\*SHRIMATI POONAM VELJIBHAI JAT (Kachchh): In my constituency the Kachchh of Gujarat State, the railway line from Bhuj to Naliya has been allocated fund but it has not been released since last three years. The frequency of trains like AC train between Mumbai and Bhuj has to be increased from three days to seven days. The demands for introduction of train from Punjab to Bhuj have not been accepted.

\*Speech was laid on the Table.

\*DR. RATNA DE (Hooghly): I would be raising some of important points concerning my State, West Bengal.

New Railway Minister, Shri Mallikarjun Kharge immediately after taking over the reins of the Ministry has hiked the fares of railway passengers by 20%. After that too, there has been efforts to burden the railway passengers. This is unheard of in the annals of history of Railways in the country. As far as I am concerned it is adding salt to injury as poor, needy and down-trodden are already reeling under acute and constant rise in the prices of essential goods, petroleum products.

There has also been efforts to hike fares of Tatkal charges, reservation and cancellation charges. I would urge the hon. Minister to reduce the Tatkal charges.

I have been raising issues of my constituency and my State, West Bengal for over 4 years. Still many grievances are left to be addressed.

More and more trains are required on emergency basis. I have made in my speeches during the discussions on Railway Budget and through my communications to the Railway Minister. I would strongly urge and request the hon. Minister to look into those aspects for early implementation.

More companies of women RPF personnel and another 8 companies should be formed with a view to strengthen the security of women passengers.

Efforts should be made to ensure that 10% RPF vacancies are filled up by women for whom the same is reserved.

Efforts should also be ensured that freedom fighters are taken care of considerably for their sacrifice in the past. When they approach the Railway authorities for renewal of passes, they should be helped out of the way.

More allocations should be made for improving stations in West Bengal.

Railway Minister should consider for setting up of new coach manufacturing and maintenance facilities in West Bengal.

More funds should be allocated to the Railway Safety Fund. Needless to add here that funds available in the said Fund is inadequate.

No efforts should be made to increase the fare of Sleeper Class specifically, as common man travel in this category and more than 80 percent travel in this category.

\*Speech was laid on the Table.

More and more toilets and waiting halls, benches, etc. in major railways stations and small stations should be constructed for the convenience of railway passengers. To achieve this, no efforts should be made by railways to hike passenger fares in the near future.

I would strongly urge the Railway Minister to give utmost importance and priority to the pending projects and ensuring manned level-crossings across the country and ensure its completion early. There should be no unmanned level-crossings in the country. This should be the singular goal.

[Translation]

\*SHRIMATI SUMITRA MAHAJAN (Indore) : I strongly oppose the Railway Budget. It is so because the things which were mentioned in the previous Railway Budget have yet not been implemented. To increase frequency of Indore-Poona train by one round in my Constituency was sanctioned in the earlier Budget but that train has not been operated till date. The demand for providing stoppage of Indore-Poona train at Chichvat has also not been sanctioned.

While putting the demand of gauge conversion of Ratlam-Mahu, Khandwa line, I request that after Ratlam and Fatehabad the work up to Mahu should be completed at the earliest.

Indore-Jabalpur trains should be extended upto Rewa. There are so many points to make. Allocating full Budget for old ongoing Indore-Dahod Project, electrification work up to Mahu are required, but what we can expect from this outgoing Government?

[English]

\*SHRIMATI SUPRIYA SULE (Baramati): I on behalf of my Party support the Railway Budget. I congratulate Hon. Railway Minister and Railway Board for presenting a progressive yet balanced budget. The Budget has received compliments from various sectors of the society since yesterday and I would like to join the masses.

First of all, I would like to thank the Hon. Minister for making justified provisions for all states and regions of our country. I remember Hon. Members of all the parties from Maharashtra had a meeting with Hon. Prime Minister during last budget session and expressed the urgent need to develop infrastructure in the state. I think, this is a beauty of Parliamentary Democracy where we can

\*Speech was laid on the Table.

[Shrimati Supriya Sule]

express our views, government listens, retrospect and takes necessary measures.

In this budget, may it be newly proposed premium trains, new trains proposed new lines and doublings, Maharashtra has got its due share.

- a. Mumbai is better connected to North, South and East through new rail lines which are passing through various parts of Maharashtra.
- b. Pune - Howrah AC Express is connecting Manmad and Nagpur, Yashwanpur-Jaipur AC Express is connecting pune to western suburbs of Mumbai at Vasai.
- c. I am happy that new lines are proposed to be taken up for surveys, such as Pune-Baramati via Saswad, Jejuri and Moregaon; Pune-Ahmadnagar via Kedgaon Kasti; Miraj-Kawthemahakal - Jath-Bijapur; Karad-Kadegaon-Atpadi-Padharpur.
- d. Doubling of Pune-Kolhapur; LaturRoad-Kurduwadi, Parbhani-Parli will be taken up.

While we are talking about new surveys and new doubling proposals, I would like mention the status of existing projects in Pune district which are in progress.

- a. Pune-Daund Electrification- Though the work is in progress and scheduled date of completion is in 2015, pace of the actual work does not seem to be matching the schedule. Pune being 7th major metropolitan city in the country and Daund emerging fast as a neighboring city, this project has great importance in overall growth of Maharashtra.
- b. Pune and the surrounding area is one of the fastest urbanizing area in our country. More and more people are commuting daily from neighboring cities to Pune for their work There is urgent need for declaration of Pune-Lonawala-Daund-Jejuri as a 'Suburban zone'.
- c. There is increasing demand from people to introduce new Shuttle service between Pune-Jejuri/Nira.
- d. With completion of Phaltan-Lonand Section, a circular train service should be started on Pune-Daund-Baramati-Phaltan-Lonand-Pune route.

