

RAJYA SABHA

*SYNOPSIS OF DEBATE

(Proceedings other than Questions and Answers)

Thursday, March 11, 2010/Phalguna 20, 1931 (Saka)

THE BUDGET (RAILWAYS), 2010-11

GENERAL DISCUSSION - *Contd.*

SHRI KAPTAN SINGH SOLANKI: The Railways Budget plays an important role in the prosperity and development of the country. I congratulate the Minister of Railways for the Vision 2020. But, as far as the Railways Budget of this year is concerned, this budget is a political budget and prepared keeping in view the election particularly, the Legislative Assembly elections in West Bengal to be held in the next year. It seems that the budget has not been prepared keeping in view the all-round progress of the whole country.

To lay 10 or 11 thousand kilometers railway lines since 1955 does not indicate significant progress. Laying average 180 Kilometers railway lines per year is not adequate. But when we talk of Vision 2020, a big goal of laying 25,000 kilometers railway line has been set. It means an average of 2,500 Kilometers railway lines have to be laid per year. I feel as to how this vast gap between present achievement and future goal will be abridged within the limited resources? Will it remain only an imagination?

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If you want to make India a developed country, where are resolution, dedication and determination? These things are lacking in the budget. We have conceptualized the idea of four Metro networks, but where have these networks gone? They have gone to Bengal. You have announced about making 6 new rail lines but the condition of the existing lines is not good due to paucity of funds, which is the main cause of trains reaching late, and occurring of accidents. Therefore, I suggest the Railways Budget be made balanced one, existing railway lines be improved and security in railways particularly for women be enhanced and adequate amenities to passengers be provided and the most significantly more railway wagons and compartments be procured in order to meet the demand.

Dr. RAM PRAKASH: It is hard to please everyone but this budget can be termed as a good budget in the present circumstances. Last year, you had agreed to make Kurukshetra a Model Station but now its name has been deleted from the list of the Model Stations.

By connecting Patiala and Kurukshetra with Uttar Pradesh through Yamunanagar, three States will get connected together. Pahua, Kurukshetra and Haridwar all three are pilgrimage centres. The people visiting these three places will be largely benefitted from this. It has become necessary to construct Railway over bridges at Nalvi Village near shahbad and at Sunderpur near Kuruskhetra. The name of Jagadhari station should be changed as Yamunanagar station because it is located in Yamunanagar. The Railway has accepted the justified demand of constructing a halt near bus stand and the court of Kaithal. The suggestion of the people to name it as New Kaithal halt should be accepted.

There are many sections of Railways on which traffic density is very high. With regard to introducing new train it should be considered whether the concerned rail-track is capable of bearing the load of traffic.

SHRI SHYAMAL CHAKRABORTY: The Hon'ble Minister of State in the Ministry of Railways replied that about 41,000 vacancies are existing in the categories deputed primarily for

maintenance of tracks. So, only in the safety category, 41,000 vacancies are still there. Shri P.R. Menon, the General Secretary of the National Railway Mazdoor Union stated that many of the workmen get electrocuted in want of proper equipment and gears. So, these two instances are enough to explain the situation prevailing in the Railway Department, particularly in the safety measures.

In the last year's Budget, 375 railway stations were announced to be upgraded as model stations which included the name of Nanur station. I wrote a letter raising a question to the Railway Department as to where the Nanur railway station is situated. The MoS of the Railways replied that there is no station by the name of Nanur in the Indian Railways network. Similarly, the Hon'ble Minister of Railways recently announced in the Budget paper that names of two metro stations will be changed. One station will be named after the name of Shaheed Bhagat Singh in place of Rasbehari and the second one will be named after Mother Teresa in place of Park Circus. I tried to search where those metro stations are. But, there are no metro stations by the name of Rashbehari or Park Circus.

18 medical and civil nursing colleges were assured to be started in the Railway Budget. But, not a single foundation stone has been laid till this time. It is a very good proposal to give medical insurance to the railway hawkers. But reality is that the railway hawkers are fighting for long for getting identity cards and licences.

In the last year's Budget, it was announced that a 1,000 Megawatt Thermal Power Project would be set up in Purulia in collaboration with NTPC. One year has lapsed and not an inch of work has not been started. The Naihati Railway Project over the River Ganges, was opened with much fanfare. Now, again, replacing that foundation stone, a new foundation stone has been laid. 2,500 posts are still lying vacant in the Chittaranjan Locomotive Factory. The workmen are not there and 50 per cent of that work is outsourced. Last year it was announced in the Budget that Burn Standard and Brethwiatt would be taken over by the Railways. This year, in the Budget, not a single line has been written about that.

