

MR. DEPUTY CHAIRMAN: Now, Mr. Rama Chandra Khuntia. ...*(Interruptions)*...

SHRI M. VENKAIAH NAIDU: We are not trying to create any controversy. If the hon. Minister thought it good enough to come to the House and make a mention and recall the anniversary, he must also come to the House, prepared with all the details, and then, in the House. ...*(Interruptions)*... What has he done? Now, we have a situation where the Minister takes the help of an *erstwhile* Minister ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: That is why I said if you want to seek clarifications, we shall have it some other day. Mr. Khuntia. ...*(Interruptions)*...

SHRI M. VENKAIAH NAIDU: When, Sir? ...*(Interruptions)*...

SHRI MOINUL HASSAN (West Bengal): We wish to seek clarifications. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: It is customary here. You may seek clarifications. A day would be fixed later on for that.

SHRI M. VENKAIAH NAIDU: That is not done normally.

[THE VICE-CHAIRMAN (PROF. P.J. JURIEN) in the Chair]

THE BUDGET (RAILWAYS) 2009-10 *(Contd.)*

SHRI RAMA CHANDRA KHUNTIA (Orissa): Sir, I rise to support the Railway Budget presented by Ms. Mamata Banerjee, hon. Railway Minister in the UPA Government. I would like to say that it is, in the real sense, *Aam Aadmi's* budget. As has been said, from the very beginning, in the Budget Speech itself, Madam Railway Minister has laid more emphasis on passenger amenities, cleanliness, quality of railway catering, safety and security, punctuality and many other things which are related to passenger services.

Sir, the hon. Opposition Leader had talked about economic viability and social issues. Rather he should have been happy and felt thankful to the Railway Minister because Railways is not an area where only economic viability could be considered. It has two aspects; one of them is economic viability. Before and after Independence, we had States having very long railway lines as also some States having smaller railway lines. If you consider economic viability, it may so happen that backward States, with lesser number of railway lines, may not get the same facilities as those of the bigger States. Secondly, railway lines are a monopoly transport of our country. So, if we consider only from the economic point of view, railways cannot cover the backward regions, tribal areas and areas which are not accessible and people there would not be benefiting from the railways. So, in my opinion, what the hon. Railway Minister and the UPA Government have done in taking social viability into account too is very correct.

Coming to the issue of hospitals and other aspects mentioned by him, I wish to mention here that the Railways is not the only organisation which is coming up with medical colleges and hospitals. Even the ESI Corporation with the Ministry of Labour are now going to start 26 hospitals in the whole of the country, in accordance with decision taken by the Government, the Board and with the advice

of our Labour Minister. It would be done in order to give super specialist treatment to the patients and also so that doctors and nurses can be employed, who would ultimately be utilised by the ESI Corporation and the Railways. So, it is not only the Railways; even Coal India have their own hospitals and medical colleges. There is nothing wrong to open medical colleges and also to do something which will take care of the need of railway passengers and common people. Sir, the idea of creation of 50 world class stations, 375 other stations and also multi-functional complex is very innovative. This is an innovative idea, which has been given thought in the Railway Budget. Sir, I want to mention here that a question arises about the comparison between the British India period and period after Independence. Sir, the question of British India period does not arise here. Whatever had been done by the British that is not the gift to the Indian people. They did many things and something is created in the usual process. That is not the gift of the British Government. Let us compare what you have done at the time when you were in Government and at the time when the UPA is in Government. Let us compare new railway lines; let us compare new trains; let us compare the facilities provided; let us compare what steps you have taken when you were in power and let us compare what we have done when the UPA Government is there. Whether it is Lalu Prasad Yadav or Mamata Banerjee that does not matter. It is the policy of the UPA; it is the line of thinking of our Prime Minister and our leader Sonia Gandhi which has been reflected in the Railway Budget from 2004 to 2008 and now from 2009. It is the idea and the policy of the Congress Party and the Government which has been reflected which is pro-poor and for *Aam Aadmi*. Sir, look into the ticketing system, reservation and other facilities, which have been decentralised and powers are given to post office. Reservation system is provided in other cities, and it also involves suggestions of MPs. This is a very unique thing, which has been done. Whatever has been said about *Tatkal* and other things, I don't agree on this point. If we don't allow *Tatkal*, should we allow transport agents and *dalal* to exploit people? What is *Tatkal*? In Transport Department, they were giving numbers to VIPs, Ministers, MLAs, businessmen, etc. If somebody is paying more, he is getting a good number. What is wrong in it? By doing this, the Government is getting more revenue. Do you give the proposal not introducing *Tatkal*? If we do this, we will give facilities to middlemen and *dalal* to earn more money. By allowing *Tatkal*, nobody will get money. If some money is coming, that is coming to the State Exchequer and the Railway Department. I do support *Tatkal* and other things, which have been provided. Sir, one thing has been said about this ticketing system that the passenger fare rate has not been increased, but in other areas it has been increased. Sir, it is correct that passenger fare has not been increased from 2004 till today. As I have said, this is the policy of the UPA Government not to increase the passenger fare. But, as you have said, anybody who is interested to get more facilities and benefits, naturally he has to pay something. So, that has been done, and there is

nothing wrong in that. If you look to the system of railway, whether it is metro railway, whether it is wagon, whether it is production unit, I think, their performance is definitely good and it is appreciated by everybody. Sir, during the year 2009-10, Railways have planned to acquire about 18,000 wagons under rolling stock plan as against 11000 wagons in 2008-09. This is very important because wagons are very much required to increase the revenue of the Railways. Now, the freight traffic target for the year 2009-10 has been fixed at 882 metric tons. This will give an incremental loading of 49 metric tons over the year 2008-09, whereas the incremental loading in 2008-09 was only 39 metric tons. This is not an ambitious, target. As has been said by the hon. Minister, she is very much practical and she has never said or done anything so ambitious that it cannot be achieved. Sir, if you see the projection for goods earning, it is Rs.58,525 crore, which is Rs.5,092 crore more than performance of 2008-09. Passenger earnings are projected at Rs.24,309 crore. A growth of 10.8 per cent has been provided. The target for other coaching earnings has been kept at Rs.2,750 crore which would imply a growth of 40 per cent of the performance in 2008-09. Clearance from traffic suspense has been kept at Rs.75 crore as against the performance of Rs.25 crore achieved during the year 2008-09. Based on forgoing projection, the Gross Traffic Receipts have been projected at Rs.88,419 crore reflecting an increase of Rs.8,557 crore on the actuals of 2008-09. Sir, as far as the Sixth Pay Commission is concerned, even after giving the benefit to the extent of Rs.14,600 crore in 2009-10, the cash surplus before dividend of the Railways works out to Rs. 14,201 crore, Net Revenue - Rs. 8,121 crore and Operating Ratio - 92.5 per cent. The Railways paid a dividend of Rs.4,717 crore in the year 2008-09, and will pay an even higher dividend of Rs.5,479 crore in 2009-10.

Sir, although nothing has been said to privatise the Railways, yet indirectly, some people are interested that everything, which is in Government's hands in this country, should be privatised. Now, take the case of retirement room or the railway hotels. It is not a new thing. From the very beginning, it is there. So, if you ask to privatise everything, like Centaur Hotel, Modern Foods, or BALCO, without considering the cost of the company, it is not acceptable. It has been said that the core functions of the Railways should be in the hand of the Government. It has been said to the extent that trains connecting cities should be privatised. We do not at all support this suggestion, I would like to say that the railway is the lifeline of our country and India has the second biggest railway network in the world. It has been functioning well from the day of its inception. There may be some loopholes, there may be some old railway tracks, there may be some difficulties, but we should suggest how best we can overcome these difficulties and improve the performance of the Railways. We should suggest how best we can give more amenities to the passenger on the railway stations in the form of food, cleanliness and other benefits. But, the suggestion of privatising any part or any activity of the Railways is not acceptable to the general public of this country. Now, some people are trying to argue that the core sector will be in the Government's hands and other activities can be

outsourced. But, on the other hand, when some proposal is put up in the Railway Budget to do some work in public-private partnership mode, they do not accept it. This is a double standard maintained by some political parties and some leaders which is also not correct. If you oppose public-private partnership or outsourcing, it is okay. But, if you support outsourcing, you should also support public-private partnership wherever it has been done.

Now, I would like to raise the question of amenities and facilities given to the workers. In the Railways, we have got 14 lakh workers. There also, they have failed. If any amenities or facilities are given to the workers, it is subject to the criticism. If any other thing is done in the Railways, that is also subject to criticism. That is also not correct.

Sir, I would like to say one thing. I do expect that whatever is given in this Railway Budget will be implemented. I would say about the innovative ideas about railway reservation, railway booking, new railway lines, new trains or the extension of the trains. If you see, 57 new trains and thirteen train-extensions have been announced in this Budget. It is so in other areas like electrification and doubling of lines etc. I think, the Budget is very much pragmatic and I do expect that the UPA Government will definitely be able to fulfil the promises made in this Budget.

Sir, I would like to give some suggestions, which we must consider, with regard to operating railway lines in the public-private partnership mode. It is happening at some places that the railway line, which is economically viable, and, which is expected to earn more, has been given to private companies. And, the railway line which is not earning anything, or, which is not expected to earn more, that is operated by the railways itself. This, ultimately, is not doing justice to the railways. If you operate the railway lines, which are earning more, under the public-private partnership, and, operate on your own those railway lines which are not earning, it will impact the railway department.

I want to give some suggestions in respect of my State Orissa. Sir, Orissa is a backward State. I would like to thank the Railway Minister for announcing of some new trains, 'adarsh' railway stations, making the railway stations of international standard, and, expansion of some railway lines. But, in some areas, justice has not been done to us. For the State of Orissa, as far as allotment of funds is concerned, the amount which has been allocated now is around more than Rs. 200 crore lesser than what had been allocated last time in 2008-09. I think, this should be considered. This has been done in many projects like Khurda-Bolangir, Haridaspur-Paradip, Jakhapura-Banspani, and, Talcher-Bimalagarh. In many areas where more money is required, the amount has been reduced in comparison to 2008-09. I do expect that this money should be increased accordingly.

I would also like to give some suggestions with regard to some other trains. It is good that they have increased the frequency of Bhubaneswar-Rajdhani Express but we demand that it should run,

at least, twice a week, *via* Sambhalpur-Raigad-Rajpur to Orissa so that it takes six hours less, and, in eighteen hours approximately, the train can reach from Delhi to Orissa.

