

an>

title: Discussion on Resolution regarding Approval of First Report of Railway Convention Committee appointed to review the rate of dividend payable by the Railway Undertaking to General Revenues and other ancillary matters, which was presented to both the Houses of Parliament on 22nd December, 2015 moved by Shri Suresh Prabhu.

THE MINISTER OF RAILWAYS (SHRI SURESH PRABHU): Sir, I beg to move:

"That this House approves the recommendations contained in Paras 5, 6, 9, 11, 12, 13, 14, 15, 16, 17, 18 and 19 of the First Report of Railway Convention Committee (2014), appointed to review the rate of dividend payable by the Railway Undertaking to General Revenues and other ancillary matters, which was presented to both the Houses of Parliament on 22nd December, 2015."

Mr. Deputy-Speaker, Sir, I thank the hon. Chairperson and the hon. Members of the Railway Convention Committee who have made a recommendation regarding how much dividend the Railways should pay to the Finance Ministry. This is a unanimous recommendation. Normally, on such matters there has never been a discussion. My distinguished predecessor Shri Dinesh Trivedi also will vouch for it that normally it is passed unanimously because this has already been recommended by the Committee. So, I would like to request the hon. Members that with a short discussion, before we take the Private Members' Bills and Resolutions, it can be passed unanimously and take it forward.

Sir, I would just like to make one point. This paying dividend to the Finance Ministry is one area which really needs to be looked into. Why should the Railway pay dividend? This has been a recommendation of the Standing Committee. There have been several unanimous recommendations on this by several Standing Committees that the Railways discharge very useful public functions. They are actually working on public service obligation. The burden on the Railways is as high as Rs. 30000 crore. This year the Railways are even more burdened with an additional burden Rs. 30000 crore on account of the recommendations of the Pay Commission. There is already a Bonus Act which we passed in this very House and this has put another additional burden because Railways, as an organization, as India's largest employer has to bear the brunt of it. Now, this is a recommendation of the Committee. I respect it. But over a period of time we really need to look into why the Railways which is already suffering due to several other problems also be over-burdened with the responsibility of paying a dividend and also how the main Budget can actually subsidise or take care of the subsidies which are already there. So, I think, we need to look into this issue. I urge upon all the hon. Members of Parliament to allow this Resolution to be passed.

Thank you.

HON. DEPUTY SPEAKER: Motion moved:

"That this House approves the recommendations contained in Paras 5, 6, 9, 11, 12, 13, 14, 15, 16, 17, 18 and 19 of the First Report of Railway Convention Committee (2014), appointed to review the rate of dividend payable by the Railway Undertaking to General Revenues and other ancillary matters, which was presented to both the Houses of Parliament on 22nd December, 2015."

SHRI K.H. MUNIYAPPA (KOLAR): Mr. Deputy-Speaker, Sir, thank you for giving me this opportunity to take part in the discussion. I think, the Railway Committee has unanimously recommended regarding the issue of dividend. But the Railways are running in public interest and for the common people under certain obligations. So, they could not pay the dividend. At the same time, the Finance Ministry is unable to help the common people of this country. More than 2.5 crore people are using the services of the Railways almost everyday. But the Government is not supporting such a huge organization. Ultimately they have said that the Railways have to take all the obligations and risk to run the railways. This is the situation in the Ministry.

In the last two decades, there has been a 10 per cent increase in the number of passengers in the Railways. It has increased from 1.5 crore to 2.5 crore. There are no proper amenities, food and drinking water. But the surprising thing is that the Government is not coming forward to support the Railways. The projects which have been pending for the last two decades, there has been no thinking on this issue by the Government. The new Planning Commission called the NITI Ayog has not at all given any thought to this issue. For two decades the projects are pending and the Members of Parliament are requesting for these projects to be completed and want them to be developed and connected with Rail network. They want them completed. For all these things, they are not able to give the required financial assistance to complete the pending projects.

Coming to the most important area of corridors, North-East and North-South, the award is only for 78 to 80 per cent. In the last four to five years, Japan Government is financing it. Till today, they have not started the work properly. The problem is, Maharashtra Government is not willing for it because it is very difficult to give land. Even for Mumbai-Ahmedabad, the pending bullet train project would cost Rs. 1 lakh crore. The average cost for one kilometre is Rs. 200 crore. In spite of that, the Maharashtra Government and Gujarat Government have come to the conclusion that they have to launch this programme.