About Basumati Printing Press, Hon'ble Minister has made an open statement that she will take over it. When it was clear that "take over" means not only 'assets' but eh 'liabilities' also, hence, 'liabilities' of the employees are also to be taken. But, now, she is keeping mum. In the name of passengers amenities, there committees have been constituted. A painter, a theatre worker and a quiz master are the Chairmen of these Committees. Their only qualification is that they supported Hon'ble Minister of Railways in the last Parliament election.

SHRI AHMAD SAEED MALIHABADI: In this country everything is costly but our Railway is an exception. There is not any increase in its fare nor any tax has been levied by it. With regard to the Rail Budget an objection has been raised that much has been given to West Bengal. I think that there is nothing wrong in it because it has lagged behind as far as progress and industrialization is concerned. It is necessary for West Bengal to have more industrialization. The co-operation from the Railway in this regard is not bad. The passengers should be given more amenities. The quality of food being served by railway canteen or on the railway stations is deteriorating day by day. It requires improvement.

Security is a very big issue. The prevention of the train accidents is must. More recruitments and better arrangements should be made in the Railway Protection Force to stop the growing incidents of theft and robbery in the running trains. I request the Hon'ble Minister to recruit the eligible candidates belonging to the Muslim minority in the Railway Protection Force. The names of several stations of Metro Railway in Kolkata were changed and renamed after Tipu Sultan, Mother Terrasa, Bahadur Shah Jaffar etc. Maulana Abul Kalam Azad was deeply associated with Kolkata, hence a station should be named after him.

The colliers on the railway stations, who are given license by the government charge inappropriate money from the passengers. The Hon'ble Minister should looked into this. With these words, I support the rail budget.

SHRI VIJAYKUMAR RUPANI: The budget presented by Hon'ble Minister of Railway is fully illusory, unreal and only a dream show. This budget is simply a dream document, no concrete proposal has been made in it. In this budget various Ministries have been included. This is not a budget, only a document.

In 2009 the budget presented by Laluji had shown the profit of Rs. 20,000crores. After four months the white paper issued by Mamtaji as Minister of Railway stated the profit to be just Rs. 40,000 crore. I want to know truth in this matter from the Hon'ble Prime Minister who is head of the Cabinet.

In the rail budget of this year the profit of Rs. 9782 crore has been shown. The prices of petrol and diesel have been increased by the Hon'ble Minister of Finance in the General Budget he presented thereafter. It will put additional burden of Rs. 7000 crore on the Railway. The situation should be rightly assessed in this regard.

The Railway has laid 10, 800 km line during 18 years. It means that the Railway is capable of laying 180 km rail line everywhere. The vision of 2020 states of laying 25,000 km rail line. It means 2500 km rail line will be laid every year but there is a wide gap between 2500 km and 180 km. It has been stated that 60 world class railways stations will be constructed. I want to know whether this work has been started. In our Ahemadabad no work has been started in this direction. 117 multe functional stations and total 469 Model Stations are to be constructed. I want to know about the number of railway stations on which work is likely to be competed this year. Gujarat produces 70 per cent of total quantum of salt produced by India. Rail wagons are not available to transport salt. I bedsidies requesting for providing wagons want to suggest that it will be better to replace steel wagons with fibre wagons to transport salt.

There are one thousand unmanned level crossing in our Rajkot and Bhavnagar division. The watchmen should be deployed on those crossings.

SHRI NANDI YELLAIAH: Some points of the Railways budget is praise-worthy. But no provision has been made for some very important proposals of Andhra Pradesh. In Hyderabad a demand had been made to allocate 641 crore rupees for phase-II of MMTS. This provision should be made in the supplementary rail budget. Work has not been started even after three years on the project of Manoharabad-Kotapalli via Siddipet. This is in Medak district which is included in the most backward districts of the country. You should have a rail line project, a master plan for backward area. There should be a long term plan. Voltair division is still in East-Coast Railways and its headquarter is in Bhubaneswar. From this division railway earns 3000 crore rupees per year. Still, the officers of East Coast Railway are doing step-motherly treatment with this division.