- e. Survey of Hadapsar-Jejuri New line is complete I urge the ministry to sanction the project and start the work as soon as possible.
- f. Pune, Daund and Baramati railway station need basic amenities. Daund station need a new platform. New Foot Over Bridge because of its height and construction is dividing Daund city instead of connecting it. Thus we need ramps at this bridge and opening of the old bridge till this work is done.
- g. Jejuri is a major pilgrimage in Maharashtra where billion of common people have faith. According to the reports, there are more than 50 lakh people visit the place every year. The temple has 10 festivals in a year where nearly 5 to 7 lakh people visit the place in a day. These are all common people. Considering this high number of pilgrims and commuters, railway facilities at Jejuri are minimal. Though Jejuri is close to busy railway line very few trains have halt at Jejuri. Jejuri station cannot bear the load of commuters and it need major development work. I urge the Hon.

Railway Minister and Railway Board to consider Jejuri for special development project as a pilgrimage.

- h. Double track with electrification is needed for Daund-Manmad section.
- i. Mumbai-Pune is the busiest rail route and Pune-Lonawala local service is also very used service by passengers. The route between Pune and Lonawala needs third track to manage the load of passengers.

Maharashtra has still many projects pending for sanction or work is going on.

- a. Pune-Nashik and Mhalshej are long pending demands of people from Maharashtra.
- b. Mumbai constitutes one third of total passengers of Indian Railway. MUTP projects, elevated corridors, additional track work need to complete on urgent basis.
- c. Kokan Railway is been an ambitious project of Railway. Panvel is emerging as gateway for the Kokan region. But, connectivity of Panvel to Mumbai, Pune and other major cities by

direct long distance trains is rare. Thus, we need to relook at routes to connect Konkan to major cities in Maharashtra.

The most fascinating part for me of the budget speech is achievements of Railway ministry in last decade under UPA government.

- a. May it be newlines, doubling and electrification or rolling stock acquisition; we set steep targets in 11th five year plan. I feel proud to know that we have surpassed the targets in all the sections. Railway has maintained its identity as major factor development.
- b. When a region is connected with railway we share a special bond with nature and people of that region. In this regard, Railway's achievement to connect Kashmir and North-Eastern states gives us the feeling of coming closer to people of this area.

#### Rail-People

- a. I like to congratulate all 14 lakh employees of Indian Railways for these achievement. My sincere thanks to them.
- b. Railway has done excellent financial management so as to implement the recommendations of 6th pay commission which reflects as Rs.1 lakh crore in the accounts book.
- c. There are more million people who work in rail premises may it be vendor or porter. Situation of porters especially in goods transport. Railway should make sure that porters are provided with basic facilities such as shades, drinking water and sanitation by contractors or employers and to make necessary arrangements for these facilities.

#### Finances

- a. We all are expecting Railway to provide new lines, more trains especially in our areas. I think the whole house will agree that railway to expand and improve its services. We have shown great financial management in these achievements. Passengers fair has been crucial topic discussion as railway is popularly known for providing low cost travel facilities for common people. And thus, any change in this head becomes headline the same day ....

I appreciate the step taken by the Hon. Minister to set Rail Tariff Authority., as he rightly said, 'Hamane Chilman me Aag Laga Di'.

- b. Demand Management through Dynamic Pricing is an innovative instrument proposed by the Hon. Minister. Though it can't be application for all trains even in long term, but I'm sure it will be handy in financial management and also to provide exclusive services.
- c. I hope that more and more states will come forward to partner with Railway in terms of Cost Sharing Arrangements. Giving priority speedy completion of these projects will help strengthening these partnerships bringing in more projects and joining of new states.
- d. High Speedy, Semi High Speed and Dedicated Freight Corridors are the projects we are waiting for.

#### Safety

- a. Rail accidents are a painful reality. I have been constantly talking about railway safety in my last speeches. We all want to see the recommendations of Kakodkar Committee to be implemented fully before it's too late.
- b. I am happy that Hon. Minister recently promised to make Mumbai's Railway safer by increasing platform height. There are welcome measures proposed in the budget speech. But commitment in term of considerable budgetary allotment to the special head is absent.
- c. We were expecting Rail Safety Council/ Commission to be independent and effective body and to be separate from operations as recommended by Kakodkar Committee.

#### Basic amenities to passengers:

- a. In last year's budget speech Hon. Minister mentioned about use of better technology for e-booking. Passengers have responded positively for passengers friendly initiatives.
- b. But, basic amenities at railway stations is still a major challenge for Railway. People want clean and hygienic factors. I urge Railway to take the issue on priority and have special drive for basic amenities.

[Shrimati Supriya Sule]

- c. Since I remember, passenger trains have one woman coach. In last decades women are playing larger role in the society. More and more women are active in economic activity and obviously number of female passengers have considerably increased. I urge Railway to consider increasing number of women coach for railway. There can be surveys and we can start from most busy trains where women commute daily for work.

Railway is been successful to bring down its operating ratio under 90% gradually.

Railway is getting technologically advanced and financially stronger. I once again thank millions of people working for glorious Indian Railway and Hon. Railway Minister for leading this major sector effectively.

[Translation]

\*SHRIMATI DARSHANA JARDOSH (Surat) : In view of more than 150 crore rupees annual revenue of Surat railway station and even after announcing it as a world class station, the demand of establishing DRM office in Surat making Surat a division has not been accepted. It should be implemented immediately and coach indicator and coach display should be installed at platform No. 4 of Surat station. Thereafter, the dilapidated platforms No. 2 and 3 of Surat Station should be repaired on priority basis.

Surat railway station of my Parliamentary Constituency generates more than 50 lakh rupees revenue every day. It is the stoppage of VVIP trains (12951-52/12953-54) of the country. If the Railway Board can change its policy then stoppage for following Sampark Kranti trains can be provided at Surat railway station. Train no. 412907-08 Bandra-Nizamuddin, 12431-32 Thiruvananthapuram-Nizamuddin, 12217-18 Kochivali-Chandigarh, and 12449-50 Madgaon-Nizamuddin.