The common people of India are using trains. As I told, the number of daily passengers come to 2.4 crore. If a person is to use this train, the cost will be more than ten times. We have unanimously decided, under the Chairmanship of Shri Dinesh Trivedi, for it. What is the total length to be developed to reach the speed of 120 to 150 kilometres? The Board Chairman and its members told the Committee that with at least Rs. 3 to Rs. 4 crores per kilometre, we can complete the whole railway network of 65,000 to 66,000 kilometres. With this cost, we can increase the speed from 80 to 90 kilometres to 110-130-140 kilometres. The total expenditure only for this will be Rs. 3 to Rs. 4 lakhs crores upto a maximum of Rs. 5 lakhs

crore.

Of course, we have to appreciate that we have to compete with international countries like China. I agree with this but what is the financial status of India? When you are spending Rs. 1 lakh crore to cover 500 kilometres from Mumbai to Ahmedabad, the total Indian railway network of 65,000 to 66,000 kilometres can be modernised by Rs. 5 lakh crores. This comparison was made. Then the Committee, under the Chairmanship of Shri Dinesh Trivedi, unanimously agreed to give priority for this project instead of bullet trains. It is all right that we are not entering the bullet train project, but at least India is capable to show its merit. But financial crunch is there. You are unable to give financial assistance to the Railways. We are in a bad position. We are not able to run the trains. We are not able to provide amenities and even drinking water.

In such a situation, will this dream be possible, will it be viable in India? I want to know it from the hon. Minister. I think Shri Suresh Prabhu has left. I do not know why he has left the House. Nobody from the Railways is present.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): I am present here, Sir.

SHRI K.H. MUNIYAPPA: Thank you. Shri Suresh Prabhu was talking high about this issue. We appreciate it. He is very intelligent but there is no money available. What can we do and how to sustain the Railways? We will work together. We are surprised as to how to proceed.

So, the hon. Minister has to reply about the bullet train project. I think Shri Dinesh Trivedi will also participate in this debate.

I mentioned initially about the North-East Corridor. Even after a lapse of four to five years, no work has started. After the lapse of four or five years the award or work is also pending for Eastern Freight Corridor, which is of 222 kms; and Western Freight Corridor, which is of 237 kms. The progress with regard to the Freight Corridors, according to the records, is 30 per cent and 40 per cent and North-East and North-West Corridors respectively.

The Japan Bank have cooperated and supported it and they have entered into an agreement that they should be completed in stipulated time. But they could not complete these projects. This is the situation. I think the hon. Minister should say something as to how he will complete it.

He mentioned that the bullet train will be started by 2023. Even today, even two years after its announcement, neither the Maharashtra Government nor the Gujarat Government has given the land. The preliminary work has not started. But they are claiming that by 2023 the bullet train will start running. All right, we will see whether that comes true. Let the hon. Minister say what exactly they are doing, and how they are going to complete the project.

The total route kilometre is 66,000. The Board has decided that at least Shatabdi trains, Express trains and Mail trains, should start running at 130 or 140 kms. Now, they are running below 100 kms. In this regard, we have discussed and unanimously decided in the Standing Committee to recommend to the Government to take up this issue for which you have to spend Rs. 4 to Rs. 5 lakh crore. Then, the entire scenario of the Indian Railways will be changed and the common people of this country will get the benefit of this one. Now, the passenger trains are running hardly at 50 kms. The Shatabdi trains are running at 100 kms. The speed of the passenger trains can be increased to 80 kms. and that of the Shatabdi trains to 140 to 150 kms. That is more than enough. If you spend Rs. 4 to Rs. 5 lakh crore on this project, which you plan to spend for running bullet train, the entire country will be benefited. The saving of time, movement of goods, the income, the profit etc. will result in 25 per cent economic growth. This kind of economic growth will take place by spending Rs. 5 lakh crore.

We in the Standing Committee, under the chairmanship of Shri Dinesh Trivedi, have unanimously come to this conclusion.

Another most important area to which I would like to draw the attention of the hon. Minister is with regard to the RoBs and level crossings. Even today more than 10,000 level crossings are pending in this country. Accidents take place due to this. So many casualties have occurred and innocent people have lost their lives.

The earlier Governments, including the NDA Government, led by Shri Vajpayee had given Rs. 30,000 crore to complete this project. This was to be given the top priority. The mandate was to see that the level crossings in this country are completed well in time. That should be the top priority. Even our Government was unable to complete this one. Till today, it is pending. When is the hon. Minister going to complete manning of 10,000 unmanned level crossings? This is one of the most important things rather than the Bullet Train or any new passenger train or any new express train because life is very precious.

The UPA Government had also allocated money for the said projects but we could not complete these projects. That is why, I would like to request the hon. Minister to address the matter of manning unmanned level crossings along with other projects like RoBs and RuBs. All the State Governments would share the cost of these projects. Sir, 50 per cent cost would be borne by the State Governments, and the rest would be borne by the Ministry of Railways. Hence, I would urge upon the hon. Minister to take care of this issue.