Sir, one super fast train should also be started from Jharsuguda *via* Sambalpur-Talcher-Jajpur-Keonjhar road, *via* Baleswar to Howrah. Sir, this Puri-Patna Express should run, at least, four days in a week. One more super fast train should be introduced from Jagannath Puri to Kolkata.

Sir, I would also like to mention about Railway Projects. Some new projects have been included. But, again and again, I would ask for more and more funds for works on Bangirposi line to be connected to Dharamgarh-Badampahar-Keonjhar, Haridaspur-Paradip Railway line, Nuapada Gurupur railway line, Angut Sukinda railway line, Talcher-Bimalagarh railway line, Jakhapura Banspani, and, Berhampur-Muniguda *via* Daringbadi and Balliguda railway line. These lines should get more funds. The funds, which have been given, are not adequate.

Another railway line about which I want to say belongs to my own district, it is a new project from Jajpur-Keonjhar Road to Dhamara Port *via* Navigaya-Jajpur, which is a renowned place, and Aradikhetra Akhandalamani. It can connect two important pilgrimage places and also to Dhamara Port. The transportation of ore could be done from Jakhapura-Daitari-Banspani section. This line should get priority and should be included as a new line.

On doubling of railway line, I want to say one thing. While presenting the last interim Railway Budget, the then hon. Railway Minister, Shri Lalu Prasad, assured this House, and it is on record, of the completion of doubling of the Khurdah-Puri Line and also the Talcher-Sambalpur Railway line. But I do not see any provision for that in the Railway Budget. I request our hon. Railway Minister to include these projects in this Budget also.

So far as electrification of railway line is concerned, Waltair-Raigarh-Rajpur railway line and Titlagarh-Sambalpur railway line may also be included in it.

If you see records, after the creation of the East Coast Zone, it is one of the zones which are earning most profit for the Railways. What I find is that the Budget provision, which has been made for the East Coast Zone, is not being utilised fully. On the other hand, the bifurcation of the Division, which is the main cause of the slowdown in the development work, has not been done. In the other zone, which has been newly created along with the East Coast Zone, the bifurcation of the Division has already been done. So, I demand that the bifurcation of the Division should be done and there should be one Division in Rourkela and one Division in Jajpur-Keonjhar Road.

Lastly, I want to make one demand for the stoppage of the Rajdhani Express, the Falaknuma Express, and the Coromande Express at Jajpur-Keonjhar Road. Jajpur is a very fast growing and

industrially developed city and many steel plants are coming up there. It is also connecting the district to Kendrapara, Angul, Dhenkanal, and, also Keonjhar and Jajpur. But there is no stoppage of the Rajdhani Express, the Falaknuma Express, and the Coromandel Express. I request the hon. Railway Minister to pass an order for the stoppage of the Rajdhani Express, the Falaknuma Express, and the Coromandel Express in Jajpur-Keonjhar Road.

Sir, I must thank the Railway Minister for the measures she has taken to reduce the administrative and other expenditure.

I want to mention one thing here and it is the role of the DRMs or the General Managers. I do not have any personal allegations against anybody. But I think that they are like a super officer in the country. They do not respond to the query of Members of Parliament. They do not call the meetings of the DRM-level Advisory Committee or Zonal-level Advisory Committee or Station-users Committee also. I also demand that there should be a time-frame and at least once in every three months these committees should meet and discuss the passenger amenities.

One thing I do not understand why the Railways is out of the system of the country. A General Manager who is going to retire can appoint 200 employees without interview or without any qualification. The DRMs live a life which is more splendid than the life of a Chief Minister. I want to know exactly what is the total expenditure incurred by the Railways on its Divisional Railway Managers and General Managers. What is the total expenditure incurred on the staff used by them? Whether it is correct. The Railways should try to amend this. If a General Manager will retire, heavens will not fall. Why should the GM have the power to appoint more than 200 employees without interview as per his wish? This is a very bad law and I urge upon our Railway Minister, who is trying to squeeze the expenditure and who is trying to save the State exchequer and the railway money, that she should review the power and the money spent for DRM and GM. She should also make an order to reduce the power so that no appointments are made without interview. To that extent, I urge upon the House and let the House also contemplate that those appointments which have already been made earlier, should be reviewed because indirectly it means encouraging corruption in the Railways.

Sir, I want to say one more thing, I agree with some other Members. In the Budget, a provision is made. But, it is not being properly utilised. Why is it not being utilised? The Budget provision is made. Sir, I know specially about the projects in Orissa. The Budget which has been provided for the project is not being utilised even for one or two years. How is it being done? Who is responsible? The hon. Minister has allocated money in the Budget for passenger amenities, for other stations, for multi-functional stations and for international stations. But, that is not important. It is more important to see whether the money allocated in the Budget during a financial year has been spent or not. We must achieve our targets. If it has not been achieved, we have every right to ask as to who is

responsible for that. I do agree with the Leader of Opposition that nowhere neither the Railway Minister nor the Railway Department officers should think that they have a parallel Government. They are getting the money from the State exchequer. They are getting the money from the Indian people. They have to obey the principles, regulations and systems of this country. If they are thinking that the Railways are a separate Government and nobody can touch them, then, they are committing a mistake. The other Government Department officers are subject to criticism and are subject to answer as to why the Budget provision has not been implemented. I would like to see that if the allocation for a particular project of a particular State has not been utilised or has been mis-utilised, the officer concerned should be taken to task. It is for a competent Railway Minister like Mamata Banerjee to take these officers to task as to why her dream Budget has not been implemented. I do think, if this could be done not only in the Railway Department, but also in other Departments, definitely, we could fulfil the aspirations of the people. The UPA Government has a dream. It has a leader like our hon. Prime Minister, Dr. Manmohan Singh, the world famous economist and a dynamic leader like Sonia Gandhi who refused to become the Prime Minister. We could fulfil the aspirations of the general public. As has been said, as the UPA Government has said, this Government is for *aam admi*. That will be the real reflection and we can fulfil the aspirations of the people.

With these words, Sir, I once again support this Railway Budget placed by our hon. Railway Minister, Ms. Mamata Banerjee and expect that the Budget aspirations also will be fulfilled by the Government.

SHRI PENUMALLI MADHU (Andhra Pradesh): Sir, the Railway Budget presented by the hon. Railway Minister vindicated the fact of marked deterioration in the financial position of the Railways. In 2008-09, the Budget reported a cash surplus of Rs.25,000 crores. In the interim Budget, it was reduced to Rs.15,000 crores. Now, for the recent budget proposals, it has come down to Rs. 8700 crores. The present Government owes an explanation for this steep deterioration. Why has such a deterioration taken place within a short span of time?

Sir, so far as the PPP model is concerned, the Budget for this year failed to come up with new measures in tackling the situation. Instead, the Minister has chosen a path to take recourse to a wrong route of privatization through the PPP model. In a number of areas, the Railways proposed the PPP projects. The Ministry is proposing to develop 50 stations as world class stations with international standard facilities. Sir, in India, the people are unable to get even the minimum amenities, but in the name of world class railway stations, 50 stations are proposed on the PPP model. New freight and coach terminals are proposed, logistic parks are proposed. Sir, if we see the explanation for these logistic parks, the entire transport is rallied around these logistic parks. In these terminals, even packaging system is also proposed. These logistic parks are proposed under the

PPP model. New freight and coach terminals, special purpose rolling stocks and cargos for perishable commodities are proposed. In my view, it is completely misplaced at a time when economic recession is there. During this recession, private investment is hardly forthcoming. The hon. Minister herself admitted in her speech that out of Rs. 3400 crores proposed under the PPP mode, only Rs. 100 crores are realised. Under such conditions, how does she propose this in 5 areas on the basis of the PPP model? It needs explanation.

The second aspect which we have to take note of with regard to the PPP model is that the private investors are interested only in areas where they can get sizeable amount of profit. If they do not get sizeable profit, they are not coming forward. If the Indian Railways open up all the areas of profit-making to the private operators, then only the loss-making areas will remain with the Railways. This will lead to multiple problems and the development will come to a stand still. This type of PPP model proposed in the Budget is not advisable for any reason.

Sir, the third point relates to overshadowing the real issues. Some of the measures announced by the hon. Minister overshadows the real problems of the Railway development strategy. Due to the proposed privatization, thousands of workers are going to be thrown out of their jobs. The real issue relates to a number of workers who due to privatization are going to lose their jobs. The allocation for crucial areas like expansion of the Railways, modernization, safety and electrification has been neglected.

Sir, the fourth point relates to the development strategy. The serious problem which the Indian Railways are facing is the issue of development. The coordination between the Ministry of Urban Development, the Ministry of Railways and the State Governments is lacking. Railways' development is very closely related to the development of railways in urban centres. The coordination between the Railway Ministry and the State Governments is very much neglected these days. Sir, the State Government has a big role to play in the development of railways. This is being neglected all these days. Sir, from the State of Andhra Pradesh, a multimodal transport system, MMTS, is being proposed. The Government of Andhra Pradesh came out with a proposal. The Chief Minister had written a letter to the Minister. He had written a letter to the earlier Minister as well as to the present Minister. Who will bear the two-thirds of the cost? Two-thirds of the cost was proposed, but that is not being sanctioned. I cannot understand the policy of this Ministry. I cannot understand how new projects are going to be taken up. What is the policy? Two-thirds of the cost of a specific project was proposed, but that is not being sanctioned. This shows that it is politically motivated. The hon. Minister is violating all types of norms. ...*(Interruptions)*... Everybody knows who is the Minister. ...*(Interruptions)*...

SHRI S.S. AHLUWALIA (Jharkhand): You are a very articulate person. Why are you snubbing? Don't snub. ...*(Interruptions)*...