SHRI S. ANBALAGAN: Railway Minister has presented the Budget without hike in passenger fare and provided many facilities. The hon. Minister also flagged off 117 new projects, introduced 52 long-distance express trains and 28 passenger trains. She also proposed upgradation of 94 stations as Adarsh Stations, 10 more station as World-Class Stations. She also proposed to set up 522 Outpatient Departments, diagnostic centre, second-level general speciality hospitals, 10 residential schools, model degree colleges and technical and management institutions for railway employees. So, the Railway Budget is welcomed not only by common people but also railway employees. There are umpteen number of unmanned crossings in the country. I would like to appeal to the hon. Minister to give priority to the unmanned crossings in all the districts of Tamil Nadu, particularly in the Salem and Namakkal districts.

The Salem-Karur Broad Gauge Railway Project, in my own constituency, is still undergoing and has not been completed till date. This project would prove to be very useful to various business communities of Namakkal, Rasipuram and Salem districts. It is my humble request to the hon. Railway Minister that she should personally intervene in the matter and see that sufficient funds are allocated for the timely completion of this much-awaited project.

Salem Junction is functioning with inadequate infrastructure, amenities and staff strength. A large number of trains halt and pass through this junction. It must be taken up for making it as one of the adarsh stations in South India.

A new train from Salem Junction towards Chennai, via Jolarpettai and Katpadi may be introduced. Weekly three Combatore-Tirupathi trains may be converted into daily trains. The number of reservation counters at the Salem Junction may be increased. The half-day reservation counter at Namakkal may be converted into a full-day counter up to 5 p.m. The train No. 2697, Chennai-Trivendrum, must stop at Salem Junction. A day-time train from Salem to Bangalore may be introduced. The benefits of railway employees must be extended to the employees of the IRCTC like that of the Konkan Railways. Durantho Express train from Chennai to Coimbatore must stop at Salem Junction because it is Divisional Headquarters and my native place.

SHRI SHREEGOPAL VYAS: You are about to connect Naya Rampur to Mandir Hasoid. By when the work on it will be started because this city is developing speedily. The route of Ambikapur to Jharsukhda and Kashi to Chopan should also be considered. Kolhapur Express should be extended to Durg. From it your income will also increase and people will also get facilities. The subject of doubling of Raipur-Dhantri has been pending for a long time. Provision in this respect, which should have been made in this budget, has not been made. Rajghat scheme, which connects Bastar has not been mentioned anywhere. Please connect it somewhere. You have rightly said that specific technology will be developed for the transportation of coal and iron-ore. Chattisgarh has a very high place in India in the matter of coal and iron-ore. Therefore, take it on priority basis. You have started to bring transparency and justification in the allocation of rakes. This is a very good thing. At present it is not being done. Iron ore goes out from Jagdalpur and Bastar but due to unavailability of rakes a large quantity of iron-ore is not going out. You have considered about linking of holy shrines, to make them model stations and provide them world class station facilities. Bilaspur

zone, a new zone and more income giving zone, has not been added in the list of world class stations. Please think on the basis of zone. Raipur is the capital of the State but there are no ramps. Stairs have to be used to go. Ramps should be constructed there.

SHRIMATI SYEDA ANWARA TAIMUR: This Budget lays emphasis on modernization of Indian Railways. Provision for more drinking water facilities should be there. More strict vigilance, including stronger punishments/penalty for those violating rules should be there. In Assam, the broad gauge conversion work from Lumding to Cachar (Barak Valley) is very slow. Assam needs super fast and electric trains. There should be manned gates at every Railway crossing. Railway line should be constructed with full speed up to Bogibeel where the Brahmaputra Bridge construction work is going on. New network of Railway lines across Arunachal Pradesh, Assam, Sikkim, Tripura and part of Mizoram and Meghalaya needs expansion. In the matter of appointment of Railway employees, whole North-East region, including Assam, is lagging far behind. There should be a daily train from Guwahati to Chennai and Guwahati to Mumbai. North-East Express and Sampark Kranti train should have more bogies/compartments. A new broad gauge Railway line to Assam from Rangia Junction to Baihata Chariali should be given. There should be additional railway network from Tazpur to Lakhimpur and then to Arunachal.

SHRI KUMAR DEEPAK DAS: Even though the Railway Budget is populist as also ambitious and creative, it has not addressed the areas of concern raised over a long time in Assam. Most of the National Projects progressing at a very slow pace due to because of paucity of fund. Electrification and doubling of railway lines in Assam and North-Eastern region, the requirement of superfast trains, over-night Express trains, for various destinations have been ignored. Kamakhya Devi and other shrines of North-Eastern regions have not included in the Bharat Tritha route and the same may extended to Guwahati. A large area of Railway land is lying idle. In Bangaiogaon a coach factory was promised to be constructed but the same is yet to be fulfilled. North-Eastern region needs creation of a

separate zone for its economic development. Express trains should stop Pathasala and Bijni.