About the cost sharing projects, during the time of Shri Dinesh Trivedi and Kumari Mamata Banerjee, myself and Shri Dinesh Trivedi visited the undivided Andhra Pradesh (Telangana), Karnataka, Odisha, Jharkhand and Maharashtra. We entered into MoUs, with the provision of providing free land. In the case of Jharkhand, they have allocated two-third land meant for the project. The same is the case concerning my constituency also. We had 15 projects in Karnataka; we had 15 projects in Andhra Pradesh. Hon. Chief Ministers themselves have declared that they are ready to provide land free of cost, and also agreeing to the cost sharing. We together visited these States; States have agreed. Till today, there is no progress.

The Ministry of Railways should reach out to the States, have detailed discussions about the projects to be taken up. These projects have already been announced in the Railway Budget. These projects should be taken up. I think, the hon. Railway Minister, Shri Suresh Prabhu should visit States. I had already requested him in this regard. He should visit the States; sit with the Chief Ministers. By doing so, the burden of the Railway Ministry would be reduced. States are ready to bear the burden up to 60 per cent and the Railway Ministry has to bear only 40 per cent cost of the projects so that all the projects would get completed. These are the areas where the hon. Minister has to address. These areas are very important. The hon. Minister has announced many schemes concerning maintenance, cleaning, drinking water, etc. in the Budget but nothing has been done

practically.

Shri Suresh Prabhu, you were not present in the House when I was raising the issues of manning unmanned level crossings. Special priority should be given to complete the manning of the entire unmanned level crossings in the country. This is all the more important than any other project which you want to execute with your vast knowledge. You are planning to reform the Railways. I think, reformation in Railways starts with manning the unmanned level crossings.

I would also like to request him to visit the States where they are ready to share the cost of the projects; make use of them, and ensure that there is progress in the Railways.

Finally, about the Rail Coach Factory in Kolar, an MoU has been signed by the Ministry of Railways when the hon. Chief Minister of the State was present. Till today, even after the lapse of two years, no progress could be seen. I had already made a request to the hon. Railway Minister to visit the place once; have a detailed discussion; review the said project, and start the work. The Government of Karnataka is ready to provide 50 per cent land for the project. The Ministry of Railways should come forward by visiting the place, discussion between the Railway officials and the State Government officials should take place to start the project. This is one of the most important events where Shri Dinesh Trivedi was present.

15.00hours

The MoU was also signed for this purpose. So, the hon. Minister should take it seriously and start the work.

Sir, passenger traffic is increasing by 10 per cent every year in Railways. The Railways have to be provided enough financial assistance from the Government. Without budgetary support from the Government, the Railways cannot improve the facilities to passengers and it will be difficult for them to even carry out normal maintenance work. Therefore, the Government has to give top priority to Railways and extend all the financial assistance required by them.

With these words, I conclude.

HON. DEPUTY SPEAKER: Now we will take up Private Members' Business.

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND FARMERS WELFARE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI S.S. AHLUWALIA): Mr. Deputy Speaker, Sir, I want to make a submission. We were to take up Private Members' Business at 3 o'clock because earlier, in the List of Business the Half-an-Hour Discussion was slated at 5.30 p.m. We have deferred it now. So, we can take up Private Members' Business at 3.30 p.m. because as per the Rules, the last 2 ½ hours on the last working day of the week is allotted for Private Members' Business. If we start it now, then by 5.30 p.m. we have to adjourn the House. Now it is up to the House to decide whether to continue this discussion till 3.30 p.m. and then take Private Members' Business or to take up Private Members' Business now and adjourn the House at 5.30 p.m.

HON. DEPUTY SPEAKER: Now, it is for the House to decide. I want to take sense of the House.

SHRI BHARTRUHARI MAHTAB (CUTTACK): Mr. Deputy Speaker, just now we heard a former Minister of State for Railways. We are also going to hear a former Minister of Railways on this Resolution and there is every possibility that some future Minister of Railways will also be speaking. So, let us continue this discussion till 3.30 p.m. and I hope that we can pass this Resolution by 3.30 p.m.

HON. DEPUTY SPEAKER: No, we cannot finish this item by 3.30 p.m. because many Members want to speak on this Resolution. The time allotted for this item is two hours. So, we can continue this discussion till 3.30 p.m. and then continue it on Monday.

SHRI S.S. AHLUWALIA: Sir, we cannot take it up on Monday. We have to take it up on Tuesday because on Monday both the Ministers will not be available here.

HON. DEPUTY SPEAKER: Alright. We can take it up some other day according to their convenience. Therefore, now we will continue this discussion till 3.30 p.m. and then take up Private Members' Business.