SHRI PENUMALLI MADHU: Listen, listen. ...*(Interruptions)*... See, for any railway development, the most important aspect, today, is losing huge income. Our goods transport is taking place @ 20 kms. per hour. Very slow movement. To speed up the goods transport, to gain more profits, terminals and junctions are to be improved. Terminals and junctions are centred around urban areas and railway centres. Terminals and junctions are there in all the big cities. Just like ring roads, ring rails need to be developed; just like by-pass road routes, by-pass rail routes need to be developed. Unless they are developed, this railway system cannot cater to the needs of the people; it cannot come up to the expectations of the people. Sir, for that purpose, the coordination with the State Government is essential. Virtually, there is no coordination at present. For any project, for any industrial hub or SEZ, first of all, roads are to be developed. Development of roads is taking place. But the railway line laying is not being planned. For this reason, in the last 60 years, the transport share of railways remained stagnant at 35 per cent. Our road transport share has gone up from 30 to 70 per cent, but our railway transport share remained at 30 per cent. Our Planning Commission had suggested increasing the railway transport share to 70 per cent from 30 per cent by 2000. The road transport share should remain at 30 per cent. That was the suggestion given in 1980. The target was fixed to be achieved by 2000, but that is not being achieved. Even now, the situation is very pathetic. The requests of most of the States are ignored. For example, the Krishnapatnam port in Andhra Pradesh came into being. The port is already completed. It has become operational. But no rail link is there. Obulapuram-Krishnapatnam rail line is proposed under public-private partnership. No PPP is coming up. It still remains to be taken up. Now ore is carried by only road transport. This is one example of how the Railways Ministry is neglecting the States and ignoring the requests of the State Governments. There is lack of coordination between the States and the Railways. This is the reason why the share of the Railways in the development of transport remains stagnant at 30 per cent in spite of the Planning Commission's recommendations to increase it to 70 per cent. The Planning Commission in the year 1980 appointed a National Transport Committee to look into this problem. It has recommended that the transport share of the Railways should be enhanced from 30 per cent to 70 per cent by 2000. But there is no significant change. The rail network in the last 62 years grew by 20 per cent, while the road network grew by 400 per cent. When rail transport is much cheaper than road transport and less polluting, why is this poor growth rate in rail transport?

In the case of Railways, the main income is through goods transport, but the average speed of the goods-trains is only 20 kilometres per hour. To increase its speed, ring rails and by-pass routes are to be developed at railway junctions and terminals in urban centres. Hence the coordination between the Ministry of Railways and the Ministry of Urban Development assumes importance. Instead of developing these ring rails and by-pass lines, we are resorting to short term remedies like metro rail system. The cost of laying metro line is Rs.150 crores per kilometre, whereas the cost of

laying one kilometre of new railway line is about Rs. 10-20 crores. For developing the old line the cost is Rs.5-10 crores per kilometre. Under such conditions, with huge investment in many big cities, emphasis is laid on building metro rails, neglecting development of urban rail system like the MMTS.

In Hyderabad, the MMTS first phase is completed. It cost us Rs.150 crores. It is a system which covers all the areas of urban transport. If we spend Rs.1,000 crores for second phase of MMTS, it can carry ten times more than the metro rail designed for Hyderabad at a cost of Rs.13,000 crores. The cost of the metro is Rs.13,000 crores, whereas the cost of MMTS is Rs.1,000 crores and it has ten times higher capacity than the metro. The minimum ticket cost for metro is Rs.6-8, whereas the minimum ticket cost for MMTS is only Rs.2. In the case of metro, the lowest season ticket costs Rs.270, whereas the lowest ticket cost of MMTS is Rs.60.

Sir, here I am not discouraging the metro rail system, nor am I against it. I want the Government to take up the MMTS in all urban centres along with the metro. My objection is to the negligence shown to the MMTS. The Government of Andhra Pradesh has written a letter to the hon. Railway Minister proposing to bear two-thirds of the cost of MMTS. But our hon. Railway Minister has not come forward to take up this project. Sir, through you, I would like to know from the hon. Minister the policy for sanctioning such projects. If we take up projects like MMTS in urban centres, it can ease goods traffic and speed up our transport which will enhance our income.

In the present context, when several requests of several States are pending, one is related to the on-going projects; the second is related to new lines; and the third is related to new trains.

The third point is about new trains. In all these areas, the Railway Ministry has been unable to satisfy the people. For this the only remedy is, develop junctions and terminals with bypass lines and ring rails.

The second aspect is, enhance the budgetary support from Rs. 15,000 crores to Rs. 30,000 crores.

The sixth aspect is, privatisation in the Railways. No department or the area of work in the Indian Railways is safe from privatisation. Every department is being privatised. Whether it is the Engineering Department or the Electrical Department or the Signal Department or the Telecommunication Department of the Indian Railways, all the works get executed through contractors.

In various wings, the construction department was only confined to the construction activity till now and the maintenance wings of the system were never encroached upon by the contractors. Now almost all the maintenance works including maintenance of buildings, electrical work, track maintenance and signalling systems, etc. have been thrown open to the contractors. Even the safety

related work of track maintenance is being handed over to the contractors in more and more areas. Main attacks have been on the workshops and the carriage and wagon departments.

The workshops which used to manufacture all the items needed for maintenance of coaches, bogies, locos, bridges, etc. are being kept idle and most of the items needed are being procured through trade. The items procured are of substandard quality and they will cost us more in the long run. This has resulted in huge reduction in manpower. Is it a human face reform?

Coach cleaning, locking, watering, everything has been handed over to the contractors, which has resulted in lack of neatness. Goods parcel, passenger booking, reservation, etc. have all been privatised, which has resulted in hike in costs for the consumers. In the name of modernisation, IRCTC was introduced. Bedrolls supply, cleaning of coaches, maintaining retiring rooms, cleaning railway stations, etc. all these works have been handed over to IRCTC. Because of its entry, the bedrolls are being supplied to the passengers without washing them on many occasions. Some bedrolls are being supplied repeatedly. Consumer is denied of clean service.

Now because of private contractor's entry, the security of people is in danger. In Mumbai, the Railway Station was attacked by terrorists. Instead of the RPF safeguarding the stations, private security staff has been engaged for this purpose which is endangering the security of the people.

The Railway staff has been replaced by contractors. So the consumer is suffering not only from cleanliness but also price hike.

The number of trains has gone up, the number of passengers has gone up but the number of employees working in the Railways has gone down. So I propose to the Railway Minister to change the strategy for the speedy development of the railway system in order to have 70 per cent share of transport.

Equal opportunities to all the States have been denied. Andhra Pradesh is one such State. The entire contingent of Members of Parliament from Lok Sabha and Rajya Sabha, including the Ministers from our State, met the Railway Minister repeatedly in regard to so much injustice being done to the State of Andhra Pradesh. The projects, which were taken up 12 years back, have not been completed. A very meagre amount of money has been sanctioned for the projects. One such project is Yerraguntla-Nandyal. The other projects include Peddapalli-Nizamabad and Nizamabad-Adilabad. Also, fund for the proposed workshop at Kazipet has not been sanctioned. In fact, the State Government came forward to bear part of the costs. Even then the projects have not been taken up. I do not know how we are going to get justice. Cutting across political parties, the Andhra Pradesh Legislative Assembly came up with a Resolution stating, "This House records its serious concern that the State of Andhra Pradesh has not been given its due in this Budget in respect of new lines, funds for ongoing projects and introduction of new lines. Therefore, it resolves to request the

Government to re-examine and allocate sufficient funds for various projects in the State." We had requested for a coach factory at Kazipet and a concrete sleeper plant at Betragnunda. Nothing was done last year, and this year too, there is no mention of it in the Budget. I would like to know what the policy of the Government is. ...*(Interruptions)*... You people are at the helm of affairs. You may enjoy now, but you will reap the fruits of it. Sir, I would like to know from the Minister as to what the policy is while sanctioning new projects. Is there any policy at all? Even when the State is prepared to bear two-thirds of the cost, the projects are not being taken up. They cannot act like a king. The people of India are not going to permit this kind of a thing. Therefore, I request, through you, Sir, that the Minister must give some kind of an assurance when she replies to the debate in the House.

With these words, I conclude. Thank you.

प्रो. राम गोपाल यादव (उत्तर प्रदेश) : श्रीमन्, आपको बहुत धन्यवाद कि आपने मुझे इस रेलवे बजट की चर्चा में हिस्सा लेने का अवसर दिया है। मैं बहुत संक्षेप में बात करूंगा, क्योंकि जो समय है, उसके अंतर्गत मेरे अन्य साथियों को भी इस पर बोलना है। श्रीमन्, मैं पिछले एक बहुत लंबे असें से यह देखता चला आ रहा हूं कि जब-जब रेल बजट प्रस्तुत होता है तो उसमें बहुत-ही लोक-लुभावनी घोषणाएं की जाती हैं। इस पर सदन में बैठे हुए सदस्य तालियां बजाते हैं और मुझे ऐसा लगता है कि उसके बाद रेल मंत्री को इतनी फुर्सत भी नहीं होती है कि वह यह देखे कि उनके द्वारा कौन-सी घोषणाएं हुई हैं और उन पर कितना अमल हुआ है। अगर अभी तक अधूरे कार्यों को पूरा करने की कोशिश की गई होती तो देश का, इस देश की जनता का और आम लोगों का बहुत कल्याण हो सकता था। मुझे ऐसा लगता है कि मौजूदा रेल मंत्री जी ने अपने पहले दो बजट भाषणों में भी जो घोषणाएं की होंगी, उनमें से भी नब्बे परसेंट अभी तक पूरी नहीं हुई हैं और इसका नतीजा यह होता है कि निरंतर लागत बढ़ती जाती है, रेलवे पैसा दे नहीं पाता है और काम अधूरे रह जाते हैं। मैं केवल कुछ उदाहरण देना चाहता हूं। उत्तर मध्य रेलवे में पिछले कई वर्षों से केवल 6 नई रेलवे लाइनें हैं, जिन पर काम चालू है। माननीय उपसभाध्यक्ष जी, एक रेलवे लाइन स्वर्गीय माधवराव सिंधिया ने 1984 में सैंवशन की थी - गुना-इटावा रेल लाइन। चौबीस वर्ष हो चुके हैं। माननीय रेल राज्य मंत्री श्री ई. अहमद बैठे हुए हैं, वे ज़रा नोट कर लें। The project for a railwayline from Guna to Etawah was sanctioned in 1984 by late Madhavrao Scindia, But, till today, it has not been completed. From Bind to Etawah. ...*(Interruptions)*...

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI E. AHAMMED): I will look into it. ...*(Interruptions)*... I am sure, your party Ministers were also ...*(Interruptions)*...

PROF. RAM GOPAL YADAV: It is meaningless. ...*(Interruptions)*... What does it mean? I want to say ...*(Interruptions)*...

SHRI E. AHAMMED: I will look into it. ...*(Interruptions)*... We will look into this. ...*(Interruptions)*...

