

GOVERNMENT BILLS

The Appropriation (Railways) No. 2 Bill, 2015

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

That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 2015-16, for the purposes of Railways, as passed by Lok Sabha, be taken into consideration.

The question was proposed

MR. DEPUTY CHAIRMAN: Now, those who want to speak can speak. Shri Shamsher Singh Manhas. Three minutes. Maximum five and not more than five in any case.

श्री शमशेर सिंह मन्हास (जम्मू और कश्मीर) : आदरणीय उपसभापति जी, अभी सदन में जो बिल पेश किया गया है, बेसिकली यदि देखा जाए तो पूरे देश में दो तरह के बजट होते हैं— एक तो मेन बजट होता है और दूसरा रेलवे बजट होता है। इस बजट में जिस प्रकार से विभिन्न विभागों को पैसा आवंटित किया जाता है, उसमें 3,78,000 करोड़ रुपए का विभाजन हुआ है। जिस प्रकार आने वाले दिनों में होता था कि योजनाएं बनती थीं, लेकिन वे योजनाएं क्रियान्वित नहीं हो पाती थीं, समयावधि में पूरी नहीं होती है, टाइम बाउंड नहीं रहता था कि कितने समय में कौन सी योजना पूरी हो पाएगी। अभी इस बार के बजट में माननीय रेल मंत्री जी ने यह कहा कि आने वाले दिनों में न तो कोई रेल बढ़ाई है और न कोई और नई योजना रखी है, जिसको क्रियान्वित करने का प्रयास किया जाएगा। हमारे पास पिछली योजनाएं इतनी ज्यादा हैं, अगर उनको ही इम्प्लीमेंट करके, उन्हीं पर काम करें, तो बहुत अच्छा रहेगा। मैं जम्मू और कश्मीर से आता हूँ। जम्मू और कश्मीर एक ऐसा संवेदनशील प्रदेश है, जहां हमेशा समस्याएं ही समस्याएं रहती हैं। अगर देखा जाए, तो वहां सबसे बड़ी समस्या बार्डर की सीमा पर रहने वाले लोगों को है। वहां पर जिस प्रकार आर्मी के जवान जाते हैं अगर वहां रेलें ठीक प्रकार से जाएं, तो अच्छा होगा। वहां 39 ट्रेनें जाती हैं और वहां विस्तार से जिस प्रकार की योजनाएं दी गई हैं, जम्मू से पुंछ तक रेलवे लाइन बिछनी चाहिए थी, तो योजना बने हुए तो दस साल हो गए हैं, लेकिन अभी तक वह शुरू नहीं हो पाई है। इसी प्रकार श्रीनगर जाने के लिए भी योजना बनी थी, लेकिन वह योजना अधर में लटकी हुई है। देश में नई-नई योजनाएं तो बनती जाएंगी, लेकिन वे पूरी न हों, तो ठीक नहीं है। आज तक देश में ऐसा होता रहा है, लेकिन आगे आने वाले दिनों में ऐसा न हो। पिछली योजनाएं पूरी नहीं हुई हैं, इसलिए मंत्री जी ने ऐसा सोचा होगा। हमारी सरकार पिछली योजनाओं को पहले पूरा करना चाहती है और चाहती है कि नई योजनाएं उसके बाद ही ली जाएं, ताकि हमारे पास पैसा भी रहे। लोगों को लुभाने के लिए, लोगों को केवल दिखाने के लिए कि हमने आपके लिए यह योजना लागू की है, हम यह कर रहे हैं, हम वह कर रहे हैं और अपने-अपने स्थान पर जाकर भाषण देते हैं, लेकिन हकीकत में योजना लागू नहीं होती है। मैं मंत्री जी को इस प्रकार के काम करने से,

[श्री शमशेर सिंह मन्हास]

उनको बधाई देता हूँ और उनका आभार व्यक्त करता हूँ कि श्रीनगर में रेल पहुँचनी चाहिए। आज इस योजना की घोषणा किए हुए 37 वर्ष हो गए हैं। मैं जानना चाहता हूँ कि इसको पूरा होने में और कितना समय लगेगा? जम्मू से लेकर श्रीनगर तक जो सड़क मार्ग है, वह बहुत छोटा पड़ता है। वहां पर फलों का उत्पादन होता है, वहां टूरिस्ट जाते हैं अगर वहां ट्रेन जाएगी, तो इससे हमारी economy बढ़ सकती है। इसका क्या कारण है, इसका कारण यह है कि योजनाएं तो नई-नई बनती गईं, लेकिन उन योजनाओं को क्रियान्वित करने पर कभी विचार नहीं किया जाता है। अभी दिल्ली से कटरा के बीच श्री शक्ति एक्सप्रेस ट्रेन चालू की गई है, तो उसमें जिस प्रकार से सभी सुविधाएं होनी चाहिए, वे नहीं हैं। उस ट्रेन में स्वीपर तक नहीं है। मेरा यह कहना है कि नई-नई योजनाओं को लागू करने में पूरी सुविधाएं भी होनी चाहिए। उस ट्रेन में खाना ठीक से नहीं मिलता है, इसलिए खाना ठीक से मिलना चाहिए। वहां पर कोंकण रेलवे जो काम कर रहा है, उसे ईमानदारी के साथ अपना काम करना चाहिए, लेकिन वह ईमानदारी से काम नहीं कर रहा है। कटरा तक ट्रेन पहुँचने के उपरांत, वहां के जो कर्मचारी हैं, वे अपनी-अपनी तरह से सोच रहे हैं। उसका यही कारण कि नई-नई योजनाएं लागू करते रहे, लेकिन उनको पूरा करने के लिए जो समय अवधि चाहिए थी, वह पूरी नहीं हो पाती थी। जिस योजना का समय दस साल का होता है, वह चालीस साल तक लटकता रहता था। जिस योजना का कार्यकाल पांच साल का होता था, वह बीस साल तक भी नहीं पूरी हो पाती थी। इस से बजट बढ़ता रहता था और हर बजट के बाद नया बजट आता था। मैं मंत्री जी का आभार व्यक्त करता हूँ और समर्थन करता हूँ कि उन्होंने सदन में जो बिल रखा है, जो योजनाएं बनी हैं, वे समय अवधि में पूरी हों, इतना ही मुझे कहना है। भारत माता की जय।

MR. DEPUTY CHAIRMAN: Now, Shri Alok Tiwari. ...*(Interruptions)*... No, no; listen. Mr. Tiwari, one minute. ...*(Interruptions)*... One minute.