In view of rapid industrial development of Vapi-Bharuch stretch there is a need for starting MEMU/DEMU every half-an-hour.

With a view to decongest train and passenger traffic load, trains plying on Tapti line to and from Surat should start from Udhana station and terminate their journey at this very station so that passengers travelling in these trains do not have to come to Surat, thereby, saving their

\*Speech was laid on the Table.

money and time. It will remove the tension of operating, examining and administration of these trains by Surat railway station. It would also facilitate development of Udhana railway station. The trains for which request is solicited are: 19047-48/ 12945-46/ 59051-52/ 59013-14/ 159075-76/ 59077-78/ 59025-26/ 13425-26/ 22827-28 and 19053-54.

In view of large population from Saurashtra living in Surat, the frequency of Surat-Mahua (19025-26) be increased to daily from weekly.

In view of heavy rush of passengers and very long waiting period, say twelve months, Tapti Ganga Express (12945-46) and Surat Bhagalpur Express (19047-48) should run daily from Surat.

On the lines of local trains plying in Mumbai, public announcement system about arrival of next station and electronic display indicating direction of the platform should be introduced in long distance/super fast trains in Western Railway.

Lok Shakti Express (19143-44) and Dehradun Express (19020-19) should be provided stoppage at Keem railway station, which is industrially well developed place under my Constituency and stoppage of Gujarat Express (19011-12) and Valsad-Dahod Intercity Express (12929-30) be provided at Sayan railway station.

One more ticket booking counter should be opened at Uttran railway station and an FOB should be sanctioned and train number 19011-12 and 19215-16 should be provided stoppage at Uttran railway station.

There is no train service from world famous Somnath temple site in Gujarat for North India. There is a need for providing a direct train to North India from this place.

There are only 2 trains from Surat to West Bengal and these trains are not originating from Surat. Therefore, there is a need for starting a direct train between Surat and West Bengal and in view of large population of North Indian in Surat, there is a need for introducing direct train for North India from Surat.

In view of large population of North Indians in this region, the frequency of Bandra-Patna Express (19049-50) should be increased to daily in place of weekly.

Western Railway covers the maximum area of Gujarat. Therefore, the headquarters of Western Railway should be shifted to Ahmedabad.

16733-34 Jodhpur-Chennai and 16125-26 Okha-Rameshwaram should run daily.

When passenger asks for current tickets in 12955, 12903, 12925, 12901, 19005, 12927 trains from Mumbai Central and Bandra Terminus they do not get tickets as they say that Surat is a remote station and as some of the trains coming from Mumbai are mid-night trains, therefore booking clerks say Surat is an odd timing station. These problems may please be solved immediately.

In view of passengers demand, more general coaches (unreserved) be attached with the following trains:

(1) 12929-30 (2) 12935-36 (3) 19059-60 (4) 19113-14 (5) 19023-24 (6) 19019-20 (7) 113-114 (8) 125-126 (9) 177 (10) 175 (11) 249-250 (12) 239-240 (13) 69141-42.

\*DR. KIRIT PREMJBHAI SOLANKI (Ahmedabad West) : I would like to place the following demands for my Constituency in the interim Rail Budget.

1. All Delhi and North India bound up/down express/superfast trains be provided stoppage at Sabarmati railway station.
2. All Mumbai and South India bound up/down express/superfast trains be provided stoppage at Maninagar railway station.
3. Sabarmati railway station should be developed as a terminal.
4. The platforms at Sabarmati railway station be renovated and sheds be provided on entire platform length.
5. Recently, Ahmadabad-Delhi Rajdhani trains have been provided stoppages at Sabarmati railway station. My submission is that these trains should stop at platform number one while going to Delhi.
6. Foot-over-bridge connecting all platform should be constructed at Sabarmati railway station.
7. Since Sabarmati railway station extends in both the directions, i.e. east and west, it causes confusion among passengers and many passengers miss their trains. In view of it, east and west sections of this station should be given different names.

\*Speech was laid on the Table.

\*SHRIMATI JYOTI DHURVE (Betul) : In view of serious problems being faced by people of my Constituency. I have requested stoppage of certain trains. I hope the hon. Minister will accede to my demand.

1. Nagpur Intercity be extended upto Bhopal.
2. Jabalpur-Nagpur trains to be provided stoppage at Ghoradhongri station.
3. Tapti Ganga be provided stoppage at Harda.
4. Swaranjayanti Express should be provided stoppage at Amla.
5. Bhusaval passenger be provided stoppage at Timarni.
6. Amla shuttle be extended upto Itarsi. I also requests for a new railway line for Harda-Betul.

[English]

\*SHRI GANESHRAO NAGORAO DUDHGAONKAR (Parbhani): I would like to express my gratitude to the railway minister for announcing policy decision of taking survey of doubling the line of Parbhani-Parli and Latur Road-Kurudwadi.

I also congratulate Hon'ble Railway Minister for the decision of survey of doubling of above rail line as the Hon'ble Railway Minister has best known the ground realities of our region as he is also from our old Hyderabad state. But I would like to place on the record, Parbhani-Mudkhed rail line is used 170% at present & few more trains are announced in this budget. The burden of running the trains on this track would increase of their capacity which would result maintenance of track, thereby slowing down the speed & trains behind the scheduled which would cause time loss & expenses to ex-chequer.

I therefore appeal to increase the allocation (Minimum 50 crore) to the doubling of Parbhani-Mudkhed track which would complete some part of work.

I further would like to know the status of schemes announced in prescending budgets accounced by then railway ministers, about the completion of 'Adarsh Station' at Parbhani (Jn.), Purna (Jn.) and Jalna and 'Modern station' at Sailu, Partur' Pokharni (Nr.) and Gangakhed and what's step have been undertaken for the completion of above mentioned projects.

