

हों, लेकिन बजट में उत्तर प्रदेश के लोगों को उनसे जो अपेक्षाएं थीं, वे अपेक्षाएं पूरी नहीं हुईं। मुझे विश्वास है कि जो मैंने मांग की है, उस पर विचार करेंगी। धन्यवाद।

MR. DEPUTY CHAIRMAN: Samajwadi Party has left with only 2 minutes. Now, Dr. Malaisamy. You have got 12 minutes.

DR. V. MAITREYAN (Tamil Nadu): Sir, our party has got 12 minutes. Now, it is nearly 1 o' clock. Either you allow Mr. Malaisamy to complete his speech. Or, I request you to adjourn the House for lunch. He will start his speech after lunch.

MR. DEPUTY CHAIRMAN: Okay.

The House is adjourned for lunch till 2 o' clock.

The House then adjourned for lunch at fifty-six minutes past twelve of the clock.

The House re-assembled after lunch at two of the clock.

THE VICE-CHAIRMAN (PROF. P. J. KURIEN) in the Chair

THE BUDGET (JHARKHAND), 2009-10

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): Sir, I beg to lay on the Table a statement (in English and Hindi) of the estimated receipts and expenditure of the State of Jharkhand for the year 2009-10.

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

DR. K. MALAISAMY (Tamil Nadu): Sir, at the outset, I feel at home, as if I have done my job on seeing the Chair.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Okay, then, you give the chance to the next speaker.

DR. K. MALAISAMY: Sir, let me start with a word of thanks in abundance to the Chair for having called me as a second speaker on behalf of the AIADMK to speak on the Railway Budget.

Fully conscious of the time given and task ahead of the House, I would try to be as brief as possible. My task seems to be fairly easy, particularly when many of the points, which I conceive, have been well-delivered by both the sides. So, my task has become quite easy. I would like to divulge and dilate on some thrust areas and omitted areas. My total observation will be divided into four parts, namely, the hits and the highlights on the one side. ...*(Interruptions)*...

THE VICE-CHAIRMAN (PROF. P.J. KURIEN) : Within the time allotted to your party.

DR. K. MALAISAMY: The pits and depressions on the other side. One has been hailed by the Treasury Benches and wailed by the other side. I would like to be in between.

I would like to place some suggestions. Ultimately, I would like to list out some of the important projects in Tamil Nadu for which Railway Minister's special attention would be required.

Coming to the point, as far as the pat and praise for the Railway Minister is concerned, I would like to quote the words of our hon. Madam, Dr. J. Jayalalitha, who has said, "that it is a Budget which has to be patted and praised for the simple reason that the hon. Railway Minister has not increased the freights and passenger fare, while there is increase in general amenities, facilities, catering facilities, health care, etc., etc., which are well listed." On the whole, it appears to be a pro-people-budget and *aam aadmi's* budget, in conformity of the UPA Government's policy. In short, whatever may be the hidden idea or the inner aim of hon. Minister, the fact remains that she has kept the vote bank in mind. In other words, it has got both, plus and minus. I am reminded of an old saying, "A statesman will think about the next generation, while a politician will think about the next elections." I leave it to the House, and to the Chair to decide whether the Budget has been decided by a statesman or a politician. Sir, as far as I am concerned, as a student of Economics, and a student of Management, I was taught that in Economics you have to think out what is going to be your end and for achieving that end, one should have management in terms of organisation, manpower, structure and operation etc. In other words, there should be a managerial requirement, namely, the means to achieve the end. Sir, as far as I could see, the Railway is a massive organisation. It is a magnificent organisation. It is a physical organisation. It is the world's third largest network organisation under one single management. With 63,000-odd kilometre length, with 50 lakh employees and so many other factors, it is a huge organisation and as such, it is the lifeline of the nation. We are all praise for the Railways. For an organisation of this nature, one must have a vision to do, one must have a mission to do, one must have a political will and one must have a political skill to execute. If only all these things are combined together, a massive organisation like this can do something. Sir, I very much doubt whether the entire exercise has been done in this particular case.

Coming to the core area, what I have done is, I have divided the financial aspect and other aspects. As far as the financial aspect is concerned, assumptions and appraisals are very much needed to prepare a Budget. As far as I could see, whatever assumptions and appraisals were made in the earlier Budget or in the Interim Budget, and now in this budget there is a wide variation between this and that. The very same bureaucrats are there; the very same Railway Board is there; the very same system is there, the very same setup is there; only the Minister is changing; only the Government is changing. Bureaucracy, by class, is very much consistent in their views. In such a situation, how can they change from person to person, how can they afford to change from time to time? As far as cash surplus is concerned, they have arrived at Rs.14,210 crores now, whereas it was arrived at Rs.25,000-odd crores in the earlier situation. Coming to operating ratio, now, they have arrived at 92.5 per cent as against 75.9 per cent last year.