SHRI S. MUTHUKARUPPAN (Tamil Nadu): Sir, the time is allotted for the discussion. ...*(Interruptions)*... On behalf of my Party, representation must be allowed.

MR. DEPUTY CHAIRMAN: No, I will tell you. ...*(Interruptions)*... Now, you take your seat. ...*(Interruptions)*... Listen. See, the House is running on certain rules and certain practices. You remember that there is a direction from the Chairman that names should be given before commencement of the discussion. Last week I announced it. ...*(Interruptions)*... Last week, I announced ...*(Interruptions)*... Sit down. ...*(Interruptions)*... Let me complete. ...*(Interruptions)*... Last week, I announced that as per the direction of hon. Chairman it would be implemented. I announced that in English which you know very well. I announced that. Hon. Chairman has directed to implement it. We have to implement it. I cannot make an exception to that. I have already rejected other names. Why don't you give the name before the commencement of the discussion? What prevents you from giving the name before the commencement of the discussion? What prevents you from doing that? Why do you put me in trouble? I have already

said that it would be a half-an-hour discussion. ...*(Interruptions)*... I can take it as an exception. ...*(Interruptions)*... Hon. Chairman has directed that this direction should be implemented. We are going to implement it. Once again I am reminding all the hon. Members that if you want to speak, you should give your name before the commencement of the discussion. Then only can the Chair manage the time. Why did I announce it a half-an-hour discussion? I announced it a half-an-hour discussion only after seeing the names. As an exception I will allow you two-three minutes. ...*(Interruptions)*... I will call you later.

अल्पसंख्यक कार्य मंत्रालय में राज्य मंत्री; तथा संसदीय कार्य मंत्रालय में राज्य मंत्री (श्री मुख्तार अब्बास नकवी) : सर, हमारे मेम्बर की मेडन स्पीच थी। In spite of his maiden speech, he spoke only for three minutes.

MR. DEPUTY CHAIRMAN: I know that. That would not be treated as his maiden speech because he reduced his speech on my request. I requested him to limit his speech to three minutes and he adhered to that. And for that, I am thankful to him. It will not be treated as his maiden speech.

श्री आलोक तिवारी (उत्तर प्रदेश) : माननीय उपसभापति महोदय, यह जो विनियोग (रेल) विधेयक है, इस पर आपने मुझे बोलने का अवसर दिया, इसके लिए आपका बहुत-बहुत धन्यवाद। माननीय उपसभापति महोदय, रेल बजट के दूसरे दिन अखबार की हेडलाइन थी कि इस बजट में स्पीड के अलावा सब तेज है। यह सत्य है कि भारतीय रेल प्रतिदिन 23 मिलियन लोगों को यात्रा कराती है और प्रतिदिन लगभग 3 बिलियन टन सामान ढोती है, मगर यह तो पुरानी कहानी है। माननीय मंत्री जी से जनमानस की अपेक्षा थी कि जिन भारतीयों ने अब तक रेल पर पाँव नहीं रखा, वे लोग, जो रेल से उतर कर अपनी किस्मत को कोसते हैं या फिर 70 प्रतिशत सामान अन्य साधनों से ढोया जाता है, उनको रेल की ओर से संतोष भरे कदमों से जोड़ने के लिए माननीय मंत्री जी ने कोई प्रयास या प्रस्ताव नहीं किया है। हमें आशा थी कि वे चुनावी वादे की तरह कोई सुहाना प्रस्ताव अवश्य करेंगे, परन्तु इस रेल बजट में ऐसा कुछ न कर पाने से हमें निराशा हुई है। माननीय उपसभापति महोदय, इस रेल बजट में माननीय रेल मंत्री जी ने लगभग 5 साल की जो योजना बनाई है, उसमें इन्होंने लगभग 8 लाख करोड़ से अधिक का बजट रखा है। 2015-16 का जो रेल बजट है, वह लगभग 1 लाख करोड़ का बजट है। मैं माननीय रेल मंत्री जी से यह कहना चाहता हूँ कि यह जो रेल बजट पेश किया गया है, इसमें तमाम मदें रखी गई हैं कि इन-इन चीजों में खर्च करना है। जैसे सफाई की व्यवस्था है, रेल की सुरक्षा की व्यवस्था है, नई रेल पटरियाँ डालने की व्यवस्था है, प्लेटफॉर्म को मॉडल बनाने की बातें हैं। मैं माननीय रेल मंत्री जी से यह कहना चाहता हूँ कि इस प्रकार की जो तमाम चीजें हैं, इनके लिए इस बजट में प्रावधान किया गया है, लेकिन हमने अक्सर इसके पहले भी अन्य रेल बजट में देखा है और इसमें भी देखा है कि विभिन्न मदों में जो धन आवंटित किया गया है, उसका समुचित उपयोग नहीं हो पाता है। अभी भी आपने देखा होगा कि तमाम ऐसी कोचेज़ हैं, जो पुरानी हैं, उनमें वे सुविधाएँ नदारद हैं। जहाँ तक बेड रोल्स का सवाल है, वे बेड रोल्स दो-दो, तीन-तीन दिन

[श्री आलोक तिवारी]

इस्तेमाल करने के बाद धोई जाती हैं। रेल में कैटरिंग की जो व्यवस्था है, जो खाने-पीने की व्यवस्था है, वह व्यवस्था भी ठीक नहीं है। मैं वैशाली एक्सप्रेस ट्रेन से यात्रा करता हूँ। उसमें जो कैटरिंग की व्यवस्था है, जो खाने की व्यवस्था है, वह शुद्ध नहीं है। आपने रेडी टू ईट फूड की बात कही है।

