

RAJYA SABHA

***SYNOPSIS OF DEBATE**

(Proceedings other than Questions and Answers)

Thursday, March 14, 2013/Phalgun 23, 1934 (Saka)

The Budget (Jharkhand), 2013-14

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA) : I lay on the Table, a statement (in English and Hindi) of the estimated receipts and expenditure of the State of Jharkhand, for the year 2013-14.

Supplementary Demands for Grants (Jharkhand), 2012-13

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA) : I lay on the Table, a statement (in English and Hindi) showing the Supplementary Demands for Grants (Jharkhand), for the year 2012-13.

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

STATEMENT BY MINISTER

Terrorist Attack in Srinagar on 13.03.2013

THE MINISTER OF HOME AFFAIRS (SHRI SUSHILKUMAR SHINDE): There was a terrorist attack in Srinagar. The attack was made by the militants who have taken shelter in the State. They made a fidayeen attack on CRPF personnel at Bemina within Parimpura Police Station in Srinagar at about 1050 hours yesterday, that is, 13.3.2013. About 50 CRPF personnel of 73rd battalion had assembled in the Police Public School ground at Bemina for further deployment for law and order duties. Adjacent to the Police Public School is the Headquarters of the 73rd battalion of CRPF where a component of 44th battalion is also deployed. At that time, some youth of the neighbouring area were playing cricket in the ground. Taking advantage of the small gap in the fencing, which is generally used by the local youth for their access to the ground, two unidentified armed terrorists in civilian clothes carrying arms, ammunitions and grenades hidden in their kit bags entered the playground and mingled with the local youth. The terrorists took out their gear, and lobbed the grenades and opened indiscriminate firing on the CRPF personnel.

The armed officers of CRPF in the group and those from a nearby sentry post, about 70-80 metres away, opened fire on the terrorists. In the ensuing encounter, 5 CRPF personnel lost their lives and another 6 sustained injuries in which one is said to be critical. Besides, casualties and injuries to the CRPF personnel, 4 civilians playing cricket suffered splinter injuries due to grenades used by terrorists.

Both the terrorists were killed in the encounter. From the encounter site, the recoveries include two AK rifles, five AK magazines, two pistol magazines, four grenades, three Under Barrel Grenade Launcher (UBGL) grenades, UBGL 62 ammunition and two pouches.

From the bodies of terrorists killed two diaries one each from containing numbers suspected to be of Pakistani, tube of betnovate, a skin ointment were recovered. Further investigations reveal that this tube was manufactured in Glaxo Smithkline Pak Ltd., at 35 Dockyard, Karachi. The name of the tube mentioned in Urdu and the numbers mentioned in the diaries appears to be of Pakistani origin. Their bodies were shaven, which confirms them to be fidayeens. The killed terrorists are suspected to be of foreign origin.

Although the responsibility for the incident was owned by an agent of Hizb-ul-Mujahideen, the authenticity of the claim is yet to be ascertained.

I have told everything about the incident which occurred yesterday. Whatever information we get, we share it with the state. When Hydrabad incident occurred, we gave alert to all at that time. That was a tragic incident. We are jointly investigating into that matter and we have gathered some information. I also wish that our intelligence should be more powerful. The matter of Jammu and Kashmir is different from other states. We want to work there taking all people in confidence. We don't want to disturb the restoration of peace there. We have made plan to provide job to the youth there by providing training to them in big factories. In 2005, 1,990 incidents have taken place. 189 jawans of security forces were killed therein. Today there are 250 incidents. The number of security forces killed therein is zero.

We have done fencing on entire Pakistan border. I am seeing all borders. We are also keeping watch over POK and the camps being run there, so that infiltration can be reduced and our internal security can be made most powerful. We want to bring peace in Kashmir by providing special package. I am assuring the House only this that the Government would become more capable in these security matters and in public security and our intelligence agencies would become more coordinated.

Government Resolution and Budget (Railways) 2013-14-Contd.