PROF. RAM GOPAL YADAV: Not only this. There are hundreds of such cases. I want to say that you just make pronouncements in the House and then sleep over it. ...*(Interruptions)*... What does it mean?

4.00 P.M.

इसी तरह से आगरा-इटावा वाया फतेहाबाद, इसका शिलान्यास स्वयं तत्कालीन प्रधान मंत्री अटल बिहारी वाजपेयी ने किया था। अगर अटल जी ने शिलान्यास किया है, तो क्या वह रेल लाइन पूरी नहीं होगी? मैं यह जानना चाहता हूँ कि दस साल हो गए हैं, अटल बिहारी वाजपेयी ने अगर शिलान्यास किया था, तो उस रेल लाइन पर कोई पैसा ही सैंक्शन नहीं किया जाएगा, यह क्या देश के बाहर का हिस्सा हो गया है? अगर यह मानसिकता होगी, तो आप या जो भी रेल मंत्री होते हैं, वे देश के रेल मंत्री होते हैं, किसी पार्टी के रेल मंत्री नहीं होते।

इसी तरह से एक रेल लाइन का शिलान्यास हमारे राष्ट्रपति ए.पी.जे. अब्दुल कलाम साहब ने किया था, इटावा-मैनपुरी रेल लाइन का। वह 57 किलोमीटर लंबी रेल लाइन थी। तत्कालीन रेल मंत्री नीतीश कुमार उस अवसर पर उपस्थित थे और नीतीश कुमार साहब ने यह घोषणा की थी कि इसका उद्घाटन भी ए.पी.जे. अब्दुल कलाम साहब ही करेंगे। उस 57 किलोमीटर लंबी लाइन का सैंक्शन होते हुए, काम होते हुए सात साल से ज्यादा हो गए, पर अभी तक उसमें केवल मिट्टी का काम हुआ है और मिट्टी उस पर पड़ी है। यही नहीं, मैं केवल नॉर्थ और सेंट्रल की बात कर रहा हूँ, इसमें तीन लाइनें और हैं- ललितपुर-सतना, रीवा-सिंगरौली, महोवा-खजुराहो। 541 किलोमीटर लंबी ये तीन लाइनें हैं और जिस रफ्तार से काम हो रहा है, मुझे नहीं लगता कि ये रेल लाइनें कभी पूरी हो पाएंगी। और गुणवत्ता क्या है, इसका एक उदाहरण मैं आपको देना चाहता हूँ। यहां अधिकारी लोग भी बैठे होंगे। इटावा में क्रॉसिंग नंबर 27 ए पर एक रोड ओवरब्रिज बना। चार महीने पहले उसका उद्घाटन भी हो गया और वह चालू हो गया। जो रेलवे के ऊपर का हिस्सा होता है, उसको रेल विभाग बनाता है और स्टेट पी.डब्ल्यू.डी. का विभाग बनाता है। रेल विभाग ने जो बनाया, वह रेलवे लाइन के चालू होने के ठीक तीन महीने बाद दूट गया और रेलवे लाइन के ऊपर शायद एक गाड़ी गिर गई होती। माननीय नेता प्रतिपक्ष ध्यान दें, तीन महीने के बाद ही बिल्कुल बालू भर दी गई। उसमें किसी अधिकारी के खिलाफ आज तक कार्यवाही हुई? किसी से कोई जवाब मांगा गया? पूरा ट्रैक बंद है और इटावा के outgrowth में जो लोग रेलवे लाइन के उस पार रह रहे हैं, उनको शहर में जाने के लिए मीलों घूमकर जाना पड़ता है, लेकिन कोई सुनने वाला नहीं है। रेलवे की टेक्निकल कमेटी जाने को है, वह चार महीने से नहीं जा पा रही है और हजारों लोगों को प्रतिदिन कष्ट होता है।

इसी तरह से इसी रेलवे लाइन पर 33 ए और 34 ए क्रॉसिंग के बीच में by-pass बन चुका है। एक साल से मशीनें खड़ी हुई हैं। रेलवे का जो पुल बनना है, वह आधा बन चुका है और आधा नहीं बन रहा है। अगर यह तरीका है, तो आप घोषणा करते रहिए। कुछ भी होने वाला नहीं है। अभी हमारे नेता, प्रतिपक्ष श्री अरुण जेटली साहब ने कहा था कि हमें ऐसा लगता है कि पिछले वर्षों में जो आंकड़े दिए गए, वे सही नहीं थे। उसमें मुझे भी सच्चाई लग रही है क्योंकि पिछले अंतरिम बजट के समय मैं उस सदन का सदस्य था और सारे देश ने टेलीविज़न पर देखा कि तत्कालीन रेल मंत्री ने हमारी डिमांड पर एक घोषणा यह की कि मैनपुरी से एटा, बदायुं, संभल होते हुए गजरौला तक रेलवे लाइन बनायी जायेगी। मैं उसकी सीडी निकलवाने की कोशिश कर रहा हूँ। मुझे अफसोस के साथ कहना पड़ रहा है कि पूरे रिकॉर्ड से, जब हमने पार्लियामेंट से रिकॉर्ड लिया तो उसमें जो रेल मंत्री का अनाउंसमेंट था, जो पूरे सदन के सामने किया गया था, वह अनाउंसमेंट मुझे कहीं नहीं मिला। अगर रिकॉर्ड में इस तरह से हेराफेरी हो सकती है तो यह एक गंभीर मामला है। मैं इसकी सीडी लेने की कोशिश कर रहा हूँ। मैं इस गंभीर मामले को सबके सामने लाऊंगा, प्रधान मंत्री जी के पास लेकर जाऊंगा कि वे कौन लोग हैं जो इस तरह से रेल मंत्री को गुमराह करते

हैं। अगर लालू जी को गुमराह कर सकते हैं तो ममता जी तो बहुत सीधी-सादी रेल मंत्री हैं, इनको भी गुमराह किया जा सकता है। ...**(व्यवधान)**... इसलिए मैं यह कहना चाहता हूँ कि ये जो घोषणाएँ होती हैं, इन पर अमल होना चाहिए। दूसरे, जो आदर्श स्टेशंस या वर्ल्ड क्लास स्टेशंस हैं, मैं आज तक यह नहीं समझ पाया हूँ कि ये हैं क्या चीजें? दुनिया के दूसरे देशों के स्टेशन भी आपने देखे होंगे। मुझे लगता है कि हिन्दुस्तान से अच्छे स्टेशन कहीं के नहीं हैं। वहाँ तो गाड़ी एक मिनट भी लेट नहीं आती। लोग आते हैं और बैठकर चले जाते हैं। न वहाँ वेटिंग रूम्स हैं, न कुछ और। यहाँ पर तो बहुत शानदार बिल्डिंग्स हैं, बहुत बढ़िया स्टेशन हैं। दुनिया के कौन से ऐसे स्टेशन हैं जिनको आदर्श मानकर आप आगरा, मथुरा, बनारस या अन्य स्टेशंस को अंतर्राष्ट्रीय स्तर के स्टेशन बनाना चाहते हैं? एक तो मैं यह जानना चाहता हूँ, मंत्री महोदय कृपया इसका जवाब दें। दूसरा, यह अच्छा है कि माननीय रेल मंत्री जी अपने क्षेत्र के लिए कुछ करें, अपने राज्य के लिए कुछ करें, ज्यादा करें। इसमें कोई बुरी बात नहीं है। अपने क्षेत्र के लिए करना भी चाहिए। लेकिन कहीं मैं यह प्रार्थना ममता बनर्जी जी से जरूर करना चाहता हूँ कि अपने मन के कोने में कहीं उत्तर प्रदेश जैसे राज्य को भी रखें। ऐसे बहुत से राज्य हैं। उत्तर प्रदेश इतना बड़ा राज्य है। देश की कुल रेल लाइनों का 14 प्रतिशत रेल पथ उत्तर प्रदेश में है। महोदय, कुल 375 रेलवे स्टेशनों को आदर्श स्टेशंस के रूप में चिह्नित किया गया है जिसमें उत्तर प्रदेश से केवल सात हैं। श्रीमन्, मैं यह कहना चाहता हूँ कि उन सात स्टेशनों में से तीन स्टेशन ऐसे हैं, जो देश के तीन बड़े नेताओं के बेटों के क्षेत्र में हैं। एक मुलायम सिंह जी के बेटे अखिलेश जी के क्षेत्र में शिकोहाबाद है, दूसरा राहुल जी का अमेठी है और तीसरा वरुण जी का पीलीभीत क्षेत्र है। सात में से तीन तो बड़े नेताओं के बेटों के हो गए, बाकी चार बच गए आम आदमियों के। इस प्रकार उत्तर प्रदेश के केवल सात स्टेशन हैं, जबकि बंगाल में 52 हैं। आप बंगाल में सब कर दीजिए, मुझे कतई बुरा नहीं लगेगा - देश की आजादी में बंगाल का भारी योगदान है। मुझे कतई बुरा नहीं लगेगा, लेकिन थोड़ा-बहुत संतुलन तो होना ही चाहिए। उत्तर प्रदेश का दुर्भाग्य यह है कि बहुत लम्बे अरसे से उत्तर प्रदेश का कोई मंत्री रेल मंत्री नहीं हुआ। ऐसा लगता है कि इस देश में जो रेल मंत्री हो जाता है, वह देश का नहीं, अपने राज्य का मंत्री हो जाता है। ...**(व्यवधान)**... क्यों लाल बहादुर शास्त्री जी के नाम की बात कर रहे हैं? उनका नाम ऐसा है जिनके नाम को लेते ही श्रद्धा से सिर झुक जाता है। वह बात दूसरी है। उन्होंने तो एक रेल एक्सिडेंट पर इस्तीफा दे दिया था। हालांकि नीतीश कुमार ने भी एक बार रेल एक्सिडेंट पर इस्तीफा दिया था। आदर्श रेलवे स्टेशनों के बारे में उत्तर प्रदेश के साथ नाइंसाफी है, यह नहीं होनी चाहिए। काउंसिल ऑफ स्टेट में हम राज्यों को रिप्रजेंट करते हैं और हमारा यह कर्तव्य है कि हम अपने राज्य के हितों के संरक्षण की बात करें, इसलिए यह जरूरी हो गया था।