आपने कहा कि मोबाइल पर एसएमएस देने के बाद आपको ट्रेन में ही भोजन उपलब्ध हो जाएगा, लेकिन अभी तक ऐसी कोई सुविधा रेल यात्रियों को मुहैया नहीं हुई है। जहां तक इस देश के आम रेल यात्रियों की बात है, उन्हें तो कोई सुविधा मिल ही नहीं पाती है। आपने कहा था कि ट्रेनों में आरओ लगाएंगे, ताकि यात्रियों के लिए शुद्ध पानी की व्यवस्था हो सके, लेकिन अभी तक उसकी व्यवस्था नहीं हो पाई है। ...**(समय की घंटी)**... इससे पहले जो 2014-15 का रेल बजट आया था, उसमें भी हमने तमाम ऐसी बातों को कहा था।

माननीय उपसभापति महोदय, जहां तक रेलवे ओवरब्रिज का सवाल है, इसके लिए अभी तक राज्य सरकारों को पैसा नहीं मिला है। उत्तर प्रदेश की सरकार ने अपने हिस्से का कुछ पैसा आरओबी के निर्माण कार्य में दिया है।...**(समय की घंटी)**... मैं माननीय रेल मंत्री जी से यह कहना चाहता हूँ कि जो रेलवे ओवरब्रिज बनने की बात है, कम से कम उसका पैसा तो आप राज्य सरकार को आवंटित करें, जिससे आरओबी का जो कार्य प्रभावित हो रहा है, वह न हो।

इस तरह से तमाम जो ऐसी सुविधाएं हैं, उनके लिए आपने पैसा तो रखा है, आपने पाँच साल के लिए 8 लाख करोड़ रुपया आवंटित किया है, आपने यह प्रोग्राम बनाया है, लेकिन जो तमाम राष्ट्रीय योजनाएं हैं, जैसे जम्मू-कश्मीर में हैं, पूर्वोत्तर राज्यों में हैं, जो राष्ट्रीय योजनाएं हैं, उनके लिए आप क्या करेंगे? वहां पर जो तमाम समस्याएं आड़े आ रही हैं, जैसे भूमि अधिग्रहण की समस्या है, वन की समस्या है, सुरक्षा की समस्या है, कानून व्यवस्था की समस्या है, इससे रेल मंत्रालय कैसे निपटेगा, मैं माननीय रेल मंत्री जी से यह जानना चाहता हूँ। ...**(समय की घंटी)**...

MR. DEPUTY CHAIRMAN: All right. Please conclude.

श्री आलोक तिवारी : आपने बहुत सारे सुनहरे सपने दिखाए हैं। आपने बुलेट ट्रेन चलाने की बात कही है और उस पर 60,000 करोड़ रुपया खर्च करने की बात कही है। मैं माननीय रेल मंत्री जी से कहना चाहता हूँ कि आप बुलेट ट्रेन तो चलाइए, बहुत अच्छी बात है, लेकिन इस समय जो रेलें चल रही हैं, पहले उनकी स्पीड तो बढ़ाइए। उसकी एवरेज स्पीड 60 से 70 किलोमीटर प्रति घंटा आती है, इन ट्रेनों की स्पीड को तो आप बढ़ाइए। आप रेल लाइनों को दुरुस्त कीजिए। इन सारी बातों को अगर आप करते हैं, तो बहुत अच्छी बात है, वरना यह बजट निराशाजनक बजट है, ऐसा मैं मानता हूँ। बहुत-बहुत धन्यवाद।

MR. DEPUTY CHAIRMAN: Now, Mr. Derek O'Brien. Your Party's time is three minutes.

SHRI DEREK OBRIEN (West Bengal): Sir, look at the state here. You can give me some of their time also because they have been derailed.

Sir, this Government is talking to us about cooperative federalism. Unfortunately, they are talking about cooperative federalism, but if you look at the way they are approaching the Railways on one or two issues, they are killing federalism. Even the BJP Member – not me, but the BJP Member who spoke today first – suggested to his Minister to complete the existing projects. Mr. Railway Minister, your own Member from the back bench is suggesting to you to complete the existing projects. I am also telling you the same thing. I disagree with you on everything, but since he is asking you to complete the projects, so please complete them. Why are you not completing the existing projects in Bengal? You are going to tell me that you cannot complete the existing projects in Bengal because you gave us so many thousand crores of rupees. But, you look at the percentage of what you have given. Please do not look at the real numbers. Look at the percentage of the completion of projects. This is the first point.

Secondly, you have been going on and on in the House and outside in the media about the Special Purpose Vehicles. I am beginning to wonder whether they are Special Purpose Vehicles or whether they are Suresh Prabhu Vehicles. There is a basic problem. Your intention is good, but I will tell you where your basic problem is and you must consider what I am going to suggest. For the Special Purpose Vehicles, you are suggesting that you will set it up for each project and it will be dissolved after the project finishes. Now, the problem is funding. You want the States to fund. Of course, some States can fund. But, there are debt-stressed States like my State Bengal, Punjab and Haryana. We are debt-stressed. We are paying interest for no fault of ours. That is why, the CPM got thrown out. So, we have to work on their interest. We have increased taxes in our State in the last three years without increasing taxes, but we have increased revenue by 105 per cent. How? We have collected more taxes. So, when you are suggesting these SPVs, it is not a good suggestion because it is not a level-playing ground. So, when you are talking about federalism, when you are talking about cooperative federalism, you have to do this. Then, there is my neighbouring State of Odisha. Neighbour is also here. You please study what happened with POSCO as an SPV there. It has run into all kinds of problems and it is not the best. Sir, the messages I want to leave you are two. One, like your Member said in the beginning, complete the existing projects. You have not announced new projects. It is fair enough. Complete the existing projects. Do not deprive States which are debt-stressed like Bengal. Try SPV once or twice somewhere else. It is going to fail in six months and then come back to normal. Because, you cannot be talking in a speech saying that you are giving more money to the States, from 32 per cent to 42 per cent. But in reality, you are not. Please, Mr. Railway Minister, we urge you to consider these points at the next opportunity; either in your response, which you cannot do; I understand that. But please do this as soon as possible. Thank you, Sir.