I would like to place an very earnest demand of people of my region for time bound completion of Akola-

\*Speech was laid on the Table.

[Shri Ganeshrao Nagorao Dudhgaonkar]

Khandwa gauge conversion (MG to BG) within a stipulated time and this programme of gauge conversion is necessary for development of the backward region and connect this region to North-East India.

There is need to expedite the Parli-Beed-Nagar rail line to increase the connectivity for convenience of people of my region to Pune & Mumbai.

I would like to emphasise on the fact that injustice is done in my region to Purna (Jn.) where steam loco shed was located as it was a central place to then MG rail line. I come to know that such steam loco shed were also present at Kazipeth, Lalaguda, Guntkal, Gutty in South Central Railway but they were subsequently converted in diesel and electric loco shed. On the contrary the steam loco shed at Purna (Jn.), Jalna, Manmad (Jn.), Parli (Jn.) and Akola were abolished and no new diesel loco shed were erected, this is injustice to this region because these lines are diesel locomotive lines.

The present diesel loco shed (i.e. Kazipeth, Lalaguda, Guntkal and Gutty) are in the zone of electrified lines and far away from the Nanded Division (about 350 km.)

Following infrastructure facilities available at Purna (Jn.)

1. Diesel loco shed
2. C & W shop
3. Railway Yard
4. Rest House for officers and running room
5. Railway quarters for employees
6. School
7. Hospital
8. Community Hall

Therefore, I would request to consider at least one demand of constructing ultra modern diesel/electric loco shed at Purna (Jn) in Nanded Division.

I demand the Adilabad-Parli and then Nashik (Manmad) electrification as this line is commercial line for transportation of coal to thermal power stations.

As per the MOU with HRD, Kendriya Vidyalyaya should be established at Purna (Jn.) as ample railway

land is available and thousands of railway employees lived there.

In the last railway budget, Hon'ble Railway Minister has announced the extension of Mumbai-Latur upto Nanded. But I'm pained to inform you that the reason best known to railway administration, the extension is not given to this train up till now. I therefore appeal to Hon'ble Railway Minister that extension to this train should be done as early as possible.

One more train announced in the last railway budget named as 'Guru Parikrama Express' is not started yet. I appeal to Hon'ble Railway Minister to look into the matter.

I'm very thankful if Hon'ble Railway Minister has given extension to following trains:

1. Miraj-Parli passenger upto Parbhani (Jn.)
2. Mumbai-Aurangabad Janshatabdi upto Parbhani or Purna (Jn.)
3. Nagarsol-Jalna Demu upto Parbhani or Purna (Jn.)

With all the above demands I place before you the earnest demand of the people of my region is that Nanded-Pune express should run daily and one special train should be introduced between Nanded to Mumbai.

I attract the kind attention to the fact that the stations of Dhondi, Singnapur, Ukhali (Dist. Parbhani) and Paradgaon (Dist. Jalna) railway stations remains as it is from establishment of this rail line. I therefore request to Hon'ble railway minister to create block station to the above railway stations.

I request the Hon'ble railway minister to create passenger reservation system facility at the respective post offices PRS to Ghansawangi, Sonpeth, Mantha and Palam. As these taluka places are far away from nearest rail head.

I would like to attract the attention to the fact that the work of ROB near Gangakhed railway station is going very slowly, kindly expedite the work and at the same time to make the provision of ROB at Marathwada Agriculture University, Parbhani, Manwat Road, Sailu and Partur.

I would like to attract the attention to the fact the injustice is done with the railway engineers in the allocation of grade pay. They demanding increase in the grade pay minimum upto Rs. 4800. As per the sixth pay



commission the gangman, the trackman and the railway engineers are in the same category that is group 'C'. This is injustice to railway engineers and I therefore appeal to Hon'ble Railway Minister to kindly consider the demand of railway engineers.

\*SHRI R.THAMARASELVAN (Dharmapuri): I am happy that I was able to bring to the notice of the Government concerning various railway proposals during the last four and a half years concerning my Dharmapuri parliamentary constituency, out of which a few proposals have been implemented and many proposals which are of great public and national interest concerning the railways as narrated hereinafter are yet to be implemented. Therefore, I take this opportunity at the fag end of the present 15th Lok Sabha, to urge upon the Hon'ble Railway Minister to pay his special attention to the following proposal and take up these projects on an urgent basis.

The Hon'ble Minister has agreed to undertake a survey to update Morappur - Dharmapuri rail line providing about 36 kms and the same was announced in the last railway budget for 2013-14. It comes under my parliamentary constituency. This is the long pending demand of the people living in my constituency. If this project is implemented, the people from the headquarter of Dharmapuri district i.e. Dharmapuri town and surrounding towns will be benefited and it would also generate a lot of resources for the Railways as these routes are highly economically viable because of the geographical structures connecting places of importance with regard to religion, commerce and tourism. As directed, the survey has been completed and the report has been sent to the board in the month of June, 2013. The approximate cost estimated now is at Rs. 226 crore. Therefore, it is requested that further steps may please be taken for the speedy commencement of work on the proposed Morappur -Dharmapuri rail line at the earliest.

There is a strong demand for the stoppage of Train No. 16001/16002 Chennai Central - Palani-Chennai Central at Morappur and Bommidi Railway Stations. Since this train is bound for Palani which is one of the famous pilgrimage centres in Tamil Nadu, pilgrims from this part of Tamil Nadu are quite high and also people going to the capital of Tamil Nadu. In other words, for both ways there will be a good number of passengers from these two stations and this will prove once the stoppage is provided at above places. Therefore, stoppage may please be

provided for the said train at above stations. Moreover, the Southern Railway has already sent a recommendation to the Railway Board for providing stoppage for the said train at above places as per a communication No. T 454/VI/MP/SA dated 24.1.2014 to me by the General Manager, Southern Railway.