रेल बजट में 25 रुपये मंथली पास की बात कही गई है। यह बहुत अच्छी बात है। इसको आप कैसे इम्प्लीमेंट करेंगे, यह आप बताइये। आपने कहा है कि 1500 रुपये महीने तक की आमदनी वाले व्यक्ति को यह सुविधा मिलेगी। आज के दिन 100 रुपये प्रतिदिन की मजदूरी है। कोई भी गरीब आदमी किसी एसडीएम से, तहसीलदार से अपना इनकम सर्टिफिकेट नहीं बनवा पाएगा और जो पैसे वाला होगा, वह इनकम सर्टिफिकेट बनवा लेगा और वही 25 रुपये का मंथली पास बनवा लेगा और वही उसमें चलेगा। गरीब आदमी को भूसे की तरह भरकर, लटककर ट्रेन में जाना पड़ेगा, वह ट्रेन में बैठकर नहीं जा पाएगा।

रेलवे के दो ही मुख्य काम हैं कि सामान को एक जगह से दूसरी जगह तक ठीक तरीके से ले जाए और यात्रियों को एक स्थान से दूसरे स्थान तक पहुंचाए। अब भी यही स्थिति है कि जो गरीब आदमी है, जिसके पास पैसा नहीं

होता है, वह भी ट्रेन में लटककर, बैठकर अपने गंतव्य तक पहुंच ही जाता है। लेकिन उन गरीब लोगों के लिए ट्रेनों में जगह कहाँ है? 80 फीसदी जगह इस देश में केवल 20 परसेंट यात्रियों के लिए है और 20 परसेंट जगह 80 परसेंट गरीब पैसेजर्स के लिए है।

जब मैं पूर्वा ट्रेन में बैठकर इटावा जाता हूँ, तो देखता हूँ कि ए.सी. फर्स्ट से आगे जो जनरल डिब्बे लगे होते हैं, वहाँ पर पुलिस लोगों को डंडा मारती है कि लाइन से चलिए। कोई दिन ऐसा नहीं होता है, कोई भी आदमी जाकर देख सकता है, जिस दिन लोग न पिटते हों आपको महिलाएँ, बच्चे ट्रेन में लटकते मिल जाएंगे। उनमें से कई का एक्सीडेंट भी हो जाता है। ट्रेन के जनरल डिब्बे में जो आदमी एक बार घुस जाता है, वह पानी पीने के लिए भी बाहर नहीं निकल पाता है।

आपने कहा है कि नॉन स्टापेज ट्रेन चलाएंगे। जैसे ही नॉन-स्टॉपेज ट्रेन चलेगी, तो अभी पैसेजर्स ट्रेनें घंटों रेलवे स्टेशन पर खड़ी रहती हैं, उसके बाद सुपर फास्ट ट्रेनें भी घंटे-घंटे भर खड़ी रहेंगी। मैं जब पूर्वा से इटावा जाता हूँ, तो वह अलीगढ़ से पहले एक घंटा खड़ी होती है, क्योंकि पांच राजधानी एक्सप्रेस ट्रेन निकालनी पड़ती है। उसके बाद ये नॉन स्टापेज ट्रेन निकलेगी, तो आम पैसेजर्स को और असुविधा होगी। आम यात्रियों को जो सुविधा मिलनी चाहिए, जैसा कि बताया जाता है, व्यवहार में ठीक उसके उलटा होता है।

उपसभाध्यक्ष महोदय, ममता जी की एक बहुत अच्छी योजना है, अगर उस पर अमल हो जाए। उन्होंने कहा कि जो perishable vegetable of fruits हैं या मछलियाँ हैं, मांस है, यह खराब हो जाता है। देश में ये चीजें लगभग 50 हजार करोड़ की हर साल सड़ जाती हैं। perishable vegetables or fruits, मीट और फिश के बारे में हमारी एग्रीकल्चरल एंड एनिमल हसबैंडरी कमेटी की एक रिपोर्ट आई थी। हम कई साल से देख रहे हैं कि लगभग 50-52 करोड़ रुपये का हर साल नुकसान होता है। एक पाइंट से दूसरे पाइंट तक ले जाने के लिए ममता जी ने कहा है कि गाड़ियाँ चलेगी। जहाँ पर ये चीजें पैदा होती हैं, वह अपने गंतव्य स्टेशन तक कम से कम समय में पहुँचे। इससे अकेले काम चलने वाला नहीं है। जब तक इस तरह के सामान को ले जाने के लिए आपके पास एयर कंडीशंड वैगन्स नहीं होंगे, तब तक वे चीजें सुरक्षित नहीं पहुँच सकती हैं। पता नहीं कहाँ रेलवे लाइन में गड़बड़ी आ जाए, कहीं धरना-प्रदर्शन की वजह से रेल रोक ली जाए, तो ये चीजें खराब हो जाएंगी। इसलिए जब तक एयर कंडीशंड वैगन्स की व्यवस्था नहीं होती, तब तक यह योजना भी क्रियान्वित नहीं हो सकती।

आप रेलवे में भर्तियाँ करने की बात कर रहे हैं। वर्ष 1990-91 में हमारे रेलवे में कुल 16 लाख 52 हजार कर्मचारी थे। अब वर्ष 2007-08 में घटकर 13 लाख 95 हजार कर्मचारी रह गए हैं। पिछले 15 वर्ष में ढाई लाख नौकरियाँ रेलवे में कम हो गई हैं। जितने लोग रेलवे में रिटायर हो रहे हैं, अगर उनकी जगह पर उतने ही लोगों को नौकरियाँ दी जातीं, तब भी नौकरियाँ कांस्टेंट में रह सकती थीं, लेकिन नौकरियाँ कम हो रही हैं। आपने कहा है कि हम नौकरियों में महिलाओं का, अल्पसंख्यकों का, आर्थिक दृष्टि से पिछड़े लोगों का ख्याल रखेंगे। आर्थिक दृष्टि से पिछड़े और सामाजिक रूप से पिछड़े लोगों पर बहुत बहस हुई है। आप इंदिरा साहनी वाले केस को जानते हैं। मैं आर्थिक दृष्टि से पिछड़े शब्द पर एतराज करता हूँ और मैं यह कहना चाहता हूँ कि सोशली बैकवर्ड शब्द को जोड़ना चाहिए। आप इकोनमीकली बैकवर्ड पर किस तरीके से तय करेंगे कि यह इकोनमीकली बैकवर्ड है?

[उपसभाध्यक्ष (श्री कलराज मिश्र) पीठासीन हुए]

सोशली बैकवर्ड शब्द जुड़ना चाहिए और उसमें जो आर्थिक दृष्टि से हैं, क्रीमीलेयर का प्रोविजन है, They will be sorted out. लेकिन इस बजट भाषण में ममता जी ने जो आर्थिक दृष्टि से पिछड़े शब्द की बात कही है, मैं इसके लिए यह कहना चाहूंगा कि वे इसमें संशोधन करें और उसमें सोशली बैकवर्ड या सामाजिक दृष्टि से पिछड़े वर्गों की बात करें, वरना लोगों के दिमाग में यही कंप्यूजन रहेगा। नर्सिंग, मैडिकल कॉलेज और सभी विषयों के बारे में लीडर ऑफ अपोजिशन ने डिटेल् में सभी बातें कहकर बहुत से वक्ताओं का काम हल्का कर दिया है। उन्होंने बहुत ही स्पष्ट रूप से तमाम बातें कही हैं।

महोदय, मैं अंत में एक ही बात कहकर, अपनी बात खत्म करना चाहूंगा। रेलवे में जो खान-पान की व्यवस्था है, वह बहुत ही दूषित है। पैट्री कार में जहां पर खाना बनता है, वहां पर इतनी गंदगी है, अगर आप उसे देख लेंगे, तो कभी खाना नहीं खा सकते और भूखे रहना पसंद करेंगे। जब तक शुद्ध पानी का प्रयोग नहीं होगा, तो आपका चाहे जितना मैटिरियल ठीक हो, सारा बना हुआ भोजन बेकार हो जाएगा। वहां पर शुद्ध पानी का प्रयोग नहीं होता है। जो पानी रेल में भरा होता है, उसी में खाना बना दिया जाता है। मुझे इसका अहसास तब हुआ, जब मैं शताब्दी एक्सप्रेस में जा रहा था। शताब्दी एक्सप्रेस जैसी ट्रेन में खाना खाने के बाद जब मेरी तबीयत खराब हो गई और डायरिया होने की नौबत तक आ गई, तब मैंने कहा कि मेरे साथ ऐसा क्यों हुआ है? मैं ऐसा खाना कभी नहीं खाता। मैं अपना खाना घर से ले आऊंगा, रास्ते में खा लूंगा, लेकिन मैं शताब्दी एक्सप्रेस का खाना नहीं खाऊंगा, क्योंकि यदि मैं उसका खाना खाऊंगा तो मैं बीमार हो जाऊंगा। इस खान-पान विभाग में चैकिंग की बहुत जरूरत है। न जाने कौन सा कार्पोरेशन है, जिसको इसका ठेका दे दिया है और सब खराब हो गया है। रेलवे स्टेशनों पर पहले छोटी-छोटी दुकानें हुआ करती थीं और उनसे लाखों लोगों को रोजी-रोटी मिलती थी। अब कोई कॉर्पोरेशन बना दिया है। यहां बड़ादा हाऊस में बैठकर सौदा तय हो जाता है और बड़े-बड़े लोग, करोड़पति और अरबपति लोग ठेका ले लेते हैं और वे बाद में सबलैपिंग कर देते हैं। जो छोटी-छोटी दुकान चलाने वाले गरीब आदमी थे, सब बेकारी हो गए। लाखों लोगों का रोजगार चला गया। आप उसको फिर से शुरू कीजिए। जो पुरानी पद्धति थी, आप उसको शुरू कीजिए, वरना वह गरीब आदमी तो यहां तक आ भी नहीं पाता है। हमने अपने इटावा स्टेशन पर पूछा कि ये कौन लोग हैं? पता चला कि वही पर सब हो जाता है। वहां जो जितना ज्यादा पैसा दे आता है, उसको ठेका मिल जाता है। आज यह स्थिति है। यात्रियों की सुविधा के लिए जो साधारण डिब्बे हैं - मैं यहां पर दो चीजें कहना चाहूंगा कि एक गरीब रथ है, जो लालू जी ने चलाया था। आप पता करवा लीजिए कि उसमें कोई एक भी गरीब चल पाता हो। एसी-3 टियर में एक भी गरीब नहीं चल पाता है, केवल गरीब रथ नाम है। जनसाधारण एक्सप्रेस दिल्ली से चलती है और कानपुर रुकती है। वह खाली जाती है। जब वह बीच में इटावा रुकती है, तो स्टाफ चाय पीने के लिए उसको रोकता है। वहां पर कोई उतर नहीं सकता है, उतर वह सकता है, जिसने कानपुर की टिकट ली होगी और बीच में उतरना चाहता हो। वहां से कोई चढ़ भी नहीं सकता है। आपने जो नॉन स्टॉप ट्रेनें चलाई हैं, उनमें भी ऐसा ही होगा। उनमें सब बड़े और पैसे वाले लोग चलेंगे। जिसको छोटी यात्रा करनी हो, 200 या 300 किलोमीटर की यात्रा करनी हो, वह उन गाड़ियों में नहीं चल सकेगा। इससे आम आदमी को कोई लाभ होने वाला नहीं है। आम आदमी को लाभ देने के लिए गाड़ियों में जनरल डिब्बे बढ़ाए या जो आपने जनसाधारण एक्सप्रेस चलाई है, उसमें 50, 100 किलोमीटर पर स्टॉप दे दीजिए, ताकि गरीब आदमी भी उनमें चल सके। मिश्र जी, आप खुद भी जानते हैं कि गरीब आदमी कानपुर जाते हैं, तो वे रास्ते में कहीं से भी नहीं चढ़ पाते हैं। आप यह तत्काल सेवा खत्म कर दीजिए, वरना किसी को आगे