श्री गणेश सिंह (सतना) : उपाध्यक्ष महोदय, आज सदन में एक ऐसे संकल्प पर चर्चा हो रही है, जिसको रेलवे की अभिसमय समिति ने अपनी सिफारिशों के साथ दिया है। निश्चित तौर पर जैसा रेल मंत्री जी कह रहे थे, रेलवे को जो लाभान् देने की बात वित्त मंत्रालय में तय हुई है, इसकी वया जरूरत है क्योंकि रेलवे एक ऐसा विभाग है, जो सचमुच लोक महत्व का काम कर रहा है और देश को एक सूत्र में जोड़ने का भी काम कर रहा है। रेलवे के कई ऐसे क्षेत्र हैं, जिनमें रेलवे को कोई आमदनी नहीं होती, बल्कि रेलवे की बड़ी धनराशि खर्च होती है। रेलवे में जितनी भी परियोजनाएं हैं, उनमें पांच लाख करोड़ रुपये से ज्यादा की जरूरत है। ऐसी स्थिति में रेलवे को लाभान् देने के बजाय, ज्यादा वित्तीय सपोर्ट मिलने की जरूरत है। एक रुपये कमाने के लिए रेलवे को 97 पैसे खर्च करने पड़ते हैं। आज रेलवे की यह स्थिति है। सामान्य राजस्व एवं अन्य आनुषांगिक मामलों पर रेल उपक्रम द्वारा देय लाभान्, जिसे संसद की दोनों सभाओं में 22 दिसम्बर, 2015 को प्रस्तुत किया गया था, की समीक्षा के लिए नियुक्त रेल अभिसमय समिति, 2014 के पहले प्रतिवेदन के पैराग्राफ 5, 6, 9, 11, 12, 13, 14, 15, 16, 17, 18 और 19 में अंतर्विष्ट सिफारिशों के अनुमोदन प्राप्त करने संबंधी संकल्प पर अपनी सिफारिश की है। उन्होंने भी इस बात को पाया है कि रेलवे को और अतिरिक्त सहायता की जरूरत है। हमारे प्रधान मंत्री जी ने खुद कहा है कि देश में रेलवे को सदैव परिवहन का मातृ साधन माना गया है। हम रेलवे को देश के विकास में रीढ़ की हड्डी के रूप में देखना चाहते हैं और वाकई में रेलवे के विकास से देश का विकास बढ़ेगा। इसी वजह से श्री सुरेश प्रभु जी जब यहां पर रेल मंत्री के रूप में आए तब उन्होंने एक पूंजी खर्च करके इस महत्वाकांक्षी योजना को प्रारम्भ किया है जिसकी लागत लगभग 8.56 लाख करोड़ है, जो वर्ष 2015 से लेकर वर्ष 2020 के मध्य खर्च होगी। इसमें जो उनको वित्तीय सहायता की जरूरत पड़ेगी, वह लगभग 2.56 लाख करोड़ रुपये की है।

मुझे खुशी है कि हमारे वित्त मंत्रालय ने इस वर्ष अब तक 40000 करोड़ रुपये से ज्यादा की सहायता इस काम के लिए दी भी है। मैं बताना चाहता हूं कि दुनिया के अंदर हमारे देश का ही सबसे बड़ा रेलवे नेटवर्क है। देश में करीब 65000 कि.मी. रेलवे लाइनें हैं, 8000 से अधिक रेलवे स्टेशंस हैं। 2.5 करोड़ यात्री हर रोज यात्रा कर रहे हैं। लगभग 19000 यात्री गाड़ियां चल रही हैं। 7721 माल गाड़ियां हैं जिनमें 3 मिलियन माल रोज दुलाई होता है। 14 लाख कर्मचारी काम कर रहे हैं। इन कर्मचारियों के जो वेतन, भत्ते और अन्य सुविधाएं हैं, उन सबका बोझ कहीं न कहीं रेलवे को उठाना पड़ता है। अभी 6ला वेतन आयोग का जो बोझ रेलवे पर पड़ा था, उससे ही रेलवे उबर नहीं पाई। अब 7वें वेतन आयोग की भी सिफारिशें जो स्वीकार की गई हैं, उनके चलते भी रेलवे को एक

तम्बे नुकसान की ओर जाना पड़ेगा। रेलवे ने कई ऐसे क्षेत्रों में जैसे-सामरिक क्षेत्र, सीमावर्ती इलाकों में रेलवे ने अपना नेटवर्क देश के हित में फैलाया है।