MR. DEPUTY CHAIRMAN: Thank you, Mr. Derek O'Brien. Now, Shri A. U. Singh Deo. Your Party's time is two minutes, but you may take two-and-a-half or three minutes.

SHRI A.U. SINGH DEO (Odisha): Thank you, Sir. It is very kind of you.

Mr. Deputy Chairman, Sir, first of all, I would like to congratulate the Minister. He has not announced any new lines or new projects arising out of social obligations and political compulsions. Sir, this is a departure from the past. I need to congratulate him on this issue.

There is hardly any point in blaming this particular Government. Every time a Minister has come in all the past Governments, there are about ₹ 16 lakh crores worth of projects pending. जो मंत्री आया, उसने एक प्रोजेक्ट शुरू कर दिया या जो मंत्री आया, उसने अपने डिस्ट्रिक्ट के लिए, अपने स्टेट के लिए एक प्रोजेक्ट शुरू कर दिया। तो 16 लाख करोड़ के जो प्रोजेक्ट्स पेंडिंग हैं, उनके लिए यह सरकार पैसा कहाँ से लाएगी? इसलिए, the fact that he has asked for SPV vehicles in every State is a very good idea and it should be followed. Odisha is ready for it, and we are going to support this issue.

Secondly, Sir, the Railways suffers a loss of ₹ 30,000 crores annually. Here, I must say that the Indian Railways is perhaps the cheapest railway system in the world and the Government has not increased any prices for the passengers. Now, Sir, this is a populist thing. I am saying, don't increase the rates. That is fine. That is a populist Budget. But the Government of the day should support the Railways by giving it subsidy, like they give subsidy on petrol, on diesel. If they want the prices to be down, let the hon. Finance Minister and the hon. Prime Minister give ₹ 30,000 crores or whatever subsidy is required, to the Railways so that they can keep the prices down. The Minister has no business in running the Railways at a loss when he can very easily make profits on this. Here, the Prime Minister and the Finance Minister need to subsidize the Railways.

Sir, there are two suggestions which are practised all over the world. One is the platform ticket. The Minister must increase the Police force on platforms so that no unworthy people without tickets could go in; it will stop pick-pocketing and all the crowding that takes place. Secondly, instead of getting Bullet Trains and spending ₹ 60,000 crores on Bullet Trains, every train must have an automatic closing door so that no dacoits can enter and nobody could be thrown out of the train. This would solve an immense amount of the problems.

Sir, the other thing that the Railways does is outsourcing. They outsource the laying of railway lines. It costs about ₹ 10 crores to do one kilometre of railway line. This is

something which need not be outsourced. The Railways have the potential and the money to buy particular machinery so that this machinery can be utilized and they can do their own work.

Sir, decentralization needs to take place. I believe the Debroy Panel has submitted a report on the Railways. They have said that there should be rationalization of Zones and Divisions, decentralization of power to General Managers and DRMs. This is something which needs to be followed. People sitting in Central offices in Delhi can't particularly take initiatives in this regard. (*Time-bell rings*) This is just the last point. You have rung the bell so many times. My time is coming to the close.

There are some demands of Odisha and I would like to put them on the record.

One, the Odisha Government has given consent for the formation of a Special Purpose Vehicle (SPV) for execution of all new Railway projects in the State. Action is awaited from the Railway Ministry regarding the same.

Two, establishment of a wagon factory at the identified patch of land in village Sitapalli of Ganjam and one wagon maintenance workshop in Kalahandi or Katamajhi district.

Three, Sir, improvement of existing railway stations at Puri and Bhubaneswar.

Four, Sir, setting up of a Railway Medical College at Mancheswar and Bhubaneswar.

Five, Sir, creation of a new Division with headquarters at Rourkela/Jharsuguda under the jurisdiction of the East Coast Railways.

Thank you very much, Sir.

SHRI A.K. SELVARAJ (Tamil Nadu): Mr. Deputy Chairman, Sir, I thank you very much for allowing me to participate in the discussion on the Appropriation (Railways) No. 2 Bill, 2015.

While welcoming the Railway Budget 2015-16, our leader Dr. Puratchi Thalaivi Amma has demanded that Chennai should be given high priority in the Diamond Quadrilateral High Speed Rail Network, for which the preparatory works are to be commenced soon and also demanded that the Government should ensure enough funds for the projects in Tamil Nadu which have been held up for want of funds.

Tamil Nadu had sought support for 10 critical new projects, which need to be

[Shri A.K. Selvaraj]

taken up for the State of Tamil Nadu and similarly, 22 projects are pending execution which were announced on various earlier occasions but could not be taken up for want of funds. Our beloved leader, Amma has also demanded speedy implementation of the three railway projects: the Chennai-Thoothukudi freight corridor, the Chennai-Madurai-Kanyakumari high speed passenger link and the Coimbatore-Madurai high speed passenger link. However, our leader has expressed displeasure for not making any announcements regarding the introduction of new trains.

Sir, our demands are: One, the Mettupalayam Railway Station can now accommodate trains with only 13 coaches maximum. If the platform is expanded to accommodate trains with 24 coaches, trains like Chennai-Mettupalayam Nilgiri Express can start and terminate at Mettupalayam itself. Presently 11 coaches are attached and/or detached at Coimbatore. Over and above, the following trains can also be extended to Mettupalayam: (a) Cheran Express which presently runs between Coimbatore-Chennai-Coimbatore; (b) Coimbatore-Mangalore Intercity Express; (c) Coimbatore-Mangalore Fast Passenger, and (d) Amrita Express running between Palakkad and Thiruvananthapuram. The electrification work on Mettupalayam-Coimbatore segment is over and yet to be put into use. Since the electrification work is over, it is requested that a new passenger train between Mettupalayam and Pollachi be introduced.

The passenger train running between Mettupalayam and Coimbatore does not have a stoppage at Veerapandi, Puthu Palayam and Tudiyalur as these stations do not have platforms now. Therefore, a platform be created at above stations and funds be provided for the same so that the said train as well as the new passenger train demanded can have stoppage at above stations.