At present there is no direct train between Bangalore and Rameswaram which runs via Palacode, Dharmapur, etc. Passenger traffic to these places from one end to another is quite heavy considering the importance of these places. Therefore, introduction of a new train between Bangalore-Rameswaram-Bangalore will help to generate more revenue for the railways as well as benefit several thousands of people who often visit these places. Therefore, it is requested that a new train may please be introduced between Bangalore and Rameswaram-Bangalore with stoppage at Marandahalli, Palacode and Dharmapuri Stations at the earliest.

Expedite construction of following rail over-bridges already sanctioned:-

- (a) Adhiyaman Kottai Railway Gate falling on the Dharmapuri-Salem National Highway (NH-7)
- (b) Vennampatti Railway Gate in Dharmapuri town
- (c) Pennagaram Railway Gate (Kumarasamy Pettai Railway Gate)
- (d) Papparappatty Railway Gate
- (e) Chinthalpadi Railway Gate
- (f) Buddireddipatti Railway Gate

There is an urgent need to construct these over bridges at above places. All these places fall under Bangalore Division of South Western Railway and under Salem Division of South Railway. The constructions of these over bridges are very essential as public passing through these gates are finding it very difficult to commute. I would also like to inform you that the soil test for the first four rail over-bridges mentioned in item (a) to (d) has been done and it is a matter now between the railways and the state government to sort out the issues and commence the work at the earliest.

There is also need to construct a manned level crossing at Sivanalli under Salem Division of Southern Railways. In the absence of level crossing at Sivanalli, people from more than 30 villages have to take the risk of their lives by crossing un-manned level crossing.

[Shri R. Thamaraiselvan]

Railway Station at Morappur is an ancient Railway Station under the control of Salem Division of Southern Railways which falls in my constituency. This Station serves the people who are heading towards Chennai and other parts of the country and the State. Hundreds of people visit the Railway station regularly. Dharmapuri district is the most backward district in the State of Tamil Nadu. Due to this backwardness, the people of this district had to move from Dharmapuri to far away places for their livelihood and for better prosperity. However, the trains which are passing this Morappur Station, do not stop over here i.e. Train No. 3351/3352 Tata Nagar-Alleppey-Tata Nagar-Bokaro Express and 2695/2696 Chennai-Thiruvananthapuram, Chennai Express. A stoppage of said trains should be provided.

Another important Railway Station falling in my district is Bommidi. This station also serves the people of both Dharmapuri and Krishnagiri districts. However, this station does not have stoppage which should be provided for train no. 6381/6382 Mumbai-Kanyakumari Mumbai as well as 7229/7230 Sabari Express running between Thiruvananthapuram to Hyderabad via Tirupati. It is pain and pertinent to mention here that when the Mumbai-Kanyakumari GST Express enters Kerala, it stops at all stations in Kerala, whereas it does not have a stoppage at many important stations in Tamil Nadu.

Stoppage of train intercity running between Bangalore-Ernakulam-Bangalore (12677-12678) and Mysore-Mayiladuthurai—Mysore (16231-16232) at Palacode has been a long pending demand of the people of this area which is one of the biggest taluks in the Dharmapuri District. Palacode is a big commercial centre having sugar mill, etc., for a stoppage of above train at Palacode. Being a big commercial centre, the movement of people from here to many places across the state and other parts of the country is quite high. Moreover, passenger traffic to industrial towns like Coimbatore, Tirupur, etc. from here is quite high. Therefore, if a stoppage is allowed for this train at Palacode, both the people and the railways will benefit immensely. Therefore, stoppage at Palacode for this train be provided.

Dharmapuri being close to Bangalore, the capital of Karnataka, passenger traffic to and fro (Dharmapuri-Bangalore-Dharmapuri) is quite high as in the case of traffic to all other state capitals in the country from its neighbouring areas. Presently the said Passenger train

only plying between Bangalore-Hospur-Bangalore. If this train is extended upto Dharmapuri, several hundreds of people can travel daily on both sides from Dharmapuri to Bangalore and Bangalore to Dharmapuri. Therefore, this train be extended upto Dharmapuri.

I shall be highly grateful if you could kindly look into it and take immediate action to implement the above much needed railway demands of the people of my constituency at the earliest.

\*SHRI DINESH CHANDRA YADAV (Khagaria) : I want to give my suggestions on Rail Budget 2014-15. The problems raised by me in previous Budgets have not been solved. I feel, the present Minister of Railways does not act as a Minister for whole country but for a particular State or a region. While assuming the office of the Minister of Railway, he took Oath and said, I shall carry out my duty honestly without any fear or favour. But, he forgot the honest act and acted with fear and favour.

Bihar is a quite backward State. Not to speak of giving something new to the State, the present Minister has tried to snatch the projects announced by his predecessor during fifteenth Lok Sabha. Setting up of a green field electromotive engine manufacturing factory in Madhepura was sanctioned. It is a project of national importance. The railways should pay special attention to it. The project involves an expenditures of Rs. 1960 crore but so far the work has not been started. Though land has been acquired, compensation has not been paid to the land owners. Similar projects were sanctioned for other places and some of the projects have been completed, But work has not yet been started for Madhepura project. A washing pit is under construction at Saharsa. I have raised this matter a number of times in the standing committee's meeting. The Chairman of Railway Board has also shown interest in it. The Matter was pursued further. Inadequate amount was sanctioned. The link line invalued construction of a shed with a provision of a crane, which is yet to be put up.

A rail road over bridge on Bengali Bazar railway slope in Saharsa was sanctioned in 1996. As the process was not completed, the project is in Jeopardy. Though the Ministry of Railway was ready to finance its share but the Ministry of road transport was not ready to finance its share. Even its map was not being finalized. On the request of Shri Sharad Yadav, the State Government of

\*Speech was laid on the Table.