SHRI BASHISTHA NARAIN SINGH: This is such a Department which unites the country and one place to another. The Former Minister of Railways said that Railway has gone into I.C.U. It has increased the concerns of all the people. He might have given that statement on the poor condition of Railway. If the biggest Department of the country moreover of public sector, becomes problematic, concern for the whole country is natural. If this Department goes in private sector, it would be a big joke on the system. He should respond to this question as to who would take concrete steps to manage Railways and what effective steps have been taken for resource mobilization? Danger is increasing. A common man expresses concern about safety matter.

Not only common men, but VIP's also are not safe while travelling in train. The actual figures of rail accidents are not presented. It is a fact that 60 percent accidents take place due to crossing and walking on rail lines. To avoid such accidents more and more railway bridges should be constructed and awareness campaigns should be organized to take precaution at unmanned railway crossings. Sanitation facilities at railway platforms are in a very bad shape. Inspectors and supervisors do not go to yards for inspection. Toilets in general class, sleeper class and AC-III coaches are in pathetic condition. Catering facilities in trains are also not satisfactory. Catering employees charge the prices of food at their own will. Black marketing of Rail Neer is going on. What schemes and vision you have to improve this system.

Railway gets its maximum income from freight charges. This income has declined to 36 percent from 80-90 percent. Private sector has entered into this business and affected the income of railway. There is a scarcity of water at railway stations and mismanagement prevails there. Booking of railway tickets is under the grip of touts. The surplus land of railways should be utilized by setting up commercial plants. A train should be introduced for Gaya in Bihar, which is a pilgrimage.

SHRIMATI VASANTHI STANLEY : For the first time in the history of Railways, the Minister invited all the MPs to his office before the Budget allocation. He has taken every request for new projects, new trains and suggestions for improving the services and tried to fulfil them. Rail is the only mode of transport where we can afford to eat, sleep and also find friends. The Budget represented by the hon. Railway Minister is indeed forward looking and progressive. The idea of having a Debt Service Fund shows the foresight of the Railway Minister to cater to future needs of debt servicing. In this Budget, the concept of Fuel Adjustment Component is a realistic measure. Will the Minister ensure that if there is any fall in the fuel price, the freight charges will also decrease accordingly?

I am particularly thankful to the Railway Minister for taking special care for strengthening the security of rail passengers. The Minister himself has accepted that only the unmanned level crossings are the reason for most of the accidents. Eliminating these level crossings is very expensive and time consuming. So, instead of elimination, will it not be a practical step to provide adequate manpower at these level crossings? What is the status of implementation of recommendations given by various Committees for Railway Safety and its modernization? I am also thankful to the Railway Minister for the special steps envisaged in the Budget for helping the elderly and differently-abled persons and innovative steps outlined in the Budget to improve catering in the trains.

The position of the ladies compartment should be changed. The system of waitlisted ticket in Tatkal is not fair. We are happy for overall announcements for Tamil Nadu. At this juncture where many schemes are being announced, I wish the Railway Ministry to come out with a 'White Paper' on all the pending railway projects. I request that the tenders should be done only through e-tendering. As far as Tamil Nadu is concerned, doubling of Chennai-Madurai route is very important. I will talk about the Thirukural Express. If should be made daily. There was a weekly train Chengotai-Coimbatore. I hope this will be resumed. There has been a long-pending proposal of connecting Central Station with the Park Station which will facilitate

all the trains coming from Delhi to Chennai to be extended up to Kanyakumari. I am thankful to the Minister for announcing Nagercoil-Bangalore Express. Thiruvottiyur should be converted into a new terminal. We must do our best for sanitation.

SHRIMATI GUNDU SUDHARANI: The Minister is claiming that he has not raised any fares, but it has already been raised a month ago. Indirectly he has put burden on passengers by increasing reservation, tatkal, etc. charges. There are lakhs of vacancies and he has promised that he would take steps to fill them. Accidents at Level Crossings are matter of a serious concern. I must mention South Central Railway (SCR) and its performance. The SCR is earning profit. But, the allocations, for this is totally discouraging. The allocation for doubling and electrification has been reduced. It is a long-pending demand of the people of Telangana for making Kazipet a separate division but nothing has been announced in this regard. Administrative arrangements like this do not require extra money. I am given to understand that the Railways has constituted a Committee. I would like the Hon'ble Minister to apprise this House as to the status of the Committee. I thank the Railway Minister for giving money for wagon factory at Kazipet. Stations should be upgraded and made at par with the International standards. We have been demanding for a locomotive workshop at Dornakal, more special trains, upgradation of Railway Hospital, doubling and electrification of Dornakal Junction-Manuguru, Kazipet-Nalgonda new line etc. I did not find even a single of these proposal in the Railway Budget. I would request to take up construction of a Railway Under Bridge. The Railway Polyclinic at Kazipet should be provided sufficient doctors and other facilities. Baramulla-Udhampur Rail Link project is suffering from many lapses. I want to know who is responsible for these lapses.