अब सेना के क्षेत्र में जो रेलवे लाइनें गई हैं जहां पर सैन्य सामान्य पहुंचाया जाता है, वहां से रेलवे को कुछ आमदनी नहीं होती है और उसमें यदि हम कहें कि लाभान्श में पैसा दिया जाए तो रेलवे कहां से लाकर देगी? इसलिए ऐसी स्थिति में, जैसे यात्रियों की सुविधाओं का मामला है, यात्री किराया नहीं बढ़ा, माल भाड़े में भी वृद्धि नहीं हुई, ऐसी स्थिति में रेलवे अपने खर्चों को जोड़े तो वह पूरी तरह से घाटे में है, मैं मानता हूँ कि रेल मंत्री जी जब कहते हैं कि हमें लाभान्श न देना पड़े, यह बात कहीं न कहीं ठीक लगती है और इस पर संसद को गंभीरता से विचार करने की जरूरत है।

मैं वर्ष 2011-12, 2012-13, 2013-14 और 2014-15 में सामरिक लाइनों और राष्ट्रीय परियोजनाओं पर जो प्रचालन खर्च आता है, उसके अनुपात में पैसा वित्त मंत्रालय से नहीं मिला। वित्त मंत्रालय ने उसके एवज में 652 करोड़, 637 करोड़ और 640 करोड़ रुपये की धनराशि की प्रतिपूर्ति की थी, जिसको समिति ने भी माना है कि यह बहुत कम है। रेलवे को और सहायता की जरूरत है। इसी तरह से जो राष्ट्रीय कोरीडोर बनाया गया था, वह सामरिक कोरीडोर था लेकिन उसको वाणिज्यिक यानी राष्ट्रीय परियोजना के रूप में दे दिया गया, जैसे उद्यमपुर-श्रीनगर-बारामुला लाइन में रेलवे को कुछ भी आमदनी नहीं हो रही है, लेकिन राष्ट्रीय परियोजना में शामिल करके इस मार्ग को खोल दिया गया। रेलवे का जो पैसा लगा है, रेलवे को जो आमदनी होनी चाहिए, वह नहीं हो पा रही है। इसी स्थिति में जो हाली रेलवे उठा रहा है, समिति ने इस बात को गंभीरता से कहा है कि इसमें रेलवे को अतिरिक्त वित्तीय सहायता मिलनी चाहिए। इसी तरह से जो सामाजिक बाध्यताएँ हैं, जिनका जिक्र अभी रेल मंत्री जी कर रहे थे, लगभग 30,000 करोड़ रुपये की राशि रेलवे को देना पड़ता है। प्रचालन में भी लगभग 90 प्रतिशत का जो खर्च है, उसको देखने के बाद लगता है कि रेलवे को सचमुच और सहायता मिले। समिति ने भी इस बात को माना है।

जिस तरह से सार्वजनिक सेवा ज्यादा परिणामक और गुणात्मक सटीकता लाने के लिए जिस तरह से अंतरमंत्रालयीन समिति बनती है, उसी तरह से एक स्वतंत्र निकाय रेलवे को भी बनाने की जरूरत है। समय-समय पर इस तरह के जो खर्च हैं और जिसमें उनको और सहायता की जरूरत है, उसका सही मूल्यांकन करके प्रस्तुत करें। मैं मानता हूँ कि इसकी भी जरूरत है।

वित्त मंत्रालय ने सुझाव दिया था कि 14वें वित्त आयोग की सिफारिशों के जरिये रेलवे को राज्य विशिष्ट परियोजनाओं हेतु वित्त पोषण के संभावित स्रोत के रूप में राज्यों से अपेक्षा करनी चाहिए। यह बात रेलवे ने भी मानी है कि हम लोगों ने राज्यों के सामने प्रस्ताव किया है और कई राज्यों ने उसमें सहयोग भी देने की बात की है, लेकिन उसका अंशदान रेलवे को अपनी धन राशि से देना पड़ेगा, उसकी भी रेलवे के पास पर्याप्त व्यवस्था नहीं है। हालांकि यह बात सही है कि पहले केन्द्र सरकार द्वारा करों में से राज्यों को 32 प्रतिशत हिस्सा मिलता था, उसे बढ़ा कर 42 प्रतिशत कर दिया गया है। इससे निश्चित तौर पर राज्यों की आय बढ़ी है और राज्यों को ऐसी परियोजनाओं के लिए, जो राज्य हित में हैं, लोक हित में हैं, उनमें उनको हिस्सेदारी करनी चाहिए। इस दिशा में समिति ने अपनी सिफारिश की है कि इस पर निश्चित तौर पर विचार होना चाहिए।