Bihar agreed to finance the share of the Ministry of road transport and then a fresh sanction was granted and now the stone laying ceremony is on the way.

Sanction for broad gauge between Khagaria and Kusheshwar was sanctioned in 1996. In view of financial constraints, only 40 percent work has been undertaken.

Similarly, sanction for Hasanpur-Sakari broad gauge was also granted in 1996. Work was undertaken on Kusheshwar-Sakari section and only 35 percent work has been undertaken on Hasanpur-Kusheshwar section. There also, funds are not being sanctioned.

Sanction for Saharsa-Forbesganj and Saraigarh Sakari gauge conversions was granted in 2004. It is the deposit scheme of the Ministry of Defence though the concerned Ministry has paid funds. The work has not been completed yet.

The Construction of Koshi Rail Mahasetu on river Koshi and Saraigarh-Nirmali line is yet to be completed. In 2009 Budget, it was said that the work would be completed by 2010 and in Budget 2010, it was proposed to be completed by 2011, but so far the work has not been completed.

Rail-cum-Road Bridge on Munger-Ganga river involves an expenditure of Rs. 1383 crore. The fund was allocated and as per Budget 2011-12 the bridge was to be completed by 31.03.2012. But the work was not at all going on. Work could start only after Shri Nitish Kumar, the Chief Minister of Bihar said that his State would provide funds.

Madhepura-Purnea rail section was badly damaged in devastating floods in the year 2008. Though the sanction for gauge conversion on this stretch was granted long ago, the work is yet to be completed. So far, work could be completed between Madhepura-Murliganj. God only knows, when the rest would be completed.

Now, coming to survey work. Survey for Bihariganj-Simri Bakhtiyarpur rail line was required to be updated. In last year's Budget, it was included in a socially desired projects list for connecting backward areas. Survey has not been updated yet. Survey is required to be conducted for Kusheshwar-Saharsa section. Funds have been allocated, but survey is not being conducted. Survey for Maheshkhunt-Narayanpur via Gogari-Parvatta-Domariya has not yet been completed. The survey proposed for Barauni-Hasanpur, via Bhagwanpur, Cheria-Bariyapur is also not yet over.

An assurance was given that the approach road for Simari-Bakhtiyarpur would be constructed. But it has not been completed. This road should be constructed. Rake point on Simari-Bukhtiyarpur needs to be constructed. There is a need for additional platform also.

Foot over bridge should be constructed at Hasanpur station, Mansii-Saharsa line should be doubled.

The construction of an ROB is in progress in my constituency Khagaria. My submission is that it should be completed on schedule.

Khagaria is an important station of district headquarters. There is lack of passenger amenities at the said station.

An FOB needs to be constructed in Western part of platforms at Khagaria station. Station should be kept clean. Proper lighting facility should be provided at the station. Clean drinking water alongwith a water cooler be provided at the station.

Platform at Saharsa, Khagaria, Hasanpur road, Samastipur station are not as per norms for broad gauge station, especially from level and length perspective.

A ticket booking counter should be opened in north side of FOB facing Khagaria junction.

There are only two platforms. Three more platforms should be constructed here.

Rake point should be provided at Simari-Bakhtiyarpur station.

One more platform should be constructed at Simari-Bakhtiyarpur station.

FOB should be constructed at Hasanpur road. Mansii-Saharsa line should be doubled.

Koshi Express (15282-15281) should be extended up to Doram Madhepura.

Khagaria district headquarters is under Samastipur Railway Division and it is class 'A' station. I demand that stoppage of following trains be provided at Khagaria:

- (a) 12424/12423 - Guwahati Rajdhani, 12436/35 and 12236/35 Dibrugarh Rajdhani,
- (b) 15631/32 - Guwahati-Jodhpur,
- (c) 15715/16 Garib Nawaj Express,
- (d) 12501/02 - Delhi-Guwahati Sampark Kranti Express and Seemanchal Express be provided

[Shri Dinesh Chandra Yadav]

stoppage at Mansi Junction. 12523/24 - New Jalpaiguri Superfast Express be provided stoppage at Hasanpur Road Station under Samastipur Division.

A passenger train should be started during night between Saharsa-Samastipur-via Hasanpur Road.

An Express train during night should be introduced between Saharsa-Patna.

Hariharnath Express used to ply between Saharsa-Sonepur (via Hasanpur Road-Samastipur) before gauge conversion. Now, in absence of it, passengers desiring to go to capital, Patna face difficulty. Therefore, this train should be restored.

12553-54 New Delhi-Barauni-Vaishali Express be extended upto Saharsa Junction.

In view of difficulties being faced by the passengers, the frequency of the following trains crossing Saharsa Junction be increased to daily:

- (a) 15283/84-Janaki Express (03 days)
- (b) 12203/04 - Garib Rath Express (03 days)
- (c) 14603/04 - Jansadharan Express (01 days)

The frequency of Anand Vihar-Muzaffarpur Garib Rath Express (12211-12) be increased and it should be run daily.

Window panes in toilets of Saharsa-Amritsar Jansewa Express are broken. These should be replaced and water supply be provided in toilets.

**Demands for Grants on Account (Railways) for 2014-15 submitted to the Vote of Lok Sabha**

No. of Demand	Name of Demand	Amount of Demand for Grants on Account submitted to the vote of the House (Rs.)
1	2	3
1.	Railway Board	92,67,00,000
2.	Miscellaneous Expenditure (General)	268,81,67,000
3.	General Superintendence and Services on Railways	2152,00,02,000
4.	Repairs and Maintenance of Permanent Way and Works	3396,60,04,000
5.	Repairs and Maintenance of Motive Power	1551,63,03,000
6.	Repairs and Maintenance of Carriages and Wagons	3627,59,91,000

[English]

MADAM SPEAKER: Hon. Members, under the prevailing circumstances, it is not possible to continue the discussion. I shall now put the Resolution to the vote of the House.