SHRI BIRENDRA PRASAD BAISHYA: Indian Railways is our lifeline. Indian Railways should give the first priority to a comfortable journey and safety of the passengers. Safety measures should be taken by the Government. For the safety measures

Government needs a huge amount of money. I am not against the hike of fare but by imposing fare, you cannot collect this money.

Since the Railways is facing huge resources crunch, the Budget should not have ignored this aspect of leakage in its resources. As the bulk of Railway earnings come from freight earnings the steps to increase the carrying of goods by the Railways should be its priority. There is no double rail line, no electrified line in the North-Eastern region and the Railway traffic is very low. The Minister should pay attention on all these aspects. The people of North-Eastern Region are very innocent, honest and patriotic. But it is not getting due justice from the Government. Not a single project announced by the Government has been taken up in the North-Eastern Region. We do not need false assurances from anybody. If an assurance is given, it must be fulfilled. It was announced that a super-specialty hospital would be established at Asansol, Bogaigaon in Guwahati and Rangapra North. But nothing has been done.

The Government must consider regrouping the North-East Frontier Railway on the lines of NEC. Unemployment is a major problem in the North-Eastern Region. I would request the Railway Minister to fill up all the posts lying vacant in Group 'C' and Group 'D' in the NF Railways from among the youth of this Region. I would like to draw the attention of the Railway Minister to specially consider to allow the youth of the North-Eastern Region, appointed by the Railways to join duties. The NE Express Train is now not stopping at New Delhi. I would like to urge the Railway Minister to ensure that this train stops at New Delhi, as it used to stop earlier.

SHRI PRABHAT JHA: The justification of Budget came to an end that very day when the fares were increased earlier. During the last 9 years whether it is a General Budget or Rail Budget, the UPA-I and II has done such a great joke which perhaps nobody might have done till date. If you see Railways as commercial institute, it would not be a justice with India. Indian Railways is the biggest symbol of Indianess. These are not tracks, these are the wheel of Indian growth. Unfortunately the Budget you have presented is the Budget of half

India. The people thought that this Budget is a formality. There is a big fall in the service level provided to our respected passengers. Crunch of resources has been a continuous problem for us.

On 3,587 stations even the basic facilities such as water and toilets are not available properly. More than 43,000 coaches have become useless. More than 35,000 bridges have become dilapidated. You can not get rid of your responsibility by putting blame on someone else. This is the responsibility of UPA Government. During the last one and half year 1600 employees of Railways and more than 1200 passengers died. Who will answer to it?

I do not regard only the Minister responsible for it but the entire system. 32 per cent trains do not have guards. It was announced that the Medical Collages would be opened. There is no problem in it but do you know as to what is Railway doing? I request the Minister that a doctor should also be appointed in the train. It would be highly beneficial. Indian Railway is a tradition. We get glimpse of India in Indian Railways.

If we want feel the pain of India, we have to travel by Indian Railway. It should be looked beyond politics. If Indian Railway appeals and awaken Indianness, India will wake up and Indian Railway will improve. Coaches of I-AC and II-AC are in deplorable condition.

DR. PRABHA THAKUR: The Railway Minister has taken some concrete and feasible steps to strengthen the foundation of Railways, so that people can get more facilities in the trains. Indian Railway takes 2 crores of passengers to their destinations daily. It is lifeline of India, biggest competent mode of transport and travel. It is sign of social harmony also. It is symbol of social harmony, speed and progress. Railway is our heritage. Unity in diversity is the sign of our Indian Railway. It is sign of the integrity of our Indian Railway also. I congratulate the Minister for giving employment to so many people. Special care has been taken of women, old people and disabled. I congratulate the Minister for this.