There has been a long pending demand for creation of rail over bridge at Karamadai (South) on NH 67 between Mettupalayam and Coimbatore stretch and another one at Karamadai (West) on Karamadai-Tholampalayam road. All the preliminary works relating to ROB at Karamadai (South) are over and regarding the ROB at Karamadai (West), the work has been incorporated in the annual plan for the current financial year. Therefore, I urge upon the hon. Minister to incorporate the above work in the current ongoing projects.

Therefore, I again urge upon the hon. Minister to pay special attention to implement the above proposals at the earliest.

With these words, I conclude my speech by supporting The Appropriation (Railways) No.2 Bill, 2015.

I once again thank my beloved leader Dr. Puratchi Thalaivi Amma for providing me this opportunity to be a part of this important Bill and I also thank the Chair for allowing me to join the debate on The Appropriation (Railways) No.2 Bill, 2015. Thank you.

SHRI SURESH PRABHU: Mr. Deputy Chairman, Sir, first of all, I thank you for giving me this opportunity. I also thank all the hon. Members who have spoken from five different parties for making very valuable points. I would definitely make sure that all of these suggestions are fully implemented. Some points have been made about Jammu and Kashmir. I assure the hon. Member that this is our priority. Jammu and Kashmir and the North Eastern States of India are a real priority for connectivity. We can see that if all the eight States in North East and Jammu and Kashmir are properly connected, it will really transform the region in an enormous manner. In fact, we are already working, not only the Ministry of Railways but the Ministry of Defence is also going to work with us on some of the lines. So, we will make sure that we really try to complete these projects.

Sir, Shri Alok Tiwari from the Samajwadi Party raised some very interesting issue. I want to respond to him because his concerns are about implementation. First of all, I am very happy that he has got such a great expectation from us. Since this is the Government led by Shri Narendra Modi, he is right in expecting it. He is saying that seven weeks have passed by and not everything has been implemented. I am very happy that he is expecting things from us in seven weeks, which could not be done in so many years, rightly so, because of the type of leadership this Government has provided. So, he is right in expecting it and I wish that his good wishes always remain with us. But I want to tell him that in such a short period of seven weeks, we have tried to implement each and every announcement and they are at various stages of implementation. All the points mentioned have been assigned to individual Members. For example, on Thursday, I presented the Budget and I said, "We will start the Customer Service Portal". It was launched on Monday, within three days of announcing it. We said, "We will start paperless ticketing", which was launched last week. We said, "We will start e-catering." It is already operating in more than 100 trains. We are monitoring each and every announcement that has been made in the Budget, through e-SamikSha which is the high-end software, so that each and every thing, that we mentioned, is properly implemented. So, I am very happy that we are trying to do what he has expected from us. He has also said that we should ensure proper spending. That is the reason why we have talked about a completely different accounting reform, not just the one that was contemplated by our good friend, Shri Derek O'Brien, but even going beyond it. Sir, we are trying to make sure that we properly plan the time

[Shri Suresh Prabhu]

we make the Budget and the time we spend the money. First comes the outlays and then comes the outcome. Each and every aspect should be properly monitored so that every expenditure results into tangible concrete benefits as was intended when we budgeted it. This is, unfortunately, the flaw in the Government system itself that if we look at the last fifty or sixty years, the amount of money that we have spent is enormous, but the benefits, that were supposed to come out of it, never happened. So, we need to look at the structure, as to why it did not happen. We must look at ourselves and try to reform the system. That is why I said, we are putting in place a reformed accounting system which will, probably, catch this in a proper manner.

Sir, the hon. Member also mentioned about ROBs and RUBs. I am very happy to say that in this particular Budget, we are targeting more than 900 ROBs/RUBs. This is the highest ever that has happened. We are also targeting more than 3,500 level-crossings—I can be a little wrong because I don't have the exact figure – in terms of making sure that unmanned level crossings are removed in a big way. Sir, common man has been one of the important targets for us. Therefore, in this particular Budget, most of the things that we have talked about are meant for our common people. Sir, I don't want to take too much time of the House. But each and every aspect of the Budget speech, and, in fact, the Budget itself, is devoted to the common man because that is the thrust area of our Government.

Sir, my good friend, Shri Derek O'Brien, has given a very good suggestion that I should not call it SPV, that I should call it 'DOV', that is, 'Derek O'Brien Vehicle'. And I am really willing to accept it if that can change the situation. I am willing to do it and I will tell you the reason for it.

THE MINISTER OF URBAN DEVELOPMENT; THE MINISTER OF HOUSING AND URBAN POVERTY ALLEVIATION AND THE MINISTER OF PARLIAMENTARY AFFAIRS (SHRI M. VENKAIAH NAIDU): If you don't mind, you can add one more 'D' also to call it, 'Didi Derek Special Purpose Vehicle'.

SHRI SURESH PRABHU: I think this is something which we must do and Derek is good in words. So, I think,...

SHRI DEREK OBRIEN: Sir, we want money. पैसा चाहिए।

SHRI SURESH PRABHU: He is blessed with literary talents. So, he can suggest a more ideal name. Sir, his point is — all the BJP Members and everybody in this House