SHRIMATI KUSUM RAI: The Railway Budget 2010-11 is replete with regionalism. For Uttar Pradesh it is the most disappointing rail budget having nothing for the youth from U.P. and Bihar going to seek jobs elsewhere. The trains are overcrowded and the budget has nothing to reduce the same. I am doubtful for the survey of new lines would come into effect. The Gorakhpur division has not given a single new train. The Budget speaks nothing about security measures. Lucknow has been completely ignored. The assurance of Lucknow Junction to be turned into a world-class station was not fulfilled. Railway coaches, railway stations and the railway lines are always dirty and in view of the Commonwealth Games, proper sanitation should be made there and as the same creates negative impression. New railway lines have been fully ignored. The Budget says nothing on as to how the target of 25000 kms. construction shall be met.

SHRI ISHWAR SINGH: The railway being the life line of the nation, people have high expectations of the railways. Survey should be conducted for the Chandigarh-Jagadhari railway lines. Despite Kurukshetra railway station announced previously to be the world class station yet it has not been included in the Budget. Overbridges shall be constructed in Sunderpur. Kalka Shatabdi should be made regular. Kurukshetra-Patiala rail lines should be constructed. Narwana-Kaithal route should be doubled and electrified. Railway land is undergoing illegal occupation and encroachment. The same should be leased out to the SCs and STs to check the encroachment and aforestation should be done there. There are 150000 vacancies in Railways. Backlog thereof for reserved category should be filled-in. For the better security of passengers GRP should be removed and RPF should be deputed.

SHRI VARINDER SINGH BAJWA: It is railway alone where there is no price-rise. Railways has laudable work by introducing some new trains. It is for the first time one Railway

Minister has thought about the farmers. It has introduced Kisan Vision Project for the farmers and railway has introduced refrigerated container for the agro products. This year too railway has not do any justice to Punjab as usual. Despite the survey being done for 35 years Ludhiana has not been connected with Chandigarh. The lines provided to Punjab look more proposal or survey. There should be rail link between Khemkund and Ferozpur. Una-Talwara rail lines is being constructed but the speed is very slow. It should be extended upto Mekerba. Survey is to be done for Hoshiarpur to Tanda. Hoshiarpur-Phugwara rail lines should also be constructed. There is a long delay in constructing the ORB. They should be completed on time. Freight corridor should be extended to Amritsar. A new Delhi-Jammu Shatabadi train should be introduced. The railways have very poor sanitary arrangements, it should be addressed immediately. Arrangements of parking should be made on the Paharganj side of New Delhi railway station.

MS. SUSHILA TIRIYA: I welcome the Socially Desirable Rail Connectivity Proposals for my poor State Orissa. I thank the Hon'ble Minister for the said five proposals in respect of introducing trains. Besides, 21 Matribhoomi Trains have been introduced and crèches are proposed to be constructed for 80,000 women workers. I am thankful that in respect of my tribal dominated district, a new train has been introduced from Baripada to Shalimar. I am happy that there is a proposal in the Budget to conduct survey of 55 new railway lines. I want that the lines from Bangriposi to Badampahar, from Badampahar to Keonjhar and from Rupsa- Bangriposi to Goramahi should also be included in the survey work. The efforts to provide railway connectivity will improve education, awareness and health of people. It is very commendable that the concession to the cancer patients has been raised from 75 per cent to 100 per cent.

SHRI A.A. JINNAH: I congratulate the Hon'ble Minister for declaring a vision for the Railways. "Vision-2020." I thank her for allotting a broad-gauge line to Tiruvarur which is my native place. I also thank her for the promise to upgrade the Tiruvarur Railway Station which is a very important place. The Railways are very

important for linking the entire people irrespective of caste, creed, colour and sex. They play a very vital role in creating unity within diversity in India. There are certain defects which should be removed. The catering service and quality of food in trains need a lot of improvement. The system of awarding contracts to the same contractors for a number of trains can be done away with. Surprise checks on quality and hygiene should be done. Strong measures should be taken to improve the safety of the people in the Railways and their premises. The accidents at unmanned Railway Crossings must be stopped at an early date. We cannot wait for a decade to achieve our dream of 'no accidents.' Awareness should be spread among people, in respect of crossing of tracks through overbridges. As the maximum passengers belong to the lower middle income group, they should be provided with confirmed tickets. I exhort that the emergency quota for the Members of Parliament must be considered favourably. On the return tickets, there should not be any extra charges worth Rs. 20. As our Chief Minister is organizing the World Classical Tamil Conference at Coimbatore, there should be arrangements of special trains to enable people to reach there.