Then, I come to freight loading. In respect of freight loading, they have now arrived at 882 million tonnes as against 910 million tonnes in the Interim Budget. What I am trying to ask is that within a period of three months, how you can change all these things. How could you do that? In other words, if you want to manipulate or manoeuvre or change a figure, you cannot do that. Figures cannot be changed; situations cannot be changed. If at all it can be marginal. Your assumption should be realistic. Your intentions should be good.

Coming to internal resources, in the Budget speech, it has been said that “I depend upon borrowings and Budgetary support.” As far as Budgetary support is concerned, you could see, Sir, that for 60 per cent of the Budgetary support they depend on the Railway Budget. How would it come? In the earlier Budgets, out of the total outlay for the General Budget, the outlay for the Railways had been very much less. Every year, the outlay given to the Railways from the General Budget is going down. Starting with 7.9 per cent in the Fifth Plan, it came down to 6 per cent, 7.6 per cent, 5.6 per cent, 5.5 per cent for the Sixth Plan, Seventh Plan, Eighth Plan, Ninth Plan and the Tenth Plan respectively. What I am trying to say is, it is on the decline. If that be the case, how Madam Mamataji can expect about 60 per cent of the Budgetary support from the General Budget. It cannot be possible. What I am trying to say is this. What is on paper and what is going to be the ground reality, there will be a wide gap. This is what I am trying to say.

Now I come to the bulk revenue expected from freight. Sir, in the light of recession, in the light of global melt down, whether it is going to have an effect at all. They say, it is going to have an effect. If that be the case, whatever may be your assumptions on the freight loading, will it happen? It will be very difficult to happen.

Coming to Tatkal, Sir, everybody is praising that the minimum charges for this purpose have been reduced from Rs. 150 to Rs. 100, and, again, the period has been reduced from five days to two days. This is quite welcome. But, Sir, I am told –subject to correction by the Minister – that even if I have to make a journey to an intermediate point, I have to pay for the whole journey. Why should I pay for the whole journey? Suppose the train is going from Chennai to Salem. Now, if I want to get down at Erode, why should I pay for the journey up to Salem? They are charging from point to point whereas I want to get down in-between. I want to know whether this thing is there or not. I am told that even if a passenger wants to get down in-between, he has to pay for the whole journey. If that be the case, it is not in the interest of the passenger. On the other hand, they are thinking otherwise. I would like to know whether it is correct or not.

Sir, now I come to some other important areas. I would like the hon. Minister to clarify whether the Railway organisation is a commercial organisation or it is a regulatory organisation or it is a service organisation. I want to get a very clear clarification whether it is a commercial organisation or a service organisation.

Sir, as far as the new areas are concerned, they have gone to the extent of power generation; they have gone to the extent of starting a nursing school and a medical school. Sir, is it the job of the Railways? I am asking it. Why are they going for such things? On the one hand, they have failed in such an important area in which they are bound to do well. On the other hand, they want to extend their net to other areas in which they have nothing to do. There are so many areas. There are so many people who can take care of these things. Again, it is very clearly said, between economic viability and social viability, the hon. Minister is willing to prefer social viability, I think, in a commercial organisation, it will never work. Let them clarify first whether it is a service organisation. If the Railway is going to be a service organisation, then profit and the money matters are immaterial. Let them say clearly.

Now, I come to introduction of double-decker and non-stop trains. I think, hon. Vice-Chairman and everybody else will agree that introducing of double-decker is a welcome idea. But I don't know whether it is practically possible, when the over-head lines are there. They have to pass through so many things. In such a situation, I do not know how it would be done; whether the railway line can be lowered, whether the height can be reduced. How will it be possible? Sir, I am told that it is impractical. Idea may be good but action is going to be impractical. Then, again, take non-stop trains. For covering a destination of 2000-3000 miles, should they not stop somewhere for water supply, for food, etc.? I want to know whether your conscience will permit -all these things. I think, it is only an idea on paper; it will never work.

Sir, now I come to the third part. It has been said that there are about 9 lakh reserved seats, whereas, the demand is for 11 lakh seats. So, there is a shortfall of 2 lakh seats to be met. In such a situation, should they not think as to what they could do on that front? I mean, they have to find a way-out; they have to decide how to go about it. This means, every time, two lakh people do not get a seat.

Then, there is the problem of ticketless travel. Sir, in one year, about 198 lakh people are travelling without ticket, and, on a sporadic check, the collection was Rs. 290 crores. Sir, Rs. 290 crores were collected from these ticketless travellers. They have to think of some foolproof system to avoid ticketless travel so that the entire money can be collected.

Then, Sir, I come to accidents. Accidents are taking place at level-crossings, due to derailments, collision, etc. ...(*Time-bell rings*)... Sir, 85 per cent of the accidents are happening due to human failure.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): I gave you three minutes more.

DR. K. MALAISAMY: Sir, when there is a problem, to find a solution is not very difficult.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): I have already given you three minutes more.

DR. K. MALAISAMY: Thank you, Sir.