जाने के लिए रिजर्वेशन नहीं मिलेगा। पैसे वाले पैसा देते हैं, रिजर्वेशन ले लेते हैं और बैठ जाते हैं। आपका महीनों पुराना रिजर्वेशन पड़ा रहता है। जिसकी पैसा देने की हैसियत नहीं है, वह तत्काल में टिकट नहीं ले सकता है, तो आप 40 परसेंट सीटें तत्काल के लिए अलग कर दीजिए। यह सिस्टम सब इतना गलत हो गया है कि रेलवे के लिए केवल लाभ कमाने के लिए - शुरु में ममता जी ने कहा है कि केवल लाभ का मामला नहीं है। सामाजिक दृष्टि से इसका मुख्य उद्देश्य सोशल सर्विस है। अगर इसका मुख्य उद्देश्य सोशल सर्विस है तो डिब्बे बढ़ाए, जनरल डिब्बे बढ़ाए, तत्काल सेवा खत्म कीजिए। आम आदमियों के लिए जो साधारण एक्सप्रेस जैसी गाड़ियां हैं, उनके स्टॉपेज और बढ़ा देंगे तो लोगों को राहत मिल जाएगी। इन्हीं शब्दों के साथ अपनी बात खत्म करता हूँ, बहुत-बहुत धन्यवाद।

SHRI N. BALAGANGA (Tamil Nadu): I owe my thanks to the hon. Vice-Chairman for giving me the opportunity to speak on the Railway Budget.

Before commencing, it is my endowed duty to express my gratitude to my beloved leader, the former Chief Minister of Tamil Nadu and General Secretary of the AIADMK, Dr. Purutchi Thalaivi Amma, who made me a Member of this august House.

Going into the details of the Budget, as far as Tamil Nadu is concerned, I have some reservations on some aspects of the Budget. This Budget does not reflect the wishes and requirements of Tamil Nadu. It has not rendered equal justice to all the States. Sir, Tamil Nadu is getting a raw deal in this Budget. I plead the Government, through this august House, that there should be a balanced approach towards all the States. Sir, in Tamil Nadu, the length of the Meter Gauge is much more when compared to other States of the country. I appeal that concerted efforts should be made by the Railway Ministry to convert the existing Meter Gauge into Broad Gauge. Many on-going Broad Gauge projects remain incomplete for a long-time. I would like to bring to the notice of the hon. Railway Ministry two such instances in this regard. The first one is Villupuram-Tanjore Broad Gauge Conversion Project which was sanctioned in 1998-99 at the cost of Rs. 420 crores and it was scheduled to be completed in the year 2007-08. Sir, ten years have already been passed but this project could not be completed. It still remains a dream for us. Likewise, there is another project Villupuram-Katpadi Broad Gauge Conversion Project which began in 2001 and the target for completion was fixed in 2007-08. But, to the disappointment of everybody, only 10 kms. distance is completed in this entire 8-year period. At this juncture, I would like to stress the Railway Ministry, through this august House, to be stringent towards responsible authorities who failed to monitor or supervise appropriately. At the same time, I welcome the hon. Railway Minister's announcement, in the Railway Budget, that a Monitoring Committee would be constituted to ensure speedy and timely completion of all the on-going projects. I also earnestly request the hon. Railway Minister to allocate sufficient funds to the on-going projects and the timely completion of the same.

Sir, with regard to new lines, I would say that there are six lines under construction. The first one is Selam-Karur, Tindivanam-Nagiri, Andipattu- Puttur, Eroad- Palani, Tindivanam-Thiruvanamalai

and Chennai-Cuddalore. One of these six new lines, namely Selam-Cuddalore was sanctioned in 1996-97 at the anticipated cost of Rs. 613 crores. It is very painful to inform the House that during these 12 years, the Railway Ministry has not released even 50 per cent of the project's cost. Every year, the Railway Ministry would release only a meagre fund. Therefore, I sincerely place my demand before the Railway Minister, through this august House, to release adequate funds to all the ongoing new-line projects, including Salem-Karur.

Sir, in the last tenure of this Government, the *erstwhile* Railway Minister had announced five new lines – Dindigul-Lower Camp, Needamangalam-Pattukottai, Ariyalur-Tanjavur, Morappur-Dharmapuri and Thiruvannamali-Jolarpettai. The total estimated cost for this was Rs. 1500 crores. The Railway Board had accorded its sanction, the Planning Commission had also cleared the projects on the condition that the Government of Tamil Nadu will have to bear the 50 per cent of the projects' cost. But it seems that the State Government is reluctant to agree with this condition, stipulated by the Planning Commission. Hence, these prestigious projects have been kept in the cold storage. These projects, which I have just now mentioned, have also not been mentioned in the Railway Budget. Hence, I sincerely urge upon the Union Government to impression upon the Tamil Nadu Government to share the 50 per cent of the projects' costs and, thus, pave way for the timely execution of these projects.

As far as doubling projects are concerned, there are three important doubling projects – Trivellore-Arokonam, Chennai Beach-Korukkupet, and Athipattu-Korukkupet. These doubling projects cover the suburban parts of Chennai Metropolitan. The timely completion of these projects will benefit the office-goers, factory workers and small vendors in and around Chennai.

An announcement has been made by the Railway Minister, in the Railway Budget, about the world-class-level modernisation of railway stations. Out of fifty railway stations selected by the Railway Ministry, only one station, namely, the Chennai Central Station, finds place in that list. I sincerely urge upon the Railway Minister to include Chennai Egmore, Tiruchirapalli, Madurai, Salem, Tirupur and Coimbatore in the list of the stations, earmarked for modernisation.

Another announcement has been made regarding the '*Adarsh Railway Stations*'. Under this scheme, 375 stations have been covered, and 319 stations have already been identified. Out of these 319 stations, only 13 stations from Tamil Nadu have found place in this scheme. So, I earnestly request the Railway Minister to include the railway stations, like, Tambaram, Tindivanam, Virudachalam, Uludurpet, Kallakuruchi, Athur, Ariyalur, Srirangam and Sivagangai in the proposed programme.

The passengers from the North and the Western parts of the country, who opt to alight at the Perambur Railway Station, are facing difficulties due to insufficient length and height of the platform. I urge upon the railway authorities to increase the length and raise the height of the platform.

Sir, I would also like to raise another important subject. There are 1116 unmanned railway level crossings in Tamil Nadu. To prevent frequent accidents, I urge upon the Railway Minister to convert them into manned level railway crossings or construct RoBs or RuBs there.

The *Garib rath* trains run once in a week in Tamil Nadu. As there are a plenty of commuters who want to travel in trains, I urge the Railway Ministry to increase the frequency of Garib-rath trains.

Another important demand is, there is no pantry car facility in the Garib-rath trains. The passengers, especially, women, children and old-age people are facing difficulty in getting food and water. Therefore, I urge the Railway Minister to provide pantry car facility in the Garib-rath trains.

Sir, Avadi is a town which is a fast developing town. In that town, the important departments of Military Tank Factory, Army Clothing factory, the CRPF State Headquarters and the Tamil Nadu Police Training Centres are also located there. People hailing from all the States are working in Avadi. Hence, I request the Railway Minister through this august House to order for the stoppage of all trains at Avadi.

Sir, before winding my speech, I earnestly request the hon. Railway Minister to pay special attention to the genuine demands of the Tamil Nadu and take positive steps to fulfil the needs of the people.

With these words, I conclude my speech. Thank you.

THE VICE-CHAIRMAN (SHRI KALRAJ MISHRA): Shri Rajeev Chandrasekhar; not present. Shri Balavant *alias* Bal Apte.

SHRI BALAVANT ALIAS BAL APTE (Maharashtra): Sir, it is bothering my mind for some time, the relevance of a Railway Budget. It was mentioned earlier that the British left us, the Railways, which they built for a stranglehold on their Empire, but, as a by-product, we got the Railways. The British left us the manner in which these railways are to be managed.

The Government took over the Railways around 1900 and then Railways became a part of the financial structure of the Empire. The Budget that was being presented to the then Legislative Assembly included the Budget for Railways. This was separated in 1924 and a Railway Convention myth was created. From 1924, two Budgets came to be presented to the Legislative Assembly, the General Budget and the Railway Budget. Probably, the simple reason was that at that time, the Railway Budget constituted 70 per cent of the entire Budget and, therefore, since those 70 per cent dominated, the rest of the Budget was ignored; therefore, there were two Budgets. So, a Committee was created, the Railway Convention Committee, and, every year, that Committee will decide the contribution which the Railways will make to the General Revenue. This constitution of the Committee continues up to today. The separation of the Railway Budget continues up to today

without any relevance to the basic facts. Now, the Railway Budget is not 70 per cent; it is only 15 per cent and we have this anomaly of an entire Budget being presented to the Houses and equal time being given to their discussion. So, 12 hours for 15 per cent and 12 hours for the rest of the 85 per cent; that is how the House also allocates, and, Sir, the entire exercise is irrelevant because it is very much part of the General Budget.