Common people understand that a marginal increase in train fare is feasible. The increase in fare for first class passenger is different but it is marginal for general class passenger. You have given priority for the tourism sector. In this Budget there is resolution for new rail project with the collaboration of PSU, PPP and State Governments.

The Minister has taken special care of safety, facility and cleanliness. There are hundreds of unmanned railway crossings. The Government should think of the safety and should allocate special budget for this. Many schemes are pending since a long time. Over bridge and under bridge should be given priority. There should be the facility of a doctor in the trains. One or two coaches should be meant specially for women in the train. Priority should be given to women in the jobs. There should be arrangement of trolleys at the railway stations. Drinker staff should be checked. There should be arrangement of tea stalls on small stations. I welcome the steps taken for new facilities.

The platforms which are lower than the trains should be brought to the level of the trains. Toilets should be necessarily cleaned on big stations. You have given many trains to Rajasthan. You have taken care of environment alongwith tourism. Ajmer Railway station needs further developments. Ajmer and other hospitals require better facilities. The UPA Government is progressing very well. Leader of UPA Government Smt. Sonia Gandhi and our Prime Minister Dr. Manmohan Singh do not play the politics of allegation and counter allegation. I congratulate the Minister for bringing a very progressive Budget.

***SHRI T. K. RANGARAJAN: (Spoke in English and Tamil)**

SHRI SANJAY RAUT: Whenever Rail Budget is introduced, a question rises in my mind whether this is a national Rail

* Synopsis of speech delivered by Hon'ble Member in English and Tamil will be published separately as supplement.

Budget or State Budget. We do not see any concrete measures to improve the pitiable conditions of the railway. It would have become much better if it has been described as to how many unmanned railway crossings came to an end inspite of repeating the announcements. Maximum of the accidents taken place during the last one years on Mumbai Sub Urban Railway crossings happened to be unmanned. Every budget talks of security but there is nothing like that. Nothing has been stated regarding Safety Tribunal. Maharashtra provides to the Railway more than 15 percent of its total revenue. What has been given to Maharashtra after all? You require new thinking and new infrastructure for the improvement of Mumbai Sub Urban Railway. First of all, you require crowd management. There are three options for reducing the burden. First option is to have a train having 15-16 bogies and extension of lines and second being the scheme of separate rail rout like Sea Link and with the a view to meet all these options, the Railway can raise funds by converting its surplus land into commercial. Possibilities of parking at big stations of Mumbai should be explored. Present such a budget which is national and the whole country would appreciate that.

SHRI BHARATSINH PRABHATSINH PARMAR: We require rapid advancement from extension of rail line to modernization. We should be inspired by the pace of development China has made in railways. The bridge over the river, Mahi has completed its time. That is dangerous. The dedicated freight corridor project started during NDA regime could not be put into action due to the policies of the UPA Government. 824 villages of Gujarat have to face the scarcity of water for want of railway crossing. If the permission thereof is granted, we can provide water to those villages. The pace of gauge conversation is very slow on 18 railway lines. It is required to be accelerated. The headquarters of western railway should be there in Ahmadabad.

PROF. ALKA BALRAM KSHATRIYA: The Railway has contributed a lot to the development and integration of India. It has been stated in the rail budget to increase the recruitment of women in

the RPF keeping in view the safety of women. It has been mentioned that 10 percent reservation would be provided to women. If it is increased by 33 percent, it would be a great contribution to the women empowerment. For long we have been demanding that a train should be given from Mahsana to Abu Road via Taranga-Amba. A local train is necessary for general public. Shirpur should be provided more connectivity with all-over India. A special train from Ahmadabad to Chhapia, Uttar Pradesh should be given. Ahmadabad- Kalkol-Ranuj rail line should be restarted. A train should be provided from Ahmadabad to Kuchh border via Mahsana.

SHRI K. N. BALAGOPAL : The passengers now have to pay more for the ticket for a travel in railways and buses. The differential pricing on diesel is to the extent of Rs.14 extra for the Railways and for Road Transport Corporations. It will finish the public transport systems. In this regard, the Ministry of Railways has to do something. They have to protest against this and we too need to discuss on this. This issue should be taken up seriously. Kerala has the largest percentage of people who migrate. Our people are going to other States. Now, some people are coming to Kerala from the North-East, Bihar, etc. That is why we are asking for more trains. All-India maximum speed of trains is only 150 kilometres per hour. The speed of trains in developing and developed countries is more than 200 kilometres per hour. If we increase the speed of trains, then, 50 per cent more trains can run on those lines.

