RAJYA SABHA

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*SUPPLEMENT
TO
SYNOPSIS OF DEBATE

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(Proceedings other than Questions and Answers)

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Thursday, March 22, 2012/ Chaitra 02, 1934 (Saka)

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THE BUDGET (RAILWAYS) 2012-13

General Discussion-*Contd*.

MISS ANUSUIYA UIKEY: I on behalf of people of Chhindwara and Madhya Pradesh express my gratitude to the Minister of Railways for increasing the frequency of Patalkot Express, which runs from Chhindwara, from two days a week to seven days. Earlier it was extended up to Gwalior and now it is increased up to Delhi. Chhindwara and Mandla are tribal dominated areas. The train which used to run from Chhindwara to Mandla has been discontinued. I request you to resume its service upto Mandla. The first class coach in the train running from Chhindwara to Indore has become outdated and it remains dirty. I solicit you to add a new coach in it. There is no direct train from Chhindwara to Mumbai. The OTOS i.e. only one train system should be stopped on the train route from Chhindwara to Parasia. It would check the one hour halt time over there. One machine should be setup at the Parasia and Junnardeo railway stations for facilitating

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*This Synopsis is not an authoritative record of the proceedings of the Rajya Sabha.

the passengers to know PNR status. A separate reservation counter should also be put up there. A manned railway crossing should be put in place at the Adarsh Nagar Parasia Road as it has witnessed number of accidents. The conversion of broad gauge from Chhindwara to Nagpur is going on at slow pace. Efforts must be made to complete it by the year 2012.

PROF. ALKA BALRAM KSHATRIYA: I support the rail budget presented by the Minister of Railways. The Minister had said that in view of the need of the hour, we should pay maximum attention to the security and modernisation and for this purpose he had proposed to constitute Railway Protection Authority and Railway Research and Development Council. I support this proposal. I also support the new trains provided by him and proposals for gauge conversion and survey projects in Gujarat as well as the entire India. There are a number of trains from Mumbai to Ahmadabad and all these trains halt at Ahmadabad for about 6-7 hours. If you could extend one of these trains up to Apu or Palanpur and another up to Patan, the people of entire northern Gujarat will benefit from it. The people of Uttar Pradesh living in Surat have demanded that one more train from Surat to Varanasi should be introduced. The work of doubling of Ahmadabad-Delhi line should be completed at the earliest. It will be very beneficial for the people.

People of Mehsana, Patan, Banaskantha and Gandhi Nagar have to travel upto Ahmedabad for railway reservation under VIP quota or to confirm rail ticket under the same. There should be some system of sending messages from these places so that people don't have to travel too far for confirmation of ticket. I request you to run more trains upto Mehsana so that Sidhpur, which is famous for *Matre Shradh*, can be connected with railway. There is a need for recruitment of new coolies as many of them have been recruited in the railways as gangman or lineman. Bandra-

Bikaner train need to be converted into a daily train as there is too much traffic on this line. Trains running between Valsad-Jodhpur, Ajmer-Ahmedabad and Ahmedabad-Gorakhpur should be run via Samdari-Bhildi as it will give exposure to connectivity of the area with rest of India. Western Railway's 80 percent tracks are in Gujarat while its zonal office is in Mumbai. It has been a long pending demand of us that its zonal office should be in Ahmedabad.

SHRI RAM KRIPAL YADAV: Indian Railway is life line of common man. I consider this budget as a balanced budget. Efforts have been made to remove discrepancies. Reports submitted by Kakodker and Sam Pitroda committees have shown that situation in railway is not well and it is passing through difficulties.

There are 14 lakhs employees in the railway. Salary is not being paid to the employees which is a matter of concern. Railway is unable to make the payment due to which development is hindering. Many projects are lying pending and entire system of railway is collapsing. Bihar has completed 100 years of its existence and its population is 10 crores 38 lakhs. Give a gift to the people of Bihar. Many important projects are lying pending with you. Bihar is being ignored in the Rail Budget of last two-three years. Very nominal fund is being given to the very important projects.

Construction of railway bridge and railway road in Digha and Pehleja is under progress and it is the life line of entire Bihar but the progress of work is slow, it should be completed faster. Staff quarters under Danapur division are in very bad condition today. Pay your attention to improve their condition also. Work has not been started for making Patna junction a world class station. There is a lot of load between Mughalsarai and Mukama. Demand for third rail line is being sought for many years. It will be very beneficial for the people of Bihar. Appointment as a gangman should be given

to those coolies who are left and are fulfilling the criteria. Creation of safety fund is a good step and it will be beneficial for the safety of the people. Infrastructure has not been developed for the catering system.

Condition of passenger trains and platforms is not good. No doubt it requires to be improved. Several stations do not have drinking water and shade to live. All these things need to be looked after. Pay special attention on feelings expressed by the Members, specially on Bihar.

SHRI HUSAIN DALWAI: Doubling of the Konkan Railway track is a long pending demand. Mr. Minister should pay attention on that. A terminal should be built in Madura. Survey of Kalhapur-Rajapur has been completed. If this line is there, it would help in economic progress. Export can take place from Konkan based port on large scale. I think that two trains from Mumbai must run each for Ratnagiri and Sawantwari. Attention must be given to employees and workers working in sub-urban railways. Elevated trains and double decker trains need early thinking. Commercial complexes should be built by redeveloping areas like Bahrampara and Navpara etc. It is good if Ministry of Railways look in to the matter of agents. I welcome and support Railway Budget.