The Expenditure Budget includes the expenditure on Railways. The Annual Financial Statement includes the Revenue account of the Railways and the capital account disbursements for the Railways. They become part of the speech of the Finance Minister. This year, they have allocated Rs. 14,600 crores. This finds mention in the speech of the Finance Minister. And, the Railway Budget stands on the same footing as the demand for grants by the various departments of the Government. Then, why this separate budget for Railways? This is something that I cannot fathom. It is time that we took certain steps to dissociate ourselves from these false legacies and started answer at least, 60 years after the Constitution coming into force. It is time that we do away with this contribution, and the Railways are not contributory. So, while the Railways contribute Rs. 5000 crores to the national revenue under the Railway Convention Committee clause, the revenue spent on Railways is Rs. 14,600 crores! This is really absurd. It is a different kind of accounting that we see. Therefore, my first submission is that the Government should take immediate steps to abolish the Railway Budget, to bring it within the framework of the General Budget, and the Railways' demands must be part of the general demands for grants of all the departments.

Sir, as I mentioned, this is an outdated system which we inherited from the empire. It is time that we abandon these outdated systems. I always find that there is one article in the Constitution which is from that outdated system. Everyday, we all receive a bulletin that the President has recommended some Bill to us under Article 117 of the Constitution. Every Money Bill, or every legislation that entails money being spent from the Consolidated Fund of India, must go to the President for the President's recommendation. Why? Under our Constitution, the President does not control the Government. The provision had some meaning when there was a Governor General representing the imperial interests. That Governor General wanted to control everything; the British wanted to control everything. They did not leave it to the Legislature. In our country, so far as spending for the country is concerned, the Legislature is sovereign and not the head. Earlier, the Governor General had to recommend it because it was their money. They were looting it from us.. So, if it is to be spent in this country, by the competent Legislature of this country, the Government's recommendation is necessary. The Governor General's recommendation is necessary. Now, we don't need the recommendations of the President, who acts on the advice of the Council of Ministers, which is responsible to the Lok Sabha. So, in a responsible Government, it is the Government which decides what to spend and it is the Lok Sabha which sanctions that. The

President has no role. But it is a colonial legacy. Because it was there in the 1935 Act, they have repeated it here and, mechanically, every legislation where some money is being spent has to be sent to the President. The recommendation has to come even if it is a private bill. So, such anomalous provisions will have to be done away with, now that we are a mature democracy after 60 years of the Constitution coming into force. Shri Rama Jois had started a debate on the President's Address. His case is that the Address is not necessary; this procedure of thanking is not necessary. If it is a Government policy, let the Prime Minister come with that policy and let the House discuss it. Whether we agree or disagree, a formal thanks to the President and then amendments to the thanks is not necessary at all. What Rama Jois says is that let the President come and meet all the Members, inaugurate the House and let us thank him unanimously the next moment. The President, being the Head, must be respected. There should not be qualifications to thank him. These qualifications come because the President presents the Government's case. It is not necessary for the President to present the Government's case. The President should inaugurate and all the Members should thank him. Then the Statement of Policy of the Prime Minister may come to which the opposition may not agree. It may be severely criticised. It does not matter. What I want to say is that such practices, which are outdated, which don't have a place in our democracy now must be done away with. The British have gone for good. Let these things also go if not with them, at least after them. Sorry for my digression.

Now, I come to the Railway Budget, which is not necessary. Why is this Budget? The Budget is mainly to make hollow promises. Every Railway Minister makes a long list of proposals. Sir, I had an occasion to work with this Railway Convention Committee. There are at least 125 pending projects throughout the country. Every year, there is an allocation – somewhere Rs.10 lakhs and somewhere Rs.2 crore. But the projects are pending at some stage or the other due to survey, viability, necessity of re-survey and land acquisition. At every stage, there is a delay because there is no allocation of money. Project is announced, but there is no money. I remember, there are, at least, 125 pending projects to which another list will be added by the present Budget. Even the Budget will show that there are projects for which there is an allocation, but a large amount is yet to be spent. Projects which were expected to be completed in 2008 and in 2007 are continuing. Some money is being given every year. They are kept alive. In our places of worship people remove hair from their head. There are competing barbers. To garner maximum customers, he shaves one side of one head and then one side of another's head. This way, he keeps ten people pending for their entire shave. The Railway Ministry does the same thing. It is shaving everybody's head without giving the last result. Therefore, the Railway Budget should not be permitted if the Budget continues to just give hollow promises. There is no timeframe for them; there is no exact allocation for them and there is no expectation from them. It is only the good wishes of the Minister and it is only the hopes of Members

here who are happy that something is done for his State. In the new list, I found that there is a proposal of a new project between Pune and Nasik in Maharashtra. *Prime facie* I thought that it is good. It is something that we want as I belong to Pune. But then I found that this project was cleared in 2001. Railway Board found it fit and then shelved it. From 2001 to 2009, there is Pune-Nasik project. Now again there will be new survey, viability survey and again a new proposal for land acquisition, which will lead to nothing. There is also a case for scrapping the Railway Budget because I find that there are several things which do continue to be pending with solemn promises. We are on the urban renewal these days. Crores of rupees are being spent. Thousands of crores of rupees are proposed to be spent, and, therefore, there are the MUTP-1 and MUTP-II schemes for the urban development of Mumbai. In the present speech of the hon. Minister, I find that MUTP-II is mentioned. MUTP-I is conspicuous by absence even though it is not completed. This was supposed to be completed in 2006 and still, it needs another Rs.1300 crores to complete. But, it is not mentioned. Only phase II is mentioned. So, phase I will join those 125 or 130 or 140 projects which will continue to be pending *ad infinitum*. Now, MUTP scheme has to be completed. Rs.10 crores were to be spent upto March, 2009. They have not. And, another Rs.1700 crores will have to be spent to go near completion. In all, Rs. 5300 crores are to be spent. Money is not forthcoming and I have a long list, in this speech, of new projects. This will lead to nowhere. In this urban renewal, there is a widening of the Virar-Dahanu rail track; there is procurement of new rakes; the Harbour Line in Mumbai is to be modernised; Vasai-Panvel shuttles; there is a long list. Then, a specific demand was made in Mumbai during Ram Naik's tenure. A ladies special train was introduced during peak hours to enable working women to travel. It is a highly successful introduction. We demanded, we made a representation that instead of one, there should be two trains during peak hours towards the city and then back from the city in the morning and evening. We thought that our demand would be received. It was received.

[MR. DEPUTY CHAIRMAN in the Chair]

But, we were told by the speech that your idea is good; we will not give you anything more; we will use it in some other cities, I do not have a grudge against that. Let Chennai and Howrah get ladies special trains. They also need it. The woman commuters there also will appreciate that. But, looking to the size of the commuting in Mumbai, 60-70 lakh people, one train is not enough for woman commuters. There should be, at least, two trains going towards the city, two trains coming back. I believe that if my idea is to be used for somebody else, I should also get the benefit of that.

Then, I have a long list of pending projects from Maharashtra. I do not know whether I should read that list because every Member here is showing that this is something which was promised and

is not done. But, I find that new railway lines have been proposed for the last several years, right from 2005, 2002. There is a Baramati-Lonad line; then Amravati-Narkher line; then Ahmednagar-Beed-Parli Vajjnath line; then Puntamba-Shirdi line. In so far as the gauge is concerned, Miraj-Latur line, I am told, has been completed. The speech mentions that. And, I am very happy particularly because of the stretch which takes a broad gauge to Pandharpur, Pandharpur is a pilgrimage centre where lakhs of people go every year on four occasions. Therefore, this completion is a good news to me. But, other projects continue to be pending. Solapur-Gadakh continues to be pending. The doubling of Parvel-Roha, Diva-Kalyan, Parvel-Vasai continue to be pending. Then, there is Patni-Solapur, Patni-Mohor, Akola-Purnia, Jabalpur-Gondia (Gondia is in Maharashtra), Ohhindwara-Nagpur, Kolomna-Nagpur, Kurla-Thane. Additional pair of Kurla-Thane is in the pipeline, at least, for the last ten years, and, every year, it is 'almost ready'. It is only 14 kilometres additional line to be completed. Land is available. Everything is available with the Railways, But the 'will' is not there. Therefore, the intention is also seems to be missing. Then, there are Thane-Turbhe, Nerul-Washi, Belapur, and, Thane-Mumbra. Then, there is Mumbai Urban, about which, I have already told.

Then, there is a long-standing demand – again, a legacy of the pre-Independence period – namely, the position of Nanded. Nanded is a town which was part of the Hyderabad State. After liberation and after reorganisation, parts of that State remained in Andhra Pradesh, some went to Karnataka and some to Maharashtra. That, is why Nanded is part of the South-Central Railway.

सरदार तरलोचन सिंह (हरियाणा) : अब इसका नाम बदल गया है, अब इसका नाम "हुजूर साहब नांदेड" हो गया है।

SHRI BALAVANT ALIAS BAL APTE: Yes, Sir. I am sorry. It is only last year when we had the tercentenary celebrations. It was part of the Nizam State. Therefore, it was the South-Central Railway. Now, it is not part of the Nizam State; it is part of the Central Railway structure, still, the legacy continues. Why? Nanded should naturally come to the Central Railways. It should be ordered but it is not happening. The State of Maharashtra has been writing since 2002.

Sir, projects should be completed. Projects should not be only announced. There should be some accountability to such announcements. Every year, new fancy provisions, new fancy announcements are made but nobody is bothered. Things do not get completed. There is no accountability. It all becomes only a matter of flowery language. You do not have to give anything, but only use good words. There is a saying in Marathi, We say, "Bolachich Kadhi, Bolachach Bhat". Basmati rice, you talk about it. Spicy curry, you talk about it. But you are not going to serve it. So, just talking will only increase the hunger but that is bad enough. Do something, and, talk about only those things which you can do. Otherwise, don't talk, and, one way of stopping that talking is abolishing the Railway Budget altogether.