will completely agree with him on this – about completion of incomplete projects. This is the thrust of the Budget. If you go through the previous Budgets, — some of the great Ministers of West Bengal also had been heading it — new projects are always announced. That is the point which I am making. Of course, unfortunately, we did not have a Railway Minister from Tamil Nadu. Therefore, we are seeing to it that we complete the projects which have been announced by the previous Government and, only for that purpose, we did not announce any new project. So, Sir, they are trying to find fault with something good which I have done. Therefore, what I am saying is that this is, exactly, the thrust of the Budget. This is the whole idea. So, the investment plan (2015-19) of ₹ 8,50,000 crores, that we want to devote, is for such purposes whereby those projects can be completed. But even then, Sir, we have increased the Plan Outlay by almost 100 per cent this time. Sir, ₹ 8,59,000 crores will be unprecedented in the history of Railways. But, still we will not be able to meet all the demands. That is why we suggested that we will also make additionally. We will make a special purpose vehicle and I am now willing to change the name to Derek O'Brien Vehicle! We say we will make this institution wherein the normal system of the Government Budget is that if you want to take any particular project, 100 per cent of the money should be provided in the Budget. If you are taking ₹ 10,000 crores, then, ₹ 10,000 crores should be provided. But it never happened. Sir, what I am suggesting is, please take it in the right way. We are saying that we will put ₹ 100 and you put ₹ 100. So, ₹ 200 can now be leveraged by three or four times and, therefore, we can implement the project. I am very happy that Odisha Government has agreed. Not only Odisha, Sir, I have got the list of all the States who have agreed, including West Bengal, who had said in writing about the in-principle agreement, and, therefore, I am willing to look at it, to make sure that West Bengal is one of the important States for us. Ms. Mamata Banerjee is one of our revered sisters. So we will definitely make sure that this is completed, but for that cooperative federalism is not one-way traffic. It is not that Central Government must do everything. We are the citizens of the State. We must work for both. If we are going to say that only Central Government should give and we have the right to criticize, it is not going to work. Therefore, if we really feel that we are working for the people in Bengal, then, it is the bounden responsibility that we must pay something to make sure that that happens. Otherwise, we will keep blaming and we are only saying that we are not doing this because this is a vehicle and unless Odisha, which is not a richer State than West Bengal, is willing to do it. Sir, we signed an SPV already four days back when your Minister was here and therefore, we will complete it in terms of doing more projects there. Therefore, this is the idea. Sir, Shri A. U. Singh Deo has made some very...

SHRI DEREK O'BRIEN: Sir, I have only one question to put. Through you, Sir, I want to ask the Railway Minister, the issue is not a phobia for SPVs. The issue is, there are two kinds of projects. There are existing projects and there are new projects. So my specific query to you and my suggestion to you, Sir, is for existing projects, the debt-stressed States will have a problem because you have changed the model of funding. That is my concern. We are open for new projects. But you changed the model of funding halfway through the project.

SHRI A. U. SINGH DEO: Sir, the hon. Finance Minister is here. I had suggested and requested that the Railways should not be taxed because they have not increased the fares and if the Government can subsidize petrol and diesel, they should also subsidize the Railways so that they don't go on a loss because they have not increased the passenger fares. We are the cheapest in the world, Sir.

SHRI JESUDASU SEELAM (Andhra Pradesh): Sir, I have one question to put.

SHRI SURESH PRABHU: Sir, really speaking this is not the reality. The funding pattern remains the same. We are going to look at all the funding of the projects. So, therefore, Sir, what has happened is, this year we have increased the share of West Bengal to ₹ 3615 crores. In the last year of UPA, in 2013-14, it was only ₹ 1,604 crores. So, if you had increased it from ₹ 1,604 crores to Rs. 3,615 crores, is it a small addition? That is why I am saying that our whole idea in the corporate federalism is that we want to work with the States, but States also must work with the Centre. It cannot be working unless we work together. That is what my point was.

Sir, Shri A. U. Singh Deo has made some very good points and he has already welcomed SPV like all other States, and, he has said that there should be more subsidies. I think our Finance Minister would be more than happy to do that, but he has also other limitations, compulsions but we definitely are working and in fact, I will tell you that this is a Budget. We presented a Budget and then he presented the Budget two days later. Sir, the support that Railways is getting from the Finance Ministry is unprecedented, not only in the form of subsidy, but in many other forms too. We are going to use capital expenditure, so, we need money to be found for that. It need not come from revenue and that is why we are doing it. Delegation, what you have mentioned, is definitely there. I will look into the problems of two States, Tamil Nadu as well as Odisha. We will definitely look into the specific problems. And also, as I said, West Bengal is an important State for us; we will definitely make sure that West Bengal works well. My only appeal to you, through the Members and through the Chair, Sir, is that West Bengal should also cooperate in this regard.

SHRI JESUDASU SEELAM: Sir, I wish to make only one point.

We have made a strong plea to see that the hon. Railway Minister who is very dynamic implements the promise of creation of new Railway Zone for Andhra Pradesh. I hope he would incorporate this in his reply. Hon. Finance Minister is also here.

Sir, adequate funding for railway projects, especially Kalahasti-Nadikudi, which is an alternative route has to be taken up. If anything happens, we need to have an alternative route. Sir, it is important for Kerala also. So, I would request the hon. Railway Minister to kindly react on that, because if any natural calamity takes place, the entire route to South is cut. This Nadikudi-Sri Kalahasti will provide an alternative route to South. So, I would request the hon. Minister to announce this. Sir, RoR is 40 per cent. I think, the State Government also came forward to augment. So, I request the hon. Railway Minister to respond to these two issues.

SHRI SURESH PRABHU: Sir, as far as separate Zone for Andhra Pradesh is concerned, it is already under active consideration.

MR. DEPUTY CHAIRMAN: Mr. Minister, your predecessor had a meeting in my chamber with Members of Parliament from Kerala. There were some promises made. You kindly look into that.

SHRI SURESH PRABHU: Sure, Sir.

Sir, for Kerala also we will definitely do. In fact, hon. Chief Minister of Kerala and the hon. Leader of the Opposition both agreed for SPV. We will definitely do it.

Also, for Andhra Pradesh, the hon. Chief Minister has already agreed. We will, definitely, work on that. With regard to separate Zone, as I said, it is already under consideration.

The last point is...

MR. DEPUTY CHAIRMAN: Okay. That is all. That is enough.
...(Interruptions)...

SHRI JESUDASU SEELAM: Sir, let him reply. Why are you stopping him? Why are you interrupting him? ...(Interruptions)...

SHRI SURESH PRABHU: Sir, more or less, all the points that you had mentioned earlier are covered...(Interruptions)...

MR. DEPUTY CHAIRMAN: He replied to your point.

SHRI JESUDASU SEELAM: He did not reply.

MR. DEPUTY CHAIRMAN: Did he not reply? Did you not reply to his point, Mr. Minister?...*(Interruptions)*...

SHRI SURESH PRABHU: Yes, Sir. I replied to his point.