रेलवे की समग्र वित्तीय स्थिति तथा आधुनिकीकरण एवं सुरक्षा संबंधी कार्य सहित, रेलवे के आधारभूत ढांचे को तत्काल विकसित करने की जरूरत है और वर्ष 2014-15 के लिए लाभान्श की जो दर पांच प्रतिशत तथा वर्ष 2015-16 हेतु सातवे वित्त आयोग के आसन्न प्रभाव को देखते हुए, सामान्य राजस्व से रेलवे में निवेश की गई समूची पूंजी पर लाभान्श दर चार प्रतिशत निर्धारित की जानी चाहिए, ऐसा समिति का मानना है। मैं मानता हूँ कि इस पर सदन की पूरी सहमति होनी चाहिए। निवेश का वार्षिक कुछ भी हो, इसमें यह राशि भी शामिल होनी चाहिए, जिससे राज्य सरकारें रेलवे की सुरक्षा में योगदान दे सकें।

आर्थिक संसाधन सृजित करने के लिए प्रणाली की क्षमता में अनुरूप, मूलरूप, आरक्षित निधि, डी.आर.एफ. में योगदान करने की अनुमति दी जानी चाहिए, ऐसा समिति ने माना है और मैं समझता हूँ कि इसकी जरूरत है। पेंशनभोगियों की संख्या, महंगाई भत्ते की सहित दर इत्यादि में वृद्धि के विशेष संदर्भ में रेलवे द्वारा अनुमानों में दी गई आवश्यकता को ध्यान में रखते हुए, पेंशन निधि में योगदान दिया जाये। अब बहुत बड़ी मात्रा में रेलवे को कर्मचारियों को पेंशन का भुगतान करना पड़ता है, लेकिन उसके अनुपात में उसके पास आमदनी नहीं है। आधिकारिक, वित्त मंत्रालय की यह जिम्मेदारी बनती है कि जिस तरह से अन्य विभागों के कर्मचारियों की देय का भुगतान वित्त मंत्रालय करता है, उसी तरह से रेलवे के कर्मचारियों के लिए भी अतिरिक्त धन राशि उपलब्ध कराई जानी चाहिए।

समिति ने यह भी कहा है कि पूंजीगत निधि को रेलवे के आधारभूत ढांचे के निर्माण हेतु किया जाये। वर्ष 2014-2015 में पूंजीगत निधि के लिए बजट, विनियोजन 5662.74 करोड़ रुपये था। वर्ष 2014-15 हेतु संशोधित अनुमान में उक्त को संशोधित अनुमान स्तर बढ़ा कर 5919.3 करोड़ रुपये कर दिया गया। वर्ष 2015-16 में पूंजीगत निधि का विनियोजन 7,615.71 करोड़ रुपये अनुमानित है। इसमें सुझाव है कि योजनागत परिव्यय और समग्र संसाधन उपलब्धता को ध्यान में रखते हुए, इसका आवंटन होना चाहिए, ताकि रेलवे अपने अन्य कार्य को विधिवत सुचारु रूप से चला सके।

अभी मुनियप्पा जी भी कह रहे थे कि लगभग दस हजार से ज्यादा ऐसे रेलवे फाटक हैं, जिन्हें बंद करना जरूरी है। वहां योज दुर्घटनाएं हो रही हैं और उसके लिए जिन संसाधनों की जरूरत, वह संसाधन रेलवे अपने आप नहीं जुटा सकता है।

15.15 hours (Shri Anandrao Adsul in the Chair.)

ऐसी स्थिति में ब्रिजेज बनाने के लिए उन्हें अतिरिक्त धनराशि देनी चाहिए। चूंकि यह मामला आम आदमी की सुरक्षा से जुड़ा मामला है इसलिए आवश्यकता है कि रेलवे को मदद मिले। मेरा एक सुझाव है कि विकास निधि में श्रेणी पर ब्याज की दर विकास कार्य हेतु सामान्य राजस्व ऋण पर ब्याज की दर के सामान होनी चाहिए और रेलवे संरक्षा निधि में श्रेणी राशियों को ब्याज रहित किया जाना चाहिए। चूंकि इस निधि को सामान्य राजस्व से अंशदान द्वारा बनाया गया है। इसे भी समिति ने स्वीकार किया है और यह मेरी भी मांग है। इसके अलावा रेलवे ने जिस तेज गति से वर्तमान में पिछले दो सालों से विकास किया है, मैं समझता हूँ कि इतना विकास पहले नहीं हुआ है। आज रेलवे का जो विज्ञान है, वर्योकि आज में देखने को मिल रहा है कि रेलवे में कुछ न कुछ सुधार के काम चल रहे हैं।

अभी मुनियप्पा साहब कह रहे थे कि बजेट देन की क्या आवश्यकता है। मैं कहना चाहता हूँ कि बजेट देन इसलिए जरूरी है कि क्या भारत दुनिया के मुकाबले में खड़ा नहीं होना चाहता है? क्या इस देश के यात्रियों को इस तरह की सुविधाओं की जरूरत नहीं है? यू.पी.ए. की सरकार में इस तरह की सोच तो नहीं बन पाई, लेकिन हमारी एन.डी.ए. की सरकार, हमारे प्रधानमंत्री नरेन्द्र मोदी जी ने अगर इस तरह का सपना देखा है तो इस सपने को पूरा होना चाहिए।