The question is:

"That this House approves the recommendations contained in Paras 76, 77, 80, 81, 82, 83, 84, 85, and 86 of the Sixth Report of the Railway Convention Committee (2009), appointed to review the rate of dividend payable by the Railway Undertaking to General Revenues, etc., which was presented in both the Houses of Parliament on 8th May, 2013."

*The motion was adopted.*

12.22 hrs.

**DEMANDS FOR GRANTS ON ACCOUNT  
(RAILWAYS), 2014-15**

[English]

MADAM SPEAKER : Motion moved:

"That the respective sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India out of the Consolidated Fund of India, on Account, for or towards defraying the charges during the year ending the 31st day of March, 2015, in respect of the heads of Demands entered in the second column thereof against Demand Nos. 1 to 16."

1	2	3
7.	Repairs and Maintenance of Plant and Equipment	2061,40,22,000
8.	Operating Expenses-Rolling Stock and Equipment	3105,99,00,000
9.	Operating Expenses - Traffic	7818,23,16,000
10.	Operating Expenses - Fuel	11243,61,50,000
11.	Staff Welfare and Amenities	1664,29,06,000
12.	Miscellaneous Working Expenses	1760,05,98,000
13.	Provident Fund, Pension and Other Retirement Benefits	9314,20,01,000
14.	Appropriation to Funds	14701,10,33,000
15.	Dividend to General Revenues, Repayment of loans taken from General Revenues and Amortization of Over-Capitalisation	3038,84,33,000
16.	Assets-Acquisition, Construction and Replacement	
	Other Expenditure	
	Capital	33607,70,00,000
	Railway Funds	5696,26,67,000
	Railway Safety Fund	666,00,00,000
	<b>Total</b>	<b>105767,01,93,000</b>

MADAM SPEAKER: I shall now put the Demands for Grants on Account (Railways) for 2014-2015 to the vote of the House.

The question is:

"That the respective sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India out of the Consolidated Fund of India, on Account, for or towards defraying the charges during the year ending the 31st day of March, 2015, in respect of the heads of Demands entered in the second column thereof against Demand Nos. 1 to 16."

*The motion was adopted.*

12.23 hrs.

**DEMANDS FOR SUPPLEMENTARY GRANTS (RAILWAYS), 2013-14**

[English]

MADAM SPEAKER: Motion moved:

"That the supplementary sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India, out of the Consolidated Fund of India, to defray the charges that will come in course of payment during the year ending the 31st day of March, 2014, in respect of the heads of Demands entered in the second column thereof against Demand Nos. 8, 10, 13, 15 and 16."

**Supplementary Demands for Grants (Railways) for 2013-14 submitted to the Vote of Lok Sabha**

No. of Demand	Name of Demand	Amount of Supplementary Demand for Grants submitted to the Vote of the House (Rs.)
1	2	3
8.	Operating Expenses - Rolling Stock and Equipment	204,36,91,000
10.	Operating Expenses-Fuel	2056,56,78,000

1	2	3
13.	Provident Fund, Pension and Other Retirement Benefits	
15.	Dividend to General Revenues, Repayment of loans taken from General Revenues and Amortization of Over-Capitalization	2170,65,86,000
16.	Assets-Acquisition, Construction and Replacement - Other Expenditure Capital	1590,67,00,000 1000,00,00,000
	Total	7022,26,55,000

MADAM SPEAKER: I shall now put the Supplementary Demands for Grants (Railways) for 2013-2014 to the vote of the House.

The question is:

"That the supplementary sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India, out of the Consolidated Fund of India, to defray the charges that will come in course of payment during the year ending the 31st day of March, 2014, in respect of the heads of Demands entered in the second column thereof against Demand Nos. 8, 10, 13, 15 and 16."

*The motion was adopted.*

...(Interruptions)

12.24 hrs.

APPROPRIATION (RAILWAYS) VOTE ON  
ACCOUNT BILL, 2014\*

[English]

THE MINISTER OF RAILWAYS AND MINISTER OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI MALLIKARJUN KHARGE): Madam, I beg to move for leave to introduce a Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 2014-2015 for the purposes of Railways.

MADAM SPEAKER: The question is:

"That leave be granted to introduce a Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 2014-2015 for the purposes of Railways."

*The motion was adopted.*

\*Published in the Gazette of India, Extraordinary, Part-II, Section-2 dated 17.02.2014

SHRI MALLIKARJUN KHARGE: Madam, I introduce\*\* the Bill.

12.25 hrs.

*At this stage, Dr. Kakoli Ghosh Dastidar and some other hon. Members came and stood on the floor near the Table.*

...(Interruptions)

MADAM SPEAKER: The Minister may now move that the Bill be taken into consideration.

SHRI MALLIKARJUN KHARGE: I beg to move:

"That the Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 2014-2015 for the purposes of Railways, be taken into consideration."

MADAM SPEAKER: The question is:

"That the Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 2014-2015 for the purposes of Railways, be taken into consideration."

*The motion was adopted.*

...(Interruptions)

MADAM SPEAKER: The House will now take up clause-by-clause consideration of the Bill.

The question is:

"That clauses 2 and 3 stand part of the Bill."

*The motion was adopted.*

*Clauses 2 and 3 were added to the Bill.*

*The Schedule was added to the Bill.*

\*\*Introduced with the Recommendation of the President.

*Clause 1, the Enacting Formula and the Long Title were added to the Bill.*

SHRI MALLIKARJUN KHARGE: I beg to move:

"That the Bill be passed."

MADAM SPEAKER: The question is:

"That the Bill be passed."

*The motion was adopted.*

...(Interruptions)

12.27 hrs.