SHRI JESUDASU SEELAM: Why are you interrupting him, Sir?

SHRI SURESH PRABHU: No, no. I replied that the issue relating to a separate Zone is under active consideration of the Government.

SHRI JESUDASU SEELAM: That has been there for the last so many years ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: What else you want?

SHRI JESUDASU SEELAM: You put a full-stop to that 'consideration' business. You just do it...*(Interruptions)*...

SHRI SURESH PRABHU: Mr. Seelam, just be a little patient. You were a great Civil Servant. You know exactly how much time it will take to implement it...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Mr. Seelam, he said that it is under active consideration...*(Interruptions)*...

SHRI JESUDASU SEELAM: Sir, where there is will, there is Railway; where there is no will, there is survey. How long the Ministry consider this? ...*(Interruptions)*...Sir, 'consideration' is a big word. It is a promise made in this very House. You are a witness to it. So, kindly see that it is done...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: He said that it is under active consideration. What more you want? ...*(Interruptions)*...

SHRI JESUDASU SEELAM: That may be there. Right from day one they are saying 'it is under consideration.' What is that 'consideration?' ...*(Interruptions)*...

SHRI K.N. BALAGOPAL (Kerala): Sir, the hon. Minister did not say anything about Kerala's development. Earlier, when we discussed, then also the hon. Minister has not considered the demands of Kerala and not announced anything while replying. Even the word 'consideration' is not coming from the hon. Railway Minister.

MR. DEPUTY CHAIRMAN: He is giving consideration for Andhra Pradesh ...*(Interruptions)*...

SHRI K.N. BALAGOPAL: That is why we are requesting for announcing coach factory for Kerala...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: But, for Kerala also, he said that he would look into. He said that he will look into it...*(Interruptions)*...

SHRI JESUDASU SEELAM : Sir, promises made in the Andhra Pradesh Reorganisation Act are to be implemented...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Mr. Seelam, he said that it is under active consideration. It is an assurance. That is an assurance. ...*(Interruptions)*... You sit down. You understand. See, you yourself were an officer. You know the meaning of the phrase 'active consideration' in the Government parlance. It has a meaning. You should know that...*(Interruptions)*...

SHRI JESUDASU SEELAM: Sir, I also said, 'Where there is will, there is Railway; where there is no will, there is survey.' So, Railways are doing only surveys? ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: That is okay. Now, the question is:

That the Bill to authorize payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 2015-16, for the purposes of Railways, as passed by Lok Sabha, be taken into consideration.

The motion was adopted.

MR. DEPUTY CHAIRMAN: We shall, now, take up clause-by-clause consideration of the Bill.

Clauses 2, 3 and the Schedule were added to the Bill.

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

SHRI SURESH PRABHU: Sir, I move:

That the Bill be returned.

The question was put and the motion was adopted.

MR. DEPUTY CHAIRMAN: Now, we will take up the Payment and Settlement Systems Bill, 2014. Hon. Shri Arun Jaitley.

SHRI K.N. BALAGOPAL: Sir, it is already 7 o'clock...*(Interruptions)*...

SHRI JESUDASU SEELAM: Sir, we will take it up tomorrow. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: We have already decided that this Bill should also be passed. We discussed this in the morning.

MR. DEPUTY CHAIRMAN: It was already decided.

श्री मुख्तार अब्बास नकवी : सर, यह ऑलरेडी तय हो चुका है, सेंस ऑफ दि हाउस ली जा चुकी है, इस पर सदन की सहमति है।...*(व्यवधान)*... सेंस ऑफ दि हाउस आप ले चुके हैं।...*(व्यवधान)*...

MR. DEPUTY CHAIRMAN: It was already decided. ...*(Interruptions)*.. I am extending the House and it is already decided. ...*(Interruptions)*..

SHRI K.N. BALAGOPAL: Sir, it is a serious Bill.

MR. DEPUTY CHAIRMAN: You see, the Business Advisory Committee has already decided; in the morning also I announced. ...*(Interruptions)*.. If you don't want, you don't want. ...*(Interruptions)*.. Why is this unnecessary problem? If you don't allow this Bill, you will not get time for raising your issues. You will be the sufferers. Be a little more logical.

SHRI K.N. BALAGOPAL: Sir, this is not appropriate.

SHRI MUKHTAR ABBAS NAQVI: Sir, it will take only twenty minutes. ...*(Interruptions)*..

MR. DEPUTY CHAIRMAN: Half-an-hour is given for this Bill.

SHRI MUKHTAR ABBAS NAQVI: In the Select Committee, it is already discussed.

MR. DEPUTY CHAIRMAN: I am extending the sitting by half-an-hour for this Bill. Shri Arun Jaitley, please.

SHRI K.N. BALAGOPAL: Sir, this is not proper. It needs some discussion. ...*(Interruptions)*..

MR. DEPUTY CHAIRMAN: Is it my fault that some Members are not there? It is not my fault that they are not here. ...*(Interruptions)*.. No.

SHRI K.N. BALAGOPAL: Sir, the Chair had announced that it is only up to 7 o'clock.

MR. DEPUTY CHAIRMAN: It is already decided. *...(Interruptions)..* What is your problem? *...(Interruptions)...*

श्री अविनाश राय खन्ना (पंजाब) : आप इस पर सेंस ऑफ दि हाउस ले सकते हैं...*(व्यवधान)...*

श्री मुख्तार अब्बास नकवी : आप सेंस ऑफ दि हाउस ले लीजिए...*(व्यवधान)...*

MR. DEPUTY CHAIRMAN: Mr. Balagopal, it was announced in the morning that today both the Bills would be taken up. In the morning meeting also it was said *...(Interruptions)...* I am taking the sense of the House for extension. The House has no objection. Two Members' objecting to it is not enough. I am extending the House, I have already said it. Do you want to have voting on it?