SHRI RANBIR SINGH PARJAPATI: Whenever Railway Budget comes, Haryana is discriminated in it. I thank Minister of Railways that by including long pending demand for Hansi-Maham-Rohtak railway line in this Budget, he has linked Hayrana with Delhi.

I would like to request Rail Minister that Hisar-Agroha-Fatehabad may be connected with rail lines and years old demand of construction of bridge on railway crossing on Hansi Road may be included in this Budget. Demand for construction of over bridge on railway crossing in Dabwali may also be included in this Budget. Intercity train from Hisar

to Amritsar and a new train from Hisar to Haridwar may be introduced. On Hisar to Sadalpur rail line, rail crossings may be constructed near Devan village and on Gangwa to Kuimri road.

SHRI MOHAMMED ADEEB: I support the Railway Budget 2012-13 and welcome the fare increase. We need upgradation and modernization of railways for which existing resources are grossly insufficient. Already hundreds of projects announced in previous Budgets are lying pending and are not being completed for want of funds. Planning Commission and the Finance Ministry should also give more allocations to the Railways. I support the proposals made in the Budget for safety and modernization of Railway. There is a need to undertake effective steps to involve States for various railway works, so that an all-round development of Railways can take place. There is a need to connect India by rail with Central Asian countries.

Proposals for improving passenger amenities deserve to be executed at a fast speed. However, it faces thousands of deficiencies. Officers at the local level are involved in corruption. A system of fixing responsibility should be put in place. Linking of areas of Uttar Pradesh with railway network is needed. Tracks are in poor condition. I want to give best wishes to the hon. Minister for increasing fares.

SHRI ANIL H. LAD: I support this Railway Budget. Railway today is the second cheapest transport in the world. Government has to come forward to support the Railways in terms of providing safety and investments. Trains speed in our country must be increased like China, Japan and America. We can develop our own bullet train. Cold train system to transport vegetables from neighbouring villages can be introduced. Air fuel prices are going up. There are hikes in diesel and petrol prices. Therefore, train is the only medium available for the common people. Countries like Korea and

others are ready to invest in Government bond projects to develop the railways.

THE MINISTER OF RAILWAYS (SHRI MUKUL ROY) replying to the discussion, said: At the outset, I would like to express my gratitude to the hon. Members who have participated in the discussion on the Railway Budget. Members have raised very pertinent issues. I would like to assure the House that I will take appropriate action on the points raised by hon. Members. Mamata Banerjee ji has given the Indian Railways a roadmap through her 'Vision 2020' document. I am committed to continue to work on the agenda.

Advertising, as a source of earning, has not been fully exploited. There would be a focused approach for utilizing the vacant land available with the Railways. Idea of an independent Railway Tariff Regulatory Authority was proposed to be taken up for examination. I, therefore, have decided to hold this proposal in abeyance. Hon. Members would have noted that safety has been provided a definite thrust. The commitment to eliminate the unmanned level crossings would be pursued. Thrust would be given for modernization of tracks, bridges, signaling and telecommunication works, rolling stock and terminals. A large number of requests have been received from hon. Members for introduction of new trains and for stoppages of trains. I fully appreciate it. All proposals of road over bridges and road under bridges are proposed for inclusion in the works programme. Cleanliness and hygiene would be my most important agenda after safety. I am committed to improve the standards and quality of catering in the Railways. I would like to assure the House that the process of filling up vacancies is already on. Many of the hon. Members have expressed anguish over the hike in passengers fares. I intend to give relief to the already over burdened common man. I assure that each of the suggestions made by the hon. Members will be

examined by the Railways and all possible steps would be taken to accommodate the feasible demands.

Discussion concluded.

GOVERNMENT BILLS

The Appropriation (Railways) Vote on Account Bill, 2012

THE MINISTER OF RAILWAYS (SHRI MUKUL ROY): I beg to move:

> "That the Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 2012-13 for the purposes of Railways, as passed by Lok Sabha, be taken into consideration."

The Motion for consideration of the Bill was adopted.
Clauses etc. were adopted.
The Bill was returned.

The Appropriation (Railways) Bill, 2012

THE MINISTER OF RAILWAYS (SHRI MUKUL ROY): I beg to move:

> "That the Bill to provide for the authorisation 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, 2010 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 Bill was adopted.
Clauses etc. were adopted.
The Bill was returned.

The Appropriation (Railways) No.2 Bill, 2012

THE MINISTER OF RAILWAYS (SHRI MUKUL ROY): I beg to 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 2011-12 for the purposes of Railways, as passed by Lok Sabha, be taken into consideration."

The Motion for consideration of the Bill was adopted.
Clauses etc. were adopted.
The Bill was returned.

GOVERNMENT RESOLUTION

The Rate of Dividend Payable by the Railway Undertaking to General Revenues

THE MINISTER OF RAILWAYS (SHRI MUKUL ROY): I beg to move the following Resolution:-

"That this House approves the recommendations contained in Paras 75, 77, 78, 79, 80, 81, 82 and 84 of the Second Report of the Railway Convention Committee (2009), appointed to review the rate of dividend payable by the Railway Undertaking to General Revenues etc., which was laid on the Table of the Rajya Sabha on the 30th August, 2011".

The Resolution was adopted.

V. K. AGNIHOTRI,
Secretary-General.

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