As far as railway facilities are concerned, they are very pathetic. The differently-able people and old-age people cannot walk in the whole platform. Escalators should be provided at almost all major stations in all State Capitals. We are not getting food in the trains. Travelling in a train of 24 coaches, we have to go up to the IRCTC Counter for getting tea because vendors are not allowed inside the trains. For the last twenty years, it is our dream to have a Railway Coach Factory in our State. The Steel Authority of India is ready to do something. The Railway Ministry has to act upon it immediately. Gauge conversion on Churaibari to Agartala line is to be done. The

conversion work from Lumding onwards needs to be completed. Then, there is a new line from Agartala to Sabroom. Last year, it was announced, but no provision for that line was made in the Budget.

SHRI NARESH AGRAWAL: Uttar Pradesh state having a population of more than 21 crores has been neglected very much by the Railways. We are not against the increase in fares, but, with the increase, the people should be given facilities. More and more general coaches should be added to all the trains so that the common people could travel in these trains. You had made an announcement in the last budget that Railways would open six medical colleges on its land. But, no medical college has been opened till date. It is true that today Railways do not have the funds needed for its modernisation. But, it does not mean that we should not go for modernisation. We have not given any attention towards modernisation after so many years of getting independence. As regards the security, there is no coordination between RPF and GRP. You should merge both of them. You have made an announcement in Lok Sabha which was not mentioned in the budget. We will welcome the budget, if you will make such an announcement in Rajya Sabha also.

SHRI D. P. TRIPATHI : I request the Railway Minister to implement all the approved railway projects of Maharashtra State. We had requested especially for the Nashik-Pune line. Maharashtra Government is ready to pay 50 per cent of the cost. But we should not be asked to give free land. Railway Budget tries to present a kind of solution for various problems, whether it is safety, cleanliness, development or conversion of gauges, etc. But, there are serious problems with the Indian Railways. There is some strange thing happening in the Railways. There is a Commission of Railway Safety. Although it functions under the Railway Act, 1989, it is under the Ministry of Civil Aviation. Now, the Civil Aviation Ministry said that the officers are not functioning properly, but the Railways said that they are functioning properly. So, this is the position. Then, no Government Department can violate the Act passed by the Parliament. It was in the Railways Act that if there is damage, because of an

accident, of more than Rupees Twenty Five lakhs, then the Commission of Railway Safety will investigate that. Now, by a Government Order, the Ministry increases that damage to Rupees two-and-a-half crores, which is a clear violation of the Act. Secondly, it was mentioned in the Act that the right of inspection will be with the Commission of Railway Safety, but, by one internal order, this right of inspection has been given to the GMs. This is what is happening in the Railways. There is a grave imbalance in the Railways in the number of covered wagons. The number of covered wagons is going down steadily. The number of open wagons is increasing every day. Another problem is with the port connectivity, which is very, very important. This port connectivity, especially the new ports in the Western and Eastern areas, is very essential. Electrification is also very essential.

SHRI M. P. ACHUTHAN : It has been repeatedly said that the Railways is facing a serious financial crunch. The way out that has been outlined in the Railway Budget is privatization and imposing more and more burden on the masses. It will have serious consequences on the socio-economic situation of India. There are nearly two lakh vacancies in the Railways at present. It is not the problem of unemployed youth; it is a problem that relates to the safety of the Railways. Every year, the Indian Railways introduces new trains and new projects. But, there is no corresponding increase in the number of employees. Loco drivers are forced to work continuously up to 14 hours. It has a direct bearing on the safety of the passengers. Therefore, the Railway Minister should mention in his reply that there would be a time-bound programme for filling up the vacant posts in the Railways.