I request the Hon'ble Minister to include Egmore Station in the list of stations to be made world-class, and fulfill the long pending demand for interlinking of Egmore and Chennai Central Stations. That is how the people coming from North can be linked.

SHRI SILVIUS CONDPAN: I appreciate the Hon'ble Minister for her progressive outlook. I have some suggestions in respect of the present Railway Administration. There should be double track railway system to avoid difficulty. The same is very necessary for the people of North-East India. There are many Government projects which are lagging behind because of lack of building materials like cement, iron, etc. On account of the rainy season, the North-East has got only six months working period. During the rainy season the road transport disrupts due to erosion, flood, etc. It is then, the people of the region have to depend on the railways. I request the Hon'ble Minister to direct the Railway Administration to go into the present arrangement of placing rakes for carrying materials and other

essential commodities to North-Eastern Region because the Railway Board has given me an impression that they have got their own system of placing rakes. This has created hardships to the consumers and people of the North-East region. On account of non-availability of raw materials, the Bogibeel Bridge Project is suffering. I request the Hon'ble Minister to provide the Rangia -Rangapara route with broad gauge system.

SHRI PYARIMOHAN MOHAPATRA: I welcome all the good aspects of the Hon'ble Railway Minister's Budget. Orissa needs new railway lines to cope with the traffic, which is growing busy due to steel, aluminum and power projects. In the last 63 years, just three railway lines have been completed. A few railway lines are languishing for want of funds. In the last three years, there has been either diversion or surrender of 11 per cent, 20 per cent and 30 per cent of the funds allocated. The fund has already been meagre. This is something like a betrayal of Orissa. For the completion of the ongoing projects, more funds are required. Actually, we need Rs. 4,500 crores per annum. We need funds for gauge conversion from Rupsa to Bangriposi and from Badampahad to Keonjhar. No funds have been allocated for the doubling of Banspani to Jakhpura and Haridaspur to Paradeep railway line in respect of raw material movement for industries. If the Gunupur-Thiruvelli and Banspani-Barbeel routes are provided with linkages, the traffic thereof will be boosted. I want that the six socially desirable proposals in respect of railway lines should not suffer due to lack of funds.

The Raipur-Jharsuguda has already a double line. The third line is not at all socially needed but it is economically needed. How can they say it is socially desirable? One thing says you will implement Jeypore-Malkangiri and the second thing says you will survey it. How can you say these two things for the same line? You do not take railway line to Malkangiri. A survey was done and it is economically viable. The Railways should employ youngsters who are becoming Naxalites.

SHRI B.S. GNANADESIKAN: The Railway Budget has been appreciated by all. The Railways is the biggest Government organization. It is also the responsibility of the Railways to have schools, hospitals, etc., for the welfare of the employees. The present Railway Minister has given a lot of facilities to women.

The Railway Minister has stated for updating the Dindigul-Kumali line in the first phase for survey in this Budget. I urge upon the Railway Minister to expedite the survey. Lakhs of pilgrims go to Sabarimala. There are tourist spots like Thekkady which falls in Kumali etc. and therefore, this train route is essential for the people travelling in this area. Chennai- Kanya Kumari is another important sector. Most of the revenue comes from this sector and therefore, there is a demand for induction of additional train routes from Kanya Kumari to Chennai and from Chennai to Kanya Kumari. The production of First Class Non-AC coaches has been stopped. The patients, the sick and other people who are averse to AC are travelling only by this coach. Railways is incurring a heavy loss because of the leakage of oil from the oil tankers. Somebody in the middle takes away the oil and ultimately the Railways or the Petroleum Corporation pays. Proper investigation has to be made on that aspect.

148 accidents are due to human failure. Train accidents have come down but the number of passengers killed and injured has gone up. I want that the Minister has to take personal interest and see that some offices are allotted for Southern Railway Employees Union. What happened to the report of the Justice Zahir Ali Commission?

SHRI MANGALA KISAN: Four lines of Orissa are included in the budget. For connecting backward areas of Orissa and Chhatisgarh, a line should be constructed from Jharsufuda to Ambikapur via Sundergarh district headquarter. Superfast train should be introduced from Bhubaneswar to Pune, Pune to Mumbai, Puri to Jaipur to Jodhpur, Rourkela to Ajmer, Visakhapatnam to Allahabad via Titlagarh, Ranchi and Gaya. A new superfast express from Puri to Kanyakumari should be introduced.