SHRI K.N. BALAGOPAL: No, we are expecting that the hon. Finance Minister understands what we say. You announced in the House that the sitting would be up to 7 o'clock. *...(Interruptions)...*

MR. DEPUTY CHAIRMAN: Did I ask everybody to go? What are you saying? If they have left the Chamber, it is their responsibility. You need not argue for those who went away. *...(Interruptions)...*

AN HON. MEMBER: He is standing in the mid-way! *...(Interruptions)...*

MR. DEPUTY CHAIRMAN: What I fail to understand is, why Balagopal is worried about the Congress Members who are not present here! *...(Interruptions)...*

SHRI K.N. BALAGOPAL: I am not worried about that. All Members left believing that it would be only up to 7 o'clock. *...(Interruptions)...*

MR. DEPUTY CHAIRMAN: It was announced in the morning today that we have to pass both the Bills. It was decided in the Business Advisory Committee also.

SHRI MUKHTAR ABBAS NAQVI: Sir, this is the decision: "That the Committee recommended that the House may sit beyond 6.00 p.m. as and when necessary for the transaction of the Government Legislation and other related Business." This is the decision already taken. *...(Interruptions)...*

MR. DEPUTY CHAIRMAN: Mr. Ragesh, you are a new Member, be a little more disciplined. Learn discipline first. Please listen; you should go to your seat and then speak. The point is, already the Business Advisory Committee has decided that the House would sit beyond 6.00 p.m. Secondly, in the morning meeting with Mr. Chairman also it is decided that after 6.00 p.m., these two Bills would be taken up today; passing would be your job, you may not do it. In the morning, I announced in the House also that both had to be taken up. Then, some hon. Members walked out; that is their right. On that ground, you can't ask...*(Interruptions)...*

SHRI K.N. BALAGOPAL: Sir, I am not speaking on the right of walking out. I said that when the Railway Bill came up, after having taken the sense, the Chair said that it would sit up to 7 o'clock. Half-an-hour was apportioned for the Appropriation Railways Bill also. *...(Interruptions)...*

MR. DEPUTY CHAIRMAN: The House is supreme. *...(Interruptions)...* Mr. Balagopal, the House is supreme. Why are you doing this? *...(Interruptions)...*

SHRI K.N. BALAGOPAL: But we believe that *...(Interruptions)...*

MR. DEPUTY CHAIRMAN: Where is the Minister? Mr. Parliamentary Affairs Minister, what is your view? The House is supreme. How many Members are shouting and how many are sitting, I am seeing that. That is my problem. Mr. Balagopal, I know how many are shouting and how many are sitting quiet. I should know what is the sense of the House.

SHRI K.N. BALAGOPAL: If that shouting is difficult, I will go. But an announcement was here that it would sit up to 7 o'clock.

MR. DEPUTY CHAIRMAN: You can do anything. Look at these people *...(Interruptions)...* Mr. Balagopal look at these Members. *...(Interruptions)...* You want to thrust your view on me. Look at these Members who are sitting. *...(Interruptions)...* I am seeing that majority of the Members are sitting quiet, agreeing with the view of the Government that it should be passed. If you want to raise it, bring your Members. If your Members have gone out, I am not responsible. Sit down. Mr. Minister, please. *...(Interruptions)...* What is the logic of this?

SHRI K.N. BALAGOPAL: We are concerned about your health.

MR. DEPUTY CHAIRMAN: I am thankful to you. Mr. Balagopal, you are my friend, I am thankful. Mr. Balagopal, you understand. See, the Chair has to go by the sense of the House and I know the sense of the House now. Majority of the Members are keeping quiet. So, I have to go by the sense of the House. I know your point, I appreciate your argument. You are fighting it very well; I agree with you. I have no problem with that. You are my friend; Mr. Seelam is also my friend. But I have to go by the sense of the House. I know what is the sense of the House. That is all what I am doing; nothing more, nothing against you. Now, Hon. Minister.

SHRI K.N. BALAGOPAL: Mr. Minister, only one second. There is no disrespect *...(Interruptions)...* It was announced here earlier that the House would sit up to 7 o'clock. That is why *...(Interruptions)...* And if the Chair decides, then you can.

MR. DEPUTY CHAIRMAN: That is all. House can do it. Okay; please, hon. Minister.

The Payment and Settlement Systems (Amendment) Bill, 2014

THE MINISTER OF FINANCE; THE MINISTER OF CORPORATE AFFAIRS; AND THE MINISTER OF INFORMATION AND BROADCASTING (SHRI ARUN JAITLEY): Sir, I rise to move:

That the Bill to amend the Payment and Settlement Systems Act, 2007, as passed by Lok Sabha and as reported by the Select Committee of Rajya Sabha, be taken into consideration.

Sir, this Bill was passed by the Lok Sabha and thereafter when it came up for consideration before this hon. House, it was referred to a Select Committee. The Select Committee went into this question and I must express gratitude to the hon. Chairman and Members of the Select Committee, who went into this whole question and have submitted a Report and agreed with all the provisions of the Bill and reported back to this House that the Bill as passed by the Lok Sabha be approved by this House also without any changes. The Bill has only one short issue which I may just explain in two minutes that the payment and settlement system is really the backbone of the financial system of the country. This is the system under which banks, financial institutions, settle claims of each other. And while they settle the claims of each other, there have to be payment systems, as also system providers in the industry itself. The Clearing Corporation of India, for instance, is the clearance house which is authorised by the Reserve Bank. The 2000 Bill did not have a provision with regard to the fact that insolvency of any of the persons is involved, what happens if the insolvency of the payment systems operator really takes place or alternatively, if the insolvency of the system provider takes place. Therefore, the discussion internationally, as part of the commitment made in the G-20 countries by the UPA Government, itself is that the claims of the claimants under the banking system have to be honoured first and given priority. That is in nutshell the short amendment which has been agreed by the Select Committee and I will, therefore, propose to this hon. House that the Bill be taken into consideration and approved.

The question was proposed.

SHRI V.P. SINGH BADNORE (Rajasthan): Sir, I stand to support the Payment and Settlement Systems (Amendment) Bill, 2014. Sir, the Payment and Settlement Systems (Amendment) Bill, 2014, as passed by the Lok Sabha, was referred to the Select Committee comprising of 16 Members of the Rajya Sabha on a Motion adopted in the