हम लोग हमेशा सदन में चर्चा करते थे कि राष्ट्रीय राजमार्ग से जो रेलवे गुजरती है, वहां ब्रिज नहीं है। इसके लिए रेलवे हमेशा कहता था कि हमारे पास धन नहीं है, मैं अपने प्रधानमंत्री जी को धन्यवाद देना चाहता हूँ, जिन्होंने सेतु भारतम् के नाम से देश के सभी उन राष्ट्रीय राजमार्गों पर, जहां रेलवे को ब्रिज बनाना जरूरी था, उसके लिए 50 हजार करोड़ रुपए की धनराशि उन्होंने सौंपन की है और इससे रेलवे की बहुत बड़ी जरूरत पूरी हुई है। आज रेलवे के स्टेशनों में पहले से ज्यादा सुविधा बढ़ी है। यात्रियों को भी अच्छी सुविधाएं मिल रही हैं। साफ-सफाई की व्यवस्था पहले से बेहतर हुई है। रेलवे की खान-पान की व्यवस्था में भी बहुत सुधार हुआ है। मैं मानता हूँ कि रेलवे को और ज्यादा वित्तीय सहायता की जरूरत है, कई प्रोजेक्ट्स चल रहे हैं, उन सभी प्रोजेक्ट्स में जितनी भी धनराशि खर्च हो रही है, मैं समझता हूँ कि वह देश के विकास में बहुत लाभकारी होगी और वित्त मंत्रालय को लाभान्श लेने की बजाय और वित्तीय सपोर्ट रेलवे को देना चाहिए, ऐसा मैं सदन के माध्यम से सरकार से मांग करता हूँ और जो संकल्प आया है, उसका मैं पूरी तरह से समर्थन करता हूँ।

*SHRI K. ASHOK KUMAR (KRISHNAGIRI) : Hon. Chairman Sir, Vanakkam. Thank you for this opportunity. I am very much grateful to Hon. Chief Minister of Tamil Nadu Dr. Puratchithalavi Amma for this opportunity to take part in the discussion on the Report of the Railway Convention Committee for the years 2014-15 and 2015-16.

Sir, Railways are the backbone of our country leading to leading to overall development. It is very much necessary for passenger and freight traffic. Railways cater to different sections of people including poor, middle class, labourers, senior citizens, women and students. It will not be an exaggeration if I say Railways remain as a boon benefitting every citizen of this country.

The Railway Convention Committee came into existence in the year 1949. And since 1954 we have had one Railway Convention Committee in every Lok Sabha. The primary work of this Committee is to fix the rate of dividend to be paid by Railways to the Union Government. During the years 2007-

08 and 2008-09, the rate of dividend was 7 per cent. During the years 2009-10 and 2010-11, it was reduced to 6 per cent. And in the year 2011-12 it got reduced by another 1 per cent and was fixed at 5 per cent. Further being reduced by 1 per cent, the rate of dividend was fixed at 4 per cent for the year 2012-13. But in the year 2013-14, it got increased by 1 per cent to become 5 per cent. It is now recommended by the Railway Convention Committee to fix the rate of dividend as 5 per cent and 4 per cent for the years 2014-15 and 2015-16, respectively.

During the year 1950-51, the investment made by the Union Government in Railways was to the tune of Rs. 827 Crore. During the year 2014-15 the same had increased to Rs. 1,98,009.84 Crore and for the current year it is at Rs. 2,35,328.79 Crore. At the same time, the dividend amount was less than Rs. 100 Crore during 1964. But it got increased manifold to reach Rs. 8,008 Crore during the year 2013-14. For the years 2014-15 and 2015-16, the dividend amount was Rs. 9174 Crore and Rs. 10,811 Crore respectively.

The Ministry of Railways, which is under the administrative control of the Union Government, should have a robust financial health with sufficient financial resources. At the same time, Railways generate more revenue to the Union Government by carrying passenger and freight traffic. Railways should never be seen as a commercial undertaking as it serves so many social and public service obligations.

During the year 2015-16, Railways would pay to IRFC in 2015-16, an amount of 8,500 Crore as interest component for lease charges. More over the Railways need to bear the additional burden due to the implementation of the recommendations of the Seventh Pay Commission. The Railways do not fix the fuel price. Similarly, a major portion of the revenues is spent on Ordinary Working Expenses, Salary and pension liabilities, Safety related work, etc. besides liabilities on health and education. Railways also provide concessions to 53 categories of people thereby sharing the burden of the Union Government. The dividend to be paid to the Union Government by Railways, if deferred, could be used for various developmental work including laying of new lines and construction of buildings. It would be therefore difficult on the part of Railways to pay dividend in high percentage.