From Rourkela to Delhi and from Bhubaneswar to Chandigarh/Kalka a new Train should be introduced. After independence, only three railway lines have been constructed here. If you want to increase connectivity, at least four-five earlier proposal should be taken up for construction. Even today, the Department of Railways is in pre-independence condition. The People want to have railway connectivity for social development. Especially, the tribal areas of Orissa, Chhatisgarh and Jharkhand have been neglected. These people are ready to fight against the injustices done to them.

SHRI VIJAY JAWAHARLAL DARDA: Maharashtra has been taken care of in the Railway Budget. Attention has been given to the neglected people of the backward classes. It has been decided to provide 50 per cent budget for five new railway lines in Maharashtra from the revenue of the State. These lines are very important for removing the backwardness of the State. Vardha-Yavatmal-Nanded line was sanctioned in the railway budget of 2008-2009 but no action has been taken so far in this regard. Vidarbha region is a backward region. The work on this project should be started as soon as possible.

What would be increase in the cost incurred on the pending projects and the reasons therefor? What are the areas of railways where investment is being made under PPP module? How many such areas have been earmarked? Announcement is made for introducing many projects and trains in haste which are cancelled later on. Information should be provided in this regard. Railway projects located in backward areas should be connected with the National Rural Guarantee Programme. Endeavour has been made to encroach upon 25-30 acres land of Yavatmal-Airoli railway station. A railway park should be built there. Construction of world class railway station is mentioned. What would be its form? A survey regarding Mumbai-Delhi high-speed train should be conducted. The Finance Minister should provide more money in the budget.

SHRI Y. P. TRIVEDI: The operating ratio has been going up from 76 per cent in 2007-08 to approximately 92 per cent in 2010-11. The freight rates should be rationalised in order to augment

the revenues. Our record in adding route kilometers over the last 60 years has been dismal compared to China. Since Independence, we have added only 10,400 kilometers and China has added 20,000 kilometers in the same period. We have to remain competitive on the economic front.

The country-wide optical fibre-lines project would earn huge revenue for the Railways. That has to be done as early as possible. The Railways have got vast tracts of land and that needs to be exploited. This land can be put to commercial use in one way or the other. The vast network of carriages, stations, tickets, etc. with the Railways can be exploited for the purpose of making revenue through advertisement. There is no place for a bathroom in the carriages in the Mumbai suburban trains. Something requires to be done in this matter.

Some businessmen or industrialists could be called as special invitees in the Railway Board to suggest how to augment resources and reduce expenses. The increase in route kilometers can only take place when there are enough resources and operating costs are brought down.

SHRIMATI MAYA SINGH: The people of Gwalior have been demanding for a long time to run a train from Gwalior to Ahemdabad via Bina-Kota. Howrah Mail, which goes to Delhi via Kanpur-Allahabad, should run via Jhansi. Gwalior-Udaipur train should be made to start directly from Agra Cant instead of Agra Fort. This will save the time by one hour.

There is only one railway station in Gwalior and as a result of this, it bears very heavy load. Therefore, more platforms should be made at Gwalior. Renovation of Birla Nagar station at Gwalior will reduce the load at Gwalior and people will be facilitated to a great extent.

SHRI P. KANNAN: A new train should be started from Bengal to Puducherry and it should be named after Shri Aurobindo Ghosh, who was a great personality, a great freedom fighter and later

became a great spiritual leader. There is a proposal for a train from Karaikal to Peralam via Thirunallar. I thank the Minister for giving Rs.25,000 crores extra for Nagapattinam to Karaikal via Nagore.

Some trains run from Puducherry to Tirupati. AC coaches and AC-I coaches should be provided in these trains, which will increase the revenue. The idea of starting Railway Vidyalayas is a very good idea.

SHRI VIKRAM VERMA: Dahod railway line from Indore via Dhar, Jhabua is sanctioned since long, but the work on this line has not started and the work of land acquisition has also not commenced. Jhabua, Dhar, Badwani and Khargon districts come under Indore. All the tribals live in these areas. We should think about the rail here as early as possible so that this area develops fast.

Prithampur is the largest developing industrial area in Asia and it has no railway there. First Special Economic Zone of India was set up here and now third such zone is going to be set up there, but the absence of railway line there is causing inflation to the entire industrial development. Hence, the development is very essential in this area and it is a national requirement also.