Kerala is allocated Rs.220 crores this year while last year was Rs.470 crores. But what is the net effect? In the matter of development of railways, Kerala is being neglected. But I request him that he must make a promise in the House that what has been assured in the last two or three Railway Budgets that must be fulfilled. Announcement regarding Coach Repairing Unit in Kottayam must be

materialized. It may be considered that most condemned coaches are being sent to Kerala.

SHRI BASAWARAJ PATIL: Railway needs more money to meet expenditure. Railway should make arrangements for earning of atleast rupees one lac crore per annum. Railway should make consultation with state Governments with regard to its work in the states.

Ministry of Railways should do planning in consultation with the officers of Kokan Railway as it will help reducing expenditure and improvement in services. Best co-ordination in administration in all the Zones and best utilization of the services will be helpful for Railway. Nothing has been done with regard to new Bangluru - Mysore rail line. Train running between Solapur and Yashwantpur should be run on daily basis. There are some stations which can be developed just by investing 20-25 crores of rupees and with less investment, you can provide more facilities to the people and more trains can be started. Government should consider in this regard. There has been a long pending demand for a passenger train between Secundrabda and Raichur. It should be considered. A new train for connecting Hubli to Gulbarga may be introduced. Rail link between Bidar and Gulbarga is pending about 16 years so budget for the same should be increased otherwise it will lost its relevance. Condition of 1st class coaches of Udyan express and K K express is very miserable. I request that qualities of these coaches needs to be increased.

SHRI MOHD. ALI KHAN: I support this budget. I request that Borta-Tandur-Nizamabad project, which is pending since 17 years, will be completed as early as possible. We had requested that a bullet train between Hyderabad and Tirupati should be introduced. I hope that Minister of Railways will take care of this. If Railway line between New Karim Nagar to Hyderabad is connected via Siddipate then it will be beneficial for commuters as well as Railway. There is demand of businessmen Andhra Pradesh that Walter Railway zone should be merged with South Central Railway. The Government of

Andhra Pradesh has demanded that central Government keeping in view the population of Hyderabad may provide financial assistance for the second phase of MMT as early as possible so that the same may be completed. Duranto express between Secunderabad and Delhi should be run on daily basis as it is the only fast train between these cities. Train between Secunderabad and Ajmer may be run on daily basis and numbers of general coaches should be increased. Escalators should be installed on all the major stations for needy people. Another demand is with regard to introduction of new train between Ajmer to Hindupur. I demand that arrangements of wagons for fertilizers should be made on time so that farmers may get fertilizer timely.

SHRI JOY ABRAHAM: I welcome your maiden Rail budget. We, the people of Kerala, have certain reservations on the budget. Our demand regarding Peninsular Railway zone was not conceded. We have asked for two coaching terminals -- one at Kottayam, and the other at Nemom. Those terminals were declared in the previous Railway Budget. We have also asked for a coach factory at Palakkad, a wagon factory at Alappuzha and a wagon component factory at Cherthalai. We do hope that Bansalji will consider these demands favourably in the coming months. About 25 lakh migrant workers from Bihar, North East and Odisha are coming to Kerala for work. Besides this, lakhs of pilgrims visit Sabarimala shrine. So, this is a peculiar problem for Kerala. We want long distance trains. But we have no infrastructure. Our railway lines are not double lines. The double line from Mangalore to Trivandrum should be completed as early as possible. Recently, the Southern Railway has announced that the ladies' compartment should be in the middle of the train. This is a welcome measure. This can be adopted throughout India by the Railways for the safety of women folk.

Food testing laboratories for effective quality control and setting up of state-of-the-art kitchens in railway premises is a welcome measure. A centralized catering services monitoring cell with a toll free number is also announced. But merely announcing a toll free number will not solve the problem. Recently, the Railways

have prohibited the vendors from entering the coaches and selling any food articles on platforms. All our passenger trains are not provided with pantry cars. So, catering in these trains is a serious problem. I request the hon. Minister to give instructions for serving coffee and tea without sugar. This will help millions of diabetic patients.

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Secretary-General.

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**Supplement covering rest of the proceedings is being issued separately.

**ERRATA TO THE SYNOPSIS OF DEBATE DATED 13TH
MARCH, 2013**

| Page No. | Line No. | Correction |
|---------------------|---------------------|--|
| 209 | 09 | Delete 'I raise this issue of public importance.' |