Railways play a major role in leading to nation's development protecting the interests of the people. Both the Railways and Finance ministries should act in unison as the two eyes of our body. Only then there would be clarity on our vision on development.

An investment plan of Railways for the years 2015-2019, has been chalked out which envisages an investment of about Rs. 8.56 lakh Crore over next five years. The target is to increase daily passenger carrying capacity from 21 million to 30 million; increase track length by 20% from 1,14,000 km to 1,38,000 km; grow our annual freight carrying capacity from 1 billion to 1.5 billion tonnes. There are set targets for next five years, for commissioning of new lines for 4,000 kms, doubling of 7653 kms; broad gauge conversion of 5,500 kms; and electrification of 6500 kms of railways lines.

An amount of Rs. 5.19 lakh Crore has been approved by Union Government under the twelfth five year Plan. Out of which an amount of Rs. 1.94 lakh Crore is to be financed from Gross Budgetary Support, Rs. 1.05 lakh Crore from Internal Generation and 2.20 lakh Crore from Extra Budgetary Resources. It is targeted to garner an investment of 1lakh Cr. through Public Private Partnership (PPP).

Railways have provided an amount of Rs. 3,555 Crore to Konkan Railway Corporation Limited. Out of which Rs. 2,755 Cr. was borrowed from the market on the strength of letter of comfort issued by Ministry of Railways. Konkan Railway Corporation Limited has been able to generate revenue sufficient only to cover its operating expenses, which is inadequate to service interest and debt liabilities. Hence Ministry of Railways had to extend support to KRCL by way of loans. The Kolkata Metro Rail Corporation got, in the year 2008- 09, a sanction of Rs. 4875 Crore which was shared between Ministry of Railways (74%) and Ministry of Urban Development (26%). Kolkata Metro Railway, commissioned during the year 1984, even after more than 30 years of expansion and operations, is yet finding difficulty to earn more revenues.

Railways have been making up the gap in its capital investment requirement by resorting to market borrowings through Indian Railway Finance Corporation. In the year 2015-16, borrowing is fixed at 17,276 Crores. Out of which, Railways would pay to Indian Railway Finance Corporation, in the year 2015-16, an amount of 8,500 Cr. as interest component and Rs. 6,293 Crore as principal component. Railways constitute more than 40 per cent of the Union Government workforce. After the implementation of recommendations of Sixth Pay Commission, the expenses due to salary, insurance and pension liabilities had considerably increased. This will further increase due to the financial impact of recommendations of the Seventh Central Pay Commission. This would drastically reduce the fiscal space of Railways and there would not be any excess money left with the Railways for sharing as dividend with the Union Government.

It is therefore urged to reduce the rate of dividend and to fix it at 4 per cent for the years 2014-15 and 2015-16. Moreover the operating losses incurred on the national projects as well as other projects are quite substantial which are being borne by the railways. All National Projects and Projects of National Importance including identified strategic and border area projects may be declared dividend free or eligible for subsidy relief on dividend liability.

The Dedicated Freight Corridors should be considered at par with new lines for relief in dividend payment. And I urge that all special or exclusive coaches provided in trains for physically handicapped and women may be added to list of assets exempt from dividend. Moreover, the dividend should not be computed on the taxation amount of a project cost and Ministry of Finance should reimburse the GRP cost to Railways.

The total support expected to be given to Railways in 2015-16 from Budget will be of the order of Rs.51,000Crore. This includes Rs.40,000 Crore through Gross Budgetary Support and Rs.11,000 Crore revenue foregone for the public service obligations of Railways. Clearly, any decision to reduce the rate of dividend will increase the Budget support to Railways through enhanced revenue foregone. If it earns profit in excess after meeting all expenses, it would help Railways in paying dividend to the Union Government. Indian Railways have to still extend its services in several parts of the country which may require additional financial support leading for its growth and development.

Hon. Chief Minister of Tamil Nadu Dr. Puratchithalaivi Amma has requested for speedy implementation of all the pending Railway projects in Tamil Nadu. I urge upon the Union Government to immediately ensure completion of all these pending Railway projects pertaining to Tamil Nadu.

Sir, in my Krishnagiri Parliamentary constituency, there is no railway line connecting Krishnagiri town. There was a railway line functioning via Krishnagiri during the days of British Rule in India. I therefore urge that a new railway line be laid between Jolarpettai and Hosur *via* Krishnagiri which is a long pending demand of the people of my Constituency. I therefore urge upon the Minister for Railways to immediately consider the

proposal of laying a new railway line between Jolarpettai and Hosur via Krishnagiri. Thank you.

15.30 hours