The survey was done from Indore to Dhulia apart from Indore to Dahod. We need to think more with regard to further development in this matter. The trains were delayed this year due to fog by one to one and a half days. New technology has come now and we should think in this direction. Passengers do not get any space to stand on the platforms when the luggage is off loaded there. Some extra arrangement should be made in this regard.

SHRI JAI PRAKASH NARAYAN SINGH: The stoppage of Delhi-Howrah Rajdhani Express should be made for two days at Baba Baidyanath Dham in Jharkhand and Delhi-Patna Rajdhani should be extended upto Asansol so that we get Rajdhani Express every day. Railway division should be provided in Sahibganj. It was proposed to give one train from Howrah to Baidyanath Dham but that train has not been given as yet. The work on Deoghar-Jasidih-Dumka

railway line, Giridih-Kodarma-Ranchi railway line and Jasidih-Banka-Sultanganj railway line is not being done. All these works should be completed at the earliest, otherwise their cost will keep increasing day by day. The construction of railway crossing at Jasidih railway line will facilitate 12,000 people in reaching their villages faster. I am ready to provide money from MP Fund for this matter.

Adequate money should be given to the rail factories at Jamalpur and Mokama so that they can function smoothly. There is a difference of 60% in the expenditure being incurred on the work done by the department in Madhupur compared to the work done by Labour Cooperative. More money is being spent there and this matter should be looked into. Bokaro has a hospital with 600 beds. If we open a Medical College there, it will bring fame to the Railways and many poor children will be able to study there. We demand that in order to carry the salt, two rakes from Gujarat and one rake from Rajasthan be provided to us because the salt in Gujarat is of better quality.

SHRI RAMA CHANDRA KHUNTIA: I support the Railway Budget. There is no increase in passenger fares and goods tariff. More money should be given to the railway projects in Orissa. Appropriate steps should be taken for utilisation of all the funds in time. I demand some more DMU trains and more new lines in Orissa.

Khurda-Balangir, Talcher-Bimlagarh and Haridaspur-Paradip railway lines should be given adequate funds to complete the railway lines by 2012. I request the Minister to sanction more money for the survey of Jaipur-Keonjhar to Dhamra Port via Navigaya, Jajpur and Aradikhetra. The General Managers of the Railways, who are retiring, are empowered to appoint hundreds of employees without any interview, without any qualification and that cannot be challenged.

I want to have a specific assurance from the Hon'ble Minister that this type of law which is illegal, irrelevant and which exists in the Constitution should immediately be eliminated and the power which has been given to a General Manager, that he can appoint a number of employees without any interview, should immediately be

withdrawn. I want to specifically mention one more thing here that anything which is being proposed in the Budget, whether a railway line or a new project, appropriate steps should be taken to implement that.

SHRI KISHORE KUMAR MOHANTY: Jharsuguda is the first railway station in East Coast and an investment of rupees 60,000 crores, which is in power sector, aluminium sector and steel sector, should go to railways. The area of Jharsuguda and an over-bridge between Jharsuguda-Belpahar should be given in East Coast. Apart from this, I would request for an underground bridge in Chouvipada.

***SHRIMATI RENUBALA PRADHAN:** (Spoke in Oriya.)

THE MINISTER OF RAILWAYS (KUMARI MAMATA BENERJEE), replying to the discussion, said: I would like to thank all the Members of Parliament who participated in the discussion and made suggestions. But we have some limitations also. The demands are too much but my hands are also tied. We have presented two budgets within a period of seven months and envisaged Vision-2020 to have short-term and long-term activities.

To make Railways passenger friendly, I think that Railways must be pro- physically challenged people and pro-senior citizens also but we have to do planning for that and that is why, we have envisaged Vision-2020. There are projects amounting to Rs. 1 lakh crore which are lying pending and we need the money for them. But we are not going to privatize our Department. This is our commitment. Money has to be collected and generated. That is why we want commercial utilization of land and air space through the PPP mode. I am not going to sell the railway land. Our intention is to see how to create more infrastructure, industries, and railway-based industries and so on. The population is increasing. When there is a

* Synopsis of speech delivered by the Hon'ble Member in Oriya will be published separately as supplement.

demand for more trains, I would say that there is congestion and so, there will be accidents. We have to create more infrastructure for this.

The train is the lifeline of the nation and it is the cheapest mode of transport. We have not made any increase in the fares. Madrasa students have been given railway concession.