डा. राम प्रकाश (हरियाणा) : उपसभापति जी, मैं आपके प्रति आभार प्रदर्शित करता हूँ कि आपने मुझे अपनी बात कहने का मौका दिया है। इन दिनों में दो बजट प्रस्तुत हुए हैं, एक "दादा" ने पेश किया है और दूसरा "दीदी" ने पेश किया है। "दीदी" ने जो रेलवे बजट प्रस्तुत किया है, उनके अपने स्वभाव, आचार-व्यवहार के अनुरूप यह आम आदमी पर केन्द्रित बजट है और उस बात के लिए मैं मंत्री महोदया को बधाई देना चाहता हूँ कि उनका फोकस आम आदमी पर है और उन्होंने उसे सुविधा देने की बात की है। मैं बहुत लंबी बात नहीं कहना चाहूँगा। यद्यपि माननीय मंत्री महोदया ने महिलाओं के लिए, युवाओं के लिए, कर्मचारियों के लिए, अपगों के लिए, हर वर्ग के लिए काम किया है, मैं केवल उन दो-तीन बातों की चर्चा करना चाहता हूँ, जिनकी चर्चा इस बजट में नहीं हुई है। मेरा आपके माध्यम से मंत्री महोदया से निवेदन है कि इतने स्टेशनों का दर्जा बढ़ाने का प्रयास किया गया है, अगर कोई स्टेशन पूरी तरह छोड़ दिया गया है, तो वह हरियाणा में कुरुक्षेत्र का स्टेशन है। कुरुक्षेत्र, महाभारत की भूमि है, कुरुक्षेत्र में भगवान कृष्ण ने अपना अमृतमय उपदेश दिया था, जिसकी वजह से तमाम दुनिया में भारत का नाम है। जो आदमी भारत को जानता है, वह कुरुक्षेत्र को अवश्यमेव जानता है। जो 375 आदर्श स्टेशन बनाए जाने हैं, उनमें से 309 की पहचान कर ली गई है, पर इन 309 में कुरुक्षेत्र नहीं हैं। 50 स्टेशनों को विश्वस्तरीय स्टेशन बनाने की बात है, इनमें से 36 के नाम तय हो चुके हैं। मैं दीदी का आभारी हूँ कि उन्होंने अभी इस बात के लिए इशारा किया है। चूंकि यह धार्मिक स्थान है, ऐतिहासिक स्थान है और पर्यटन की दृष्टि से बहुत ही महत्वपूर्ण स्थान है, इसलिए उन्होंने इशारे से जो आश्वासन दिया है, मैं उसके लिए उनके प्रति आभार प्रदर्शित करता हूँ।

महोदय, मैं दूसरी बात यह कहना चाहता हूँ कि यमुनानगर-कुरुक्षेत्र रेलवे लाइन की चर्चा बहुत दिनों से होती आ रही है, लेकिन उसके ऊपर कार्रवाई कभी नहीं हुई। सहारनपुर के साथ यमुनानगर जुड़ा हुआ है और अगर उसे कुरुक्षेत्र से जोड़ दिया जाए, तो आगे पेहवा के साथ पटियाला को भी जोड़ा जा सकता है। इससे बहुत-से यात्री जो मेले में या घूमने के लिए, सूर्य ग्रहण के अवसर पर, सुख-दुख में तथा पिण्ड दान करने के लिए पेहवा आते हैं या कुरुक्षेत्र स्नान के लिए आते हैं या इधर के लोग हरिद्वार जाते हैं, उनको अभी जो लंबा रास्ता तय करके जाना पड़ता है, वह नहीं करना पड़ेगा। अगर वे इस पर सर्वेक्षण करके इसकी ओर ध्यान देने का प्रयास करेंगे, तो यह बहुत उपयोगी रेलवे लिंक होगा।

महोदय, मैं आपके माध्यम से तीसरा निवेदन यह करना चाहता हूँ कि हम जब कभी भी रेल के माध्यम से सफर करते हैं, तो स्टेशन समाप्त होते ही रेलवे लाइन के दोनों तरफ गंदगी के अंबार लगे होते हैं। यह जमीन रेलवे की है, लेकिन इस जमीन का इस्तेमाल गंदगी के भंडार के रूप में किया जाता है। इस जगह को develop किया जाना चाहिए तथा इसको साफ-सुथरा किया जाना चाहिए। इसको ग्रीन बेल्ट के रूप में develop किया जा सकता है। इसको या तो रेलवे विभाग खुद करे या इस काम को NGOs या किसी एजेंसी को दिया जा सकता है। बहुत-से शहरों में बहुत-से ऐसे चौक हैं, जिनका अलग-अलग कंपनियां अपने प्रचार के लिए इस्तेमाल करती हैं और उसकी सफाई भी वही कंपनी करती है। लेकिन यह जो रेलवे लाइन के दोनों तरफ गंदगी पड़ी होती है, अगर यात्री अंदर बैठ कर भोजन कर रहा हो और वह बाहर की तरफ देख ले तो उसका भोजन अंदर नहीं जाता है। विदेश के लोग जब हिन्दुस्तान आते हैं और जब वे रेलवे लाइन के दोनों तरफ गंदगी के ढेर देखते हैं, तो वे हमारे बारे में एक अजीब धारणा बनाते हैं। अगर हम उसको साफ-सुथरा रखेंगे, तो यह अपने आप में बहुत अच्छा काम होगा।

महोदय, मैं कोई लंबी-चौड़ी बात नहीं करना चाहता हूँ, इसलिए मैं यादव जी की इस बात से बहुत सहमत हूँ कि हमारी बार-बार जो घोषणाएँ होती हैं, अगर उनका विश्लेषण करके यह किया जाए कि जो उनमें से स्कीमें लागू की जा सकती हैं, वे की जाएँ और जो नहीं की जा सकती हैं, वे न की जाएँ। मुझे इस बात की उम्मीद है कि हरियाणा के साथ, कुरुक्षेत्र की धरती के साथ इंसॉफ किया जाएगा। इन्हीं शब्दों के साथ मैं आपके प्रति धन्यवाद प्रकट करता हूँ।

SHRI TARINI KANTA ROY (West Bengal): Sir, I rise here to speak on the Railway Budget, 2009-10.

Sir, some learned friends, including my colleague P. Madhu, have already spoken on several important points. Therefore, I do not like to repeat all these points.

Sir, the hon. Railway Minister has presented a dream Budget. It is called a dream Budget, not by me, but most of the media people have told me that this Budget is a dream Budget. All my learned friends know that there is a great difference between dream and realities. Sir, while appreciating the announcements of the hon. Minister for Railways for several new trains, projects, concession, and passenger amenities, I hope all these announcements will be fulfilled on time. I hope that the earlier decision of the Railways to close several printing presses will be scrapped. Sir, in this regard, I can recollect because already the Railways have decided to close several printing presses which are Railways' own. Out of these, three printing presses are in West Bengal. These are Garden Reach, Kharagpur, Kurseong. Sir, this is my earnest request to the Minister to scrap the earlier decision of closing these printing presses. Sir, I regret that takeover of ailing public sector wagon-making units, Burn Standard and Braithwaite, by the Railways has not progressed further from presentation of interim Budget which was placed by Laluji on 13th February 2009. The transfer of these units, Laluji told at the time, would be discussed with the concerned Ministry, that is, the Ministry of Heavy Industries. No further step has been taken yet. Sir, I recall, in the last year's Railway Budget, the Railways had declared proposals for developing 23 stations to be world-class stations. Now, the present Railway Minister has presented her Budget. She now says, "50 stations". I don't know whether those 23 are included in that or not.

Sir, I urge upon the august House to look at page 47 of the Safety Performance Report of 2007-08 where in clause 7.3, the Minister admitted that Justice Sagir Ahmed Commission was set up on 13th February 2001 to enquire into a collision of train no.3005 of Howrah-Amritsar Mail with a derailed wagon of DN Ajitwal-New Bongaigaon goods train that occurred on 2nd December 2000 in Amritsar-Ludhiana section of Northern Railways. The report of the Commission is still awaited. If the condition of the report is such, then, I don't know how the safety measures will be taken.

Sir, it has been observed that for years, every Budget declares some new sops which remain unfulfilled for years, as can be seen from the pending incomplete railway projects and schemes. Sir, I can give the details because the Railways had total 93 projects of new lines. Out of these 93, 64 were

up to the Ninth Plan. For gauge conversion, there were 55. Out of these 55, 39 were up to the Ninth Plan. For doubling, there were 121. Out of these, 32 were up to the Ninth Plan. For electrification, there were 18. Out of these, 5 were up to the Ninth Plan. So, all these pending projects are yet to be completed and I request the Minister for giving priority to these pending projects first. I expect that. The Railway Minister will not deny the delay in execution of the project and schemes, escalation of their estimated cost and loss of expected revenue. Sir, the hon. Minister has said that she is proud of her 14 lakh employees. She has also promised to review the recruitment process and the recruitment policies of the Railway Boards. We welcome the proposal. But, I would like to ask the Minister: What about the 1,50,000 existing vacancies/posts?

MR. DEPUTY CHAIRMAN: Mr. Tarini Kanta Roy, how many more minutes do you need to finish your speech?

SHRI TARINI KANTA ROY: Sir, how many more minutes do I have?

MR. DEPUTY CHAIRMAN: Your party has got another 10 minutes. But you continue tomorrow.

SHRI TARINI KANTA ROY: Sir, I can conclude within 5 to 7 minutes.

MR. DEPUTY CHAIRMAN: You continue your speech tomorrow.

SHRI TARINI KANTA ROY: All right, Sir.

MR. DEPUTY CHAIRMAN: Now, Special Mentions. Smt. Brinda Karat, not present; Shri Rajeev Shukla, not present; Dr. Gyan Prakash Pilonia, not present; Shri R.C. Singh.

SPECIAL MENTIONS

Demands for take over of the 'Burn Standard' by the Government

SHRI R.C. SINGH (West Bengal): Sir, Burn Standard was a leader in the Indian Heavy Engineering Industry with versatile production facilities and extensive engineering capabilities. It manufactures railway rolling stocks and components, including milk tankers and specialized alumina wagons. The Steel Foundry Unit is located at Howrah and two forge shops are located at Howrah and Burnpur. But, due to lack of capital for modernization etc., it turned into a sick unit 15 years ago. It has a paid up capital of only Rs. 107 crores and losses of nearly Rs. 500 crores. The Government of West Bengal, workers and others have been repeatedly requesting the Government of India for revival of this prestigious unit. BRPSE has recommended that the Burn Standard be taken over by the Railways as their captive wagon makers to keep costs down as it delivers tailor-made solutions for the Railways. The former Railway Minister promised for take over. But no concrete action was taken. It had taken over the Bharat Wagon Limited factories at Mokama and Muzaffarpur in Bihar but not the Burn Standard whose production quality is much better than the BWL units. I failed to