APPROPRIATION (RAILWAYS) BILL, 2014\*

[English]

MADAM SPEAKER: Item Nos. 36, hon. Minister.

THE MINISTER OF RAILWAYS AND MINISTER OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI MALLIKARJUN KHARGE): I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 2013-2014 for the purposes of Railways.

MADAM SPEAKER: The question is:

"That leave be granted to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 2013-2014 for the purposes of Railways."

*The motion was adopted.*

SHRI MALLIKARJUN KHARGE: I introduce\*\* the Bill.

...(Interruptions)

MADAM SPEAKER: The Minister may now move that the Bill be taken into consideration.

SHRI MALLIKARJUN KHARGE: I beg to move:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the

financial year 2013-2014 for the purposes of Railways, be taken into consideration."

MADAM SPEAKER: The question is:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 2013-2014 for the purposes of Railways, be taken into consideration."

*The motion was adopted.*

MADAM SPEAKER: The House will now take up clause-by-clause consideration of the Bill.

The question is:

"That clauses 2 and 3 stand part of the Bill."

*The motion was adopted.*

*Clauses 2 and 3 were added to the Bill.*

*The Schedule was added to the Bill.*

*Clause 1, the Enacting Formula and the Long Title were added to the Bill.*

SHRI MALLIKARJUN KHARGE: I beg to move:

"That the Bill be passed."

...(Interruptions)

MADAM SPEAKER: Motion moved:

"That the Bill be passed."

[Translation]

SHRI MULAYAM SINGH YADAV (Mainpuri): Madam Speaker, I would like to raise a question before the hon. Minister of Railways and I want the hon. Minister to listen to it seriously. ... (Interruptions) Itawah-Mainpuri line touches Gwalior and goes upto Mumbai. ... (Interruptions) Mainpuri is the most deprived district in U.P., so far as train facilities are concerned. It is my Constituency. ... (Interruptions) In 1996, the then Prime Minister, Shri Devegowda and the Minister of Railways, Shri Ramvilas Paswan had made some announcements. But, so far not even 4 kms of railway line has been laid. ... (Interruptions)

Again another hon. Minister of Railways, Shri Bansal also made an announcement in this regard in 2011-12 and further assured that the train would start plying in the month of June. ... (Interruptions)

\* Published in the Gazette of India, Extraordinary, Part-II, Section-2 dated 17.02.2014

\*\* Introduced with the Recommendation of the President.

Madam Speaker, I humbly request you. ...*(Interruptions)* Though next elections are approaching, still I request you to intervene ...*(Interruptions)* It is so, because it is my Constituency? ...*(Interruptions)* I charge that since it is my Constituency, it is being neglected. ...*(Interruptions)*

MADAM SPEAKER: Now your time is over.

...*(Interruptions)*

SHRI MULAYAM SINGH YADAV: Only Nitish Kumar has done the work ...*(Interruptions)* Nitish Kumar ji had laid the railway line and now he is not the Minister. ...*(Interruptions)* And after that, not a single inch line has been laid. ...*(Interruptions)*

MADAM SPEAKER : Alright.

...*(Interruptions)*

SHRI MULAYAM SINGH YADAV: The Minister of Railway, Shri Bansal ji had said as all were aware that the train would be steamed off in the month of June. ...*(Interruptions)*

MADAM SPEAKER : Thanks.

...*(Interruptions)*

SHRI MULAYAM SINGH YADAV: Can't the present railway Minister lay even 400 meters long railway line. ...*(Interruptions)*

MADAM SPEAKER : Mulayam Singh ji, thanks.

...*(Interruptions)*

SHRI MULAYAM SINGH YADAV: Is it because of my Constituency? But it won't make any difference. ...*(Interruptions)*

[English]

MADAM SPEAKER : Nothing else will go on record.

...*(Interruptions)\**

[Translation]

MADAM SPEAKER : Now, your time is over. Say what else you want to speak.

...*(Interruptions)*

MADAM SPEAKER : Please speak quickly.

...*(Interruptions)*

SHRI MULAYAM SINGH YADAV: Since the Railway Minister has said so, do not lay it now. ...*(Interruptions)* Minister of Railway should reply to it. ...*(Interruptions)*

\*Not recorded.

MADAM SPEAKER : Who said so?

...*(Interruptions)*

SHRI MULAYAM SINGH YADAV: Bansal ji announced it here. ...*(Interruptions)* What do you th... ..  
...*(Interruptions)* What fun he is doing? ...*(Interruptions)* Is it a simple thing? ...*(Interruptions)*

[English]

MADAM SPEAKER : The question is:

"That the Bill be passed."

*The motion was adopted.*

12.31½ hrs.

PAPERS LAID ON THE TABLE - CONTD.

MADAM SPEAKER: Now, Item No. 10 - Shri K. Suresh.

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI KODIKUNNIL SURESH): Madam, I beg to lay on the Table:—

- (1) A copy of the Annual Report (Hindi and English versions) of the Employees' State Insurance Corporation, New Delhi, for the year 2012-2013.

[Placed in Library. See No. L.T. 10808/15/14]

- (2) (i) A copy of the Annual Report (Hindi and English versions) of the Employees' Provident Fund Organisation, New Delhi, for the year 2012-2013.
- (ii) A copy of the Annual Accounts (Hindi and English versions) of the Employees' Provident Fund Organisation, New Delhi, for the year 2012-2013, together with Audit Report thereon.

- (3) Two statements (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (2) above.

[Placed in Library. See No. L.T. 10809/15/14]

...*(Interruptions)*

MADAM SPEAKER: The House stands adjourned to meet on Tuesday, the 18th February, 2014 at 11 a.m.

12.32 hrs.

*The Lok Sabha then adjourned till Eleven of the Clock on Tuesday, February 18, 2014/Magha 29, 1935 (Saka).*



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