It is true that there is lack of cleanliness and passenger amenities in Railways. A number of private parties are involved in it and it was the Government's policy. We are providing food and water at cheaper rates in competition. It has been said that China is far ahead of us. I would say that we are a developing country and in India, Railways is our social obligation and not only a business. It provides help to everybody. Besides, we are very much concerned about our safety and security. We are solving the problem of unmanned level crossings. There is a burden of rupees of 95 thousands crores on Railways on account of Sixth Central Pay Commission but the railway employees would get the appreciation.

Railway Ministry is the only Ministry where in our decision-making, we involve our employees' union. Without taking them into confidence, we do not do anything. We will give land for the Diagnostic Centres to be set up on 300 stations. We will set up Hospitals on the land identified outside the stations. The Health Ministry will set up their own infrastructure. In the same way, the Ministry of Human Resources Development said that they would like to set up schools and degree colleges like IITs. I am interested in building houses for all my employees. That is our commitment. We would not be allowing encroachment, and we would be utilizing the land for business purpose, for commercial purpose in creating infrastructure, to improve employment generation and for the development of the Railways.

We can create our infrastructure. We have taken decision that a cell will be opened under Railway Board so that any person who is interested in having business with Railways will be able to do that. I have said this in my budget announcement that I will take up this matter with hon. Prime Minister, Finance Minister and Planning

Commission. How many world class railway stations we can construct? Why they have not been started yet? Process is going for many tenders. We certainly want that amount of money allotted for the financial year should be utilized in the same year, if it is not in the same year then we will take some action. We have made some commitments, whether it is regarding unmanned crossing, starting new trains, other stations, other projects, these should be fulfilled. Regarding employment, 2 lakh posts are in backlog.

We had made a declaration in the last budget that every commitment made will be fulfilled in this financial year. You had asked for stoppage on two stations in Assam for North-East train, electricity and school, you will get all these things. You have given suggestion for upgradation of stations for small works, we will do all that but we will not be able to do big works. We are giving order for rail wagons and coaches. I have already given order for wheel wagons and new coaches. After giving one thousand crore rupees in sixth pay commission period of economic recession started. After increase diesel prices in union budget our excise duty will increase upto Rupees Nine Hundered crores. Whatever development projects have been started we will certainly complete them. Our department does not have much money for completing all the works. We have discussed it in Railway Board that we will have to strengthen the vigilance. We are giving full attention on controlling corruption but many problems are there in this in such a big set up.

Jammu and Kashmir is our heart. Everybody loves it. People of Jammu and Kashmir are very nice. We have started some programmes there. People are happy by this. Whatever directives are given by Prime Minister regarding Jammu and Kashmir, we will follow them. Yesterday also one new train was given to Jammu and Kashmir. We will give assistance to North East and Jammu and Kashmir from National Fund.

The Appropriation (Railways) Vote on Account Bill, 2010

The Minister of Railways (KUMARI MAMATA BANERJEE): I 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 2010-11 for the purposes of Railways, as passed by Lok Sabha, be taken into consideration."

The motion for consideration of the Appropriation (Railways) Vote on Account Bill, 2010 was adopted.

The clauses etc. were adopted.

The Bill was returned.

The Appropriation (Railways) No.2 Bill, 2010

The Minister of Railways (KUMARI MAMATA BANERJEE): I move:-

"that the Bill to authorize payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 2009-10 for the purposes of Railways, as passed by Lok Sabha, be taken into consideration."

The motion for consideration of the Appropriation (Railways) No.2 Bill, 2010 was adopted.

The clauses etc. were adopted.

The Bill was returned.

The Appropriation (Railways) Bill, 2010

The Minister of Railways (KUMARI MAMATA BANERJEE): I move:-

"that the Bill to provide for the authorization of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain services for the purposes of Railways during the financial year ended on the 31st day of March, 2008 in excess of the

amounts granted for those services and for that year, as passed by Lok Sabha, be taken into consideration."

The motion for consideration of the Appropriation (Railways) Bill, 2010 was adopted.

The clauses etc. were adopted.

The Bill was returned.

V. K. AGNIHOTRI,
Secretary-General.

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**ERRATA TO SYNOPSIS OF DEBATE, DATED 10TH MARCH,
2010**

- Page 123 Line 7 from bottom, read 'companies' for 'company'
- Page 134 Line 19, read 'to be sure' for 'to sure'
- Page 138 Line 9 from bottom, read 'Cables with the Railways.' for 'Cables.'
- Page 139 Line 5 from bottom, add after 'crossings.' 'The announcement of housing for railway employees is welcome.'
- Page 143 Line 2 from bottom, read 'In' for 'I'