Then, Sir, I come to bullet trains in which the Vice-Chairman and myself are interested. Sir, in the last Budget, the previous Minister, Laluji, had openly announced that he is going to run this and that. Sir, they have rightly engaged a consultancy from Tokyo. Experts from Tokyo have come, studied and cleared projects from Mumbai to Ahmedabad. Even with all that, nothing has been set up as yet. Now, I shall come to the most important point. I shall take hardly two or three minutes' more, or whatever time you permit me.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): You have already taken four minutes more. You had eleven minutes and you have already spoken for 15 minutes.

DR. K. MALAISAMY: Sir, I respect the prerogative of the Chairman and seek your indulgence.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Okay, you may take two more minutes. Please conclude within two minutes.

DR. K. MALAISAMY: Sir, now I shall come to Tamil Nadu. People would be keeping an eye on me as to what I would say about Tamil Nadu about which the hon. Minister made a mention.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Please mention only the points.

DR. K. MALAISAMY: Sir, you have given me two minutes and there are a number of colleagues here from Tamil Nadu. I would like to emphasise on new lines, gauge conversion, doubling, MRTS, over-bridge and under bridge, workshops, staff quarters, amenities, etc. There are about 16 or 17 items in the Railways talking about various projects. As far as Tamil Nadu is concerned, they have provided about Rs. 555 crores in the interim outlay. I would like to specifically ask: what are the projects pending in Tamil Nadu? How much work has been completed there? How much money is proposed to be allocated for them? What is the time frame within which they are going to be completed? I repeat...

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): No, no. No repetition, please.

DR. K. MALAISAMY: Sir, Shri Balaganga had spoken the other day and he asked me to mention something that he had failed to mention. He wanted to know about the linkage between the Chennai Central and Egmore stations. A gala function was conducted about three years ago with Lalu ji, the then Chief Minister and others present. It was said that the project was feasible and everything was okay, but it is yet to see the light of the day. I would like to know when the work would be started.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): I would recommend that too.

DR. K. MALAISAMY: Sir, I am taking care of the concerns of three Members.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): I have recommended it and that is enough. Please conclude.

DR. K. MALAISAMY: Mr. Anbalagan asked me to mention about introduction of a Shatabdi express between Madurai and Bangalore. ...*(Interruptions)*... I shall conclude with just one more point.

SHRI RAVI SHANKAR PRASAD (Bihar): Sir, we all support him.

DR. K. MALAISAMY: Sir, Tambaram to Chengalpattu. ...*(Interruptions)*.. Yercaud Express. I shall conclude.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): There are a number of speakers.

DR. K. MALAISAMY: Sir, between Tambaram and Chennai and between Athipetti and Gummidipoondi, third and fourth lines should come through. A new line from Avadi to Sriperambudur and Kanchipuram must be introduced and Jolarpet to Hosur, Ariyalur-Dindigul to Kumli, Dindivanam to Pandi, Chidambaram to Athur, Perambalur to Jayamkondam. I am taking care of all Members.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Please conclude. There are others who wish to speak.

DR. K. MALAISAMY: Sir, there have been nine ministers from Tamil Nadu. Mr. Shiva is here. Let all of them see whether what is needed for Tamil Nadu is being done. If at all they wield any influence, let them do it. Then, one last point, Sir. We request introduction of First AC Erode to Madras in the Yercaud Express. With these words I conclude.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Please, take your seat. Shri Syed Azeez Pasha. Shri Shivanand Tiwari. Not present. Shri Syed Azeez Pasha.

SHRI SYED AZEEZ PASHA (Andhra Pradesh): Mr. Vice-Chairman, Sir, I rise on behalf of the Communist Party of India to make certain observations and comments on the Railway Budget. If somebody asks me what is your reaction with regard to Railway Budget, I will say, I am having a mixed reaction. There are certain positive features which we have to laud in the shape of *Tatkal* scheme, Yuva train, model stations, new trains and *Duronto* train. But, of course, there are several negative features also which we have to look into. While presenting the Budget, the hon. Finance Minister has given top-most priority for infrastructure. But when it comes to the question of building infrastructure in Railways including setting up of new railway lines, gauge conversion and doubling of track, it has come down to 11.5 per cent which I find is not a healthy sign. Secondly, the operating ratio which is the criteria to measure the efficiency has shown a sharp decline. In 2007-08, from 75.9 per cent to 88.3 per cent. Now it is 92.5 per cent. In this regard, we have to see how best we can mobilise internal resources. When roadways have grown by 7 per cent, railway traffic has just gone up by 2.5 per cent. As my friend, Shri Madhu, suggested, the Government of India should come to its rescue. There is an increase of Rs.10,000 crore, but it needs minimum Rs.20,000 crore. Some experts like former Railway Board Chairman suggested that there is a need of enhancing of little bit freight charges also. For internal resource mobilisation, it is necessary to give consideration to this aspect. The length of routes in which Railways carry goods and people remain virtually unchanged

for the past 39 years. Indeed the carrying capacity for railway wagons have come down to 10 per cent; the number of locomotives have come down to 25 per cent and the number of employment is dropped to 10 per cent. Fourthly, the average speed of the freight movement is 23 kms per hour only. If you see the speed of super-fast trains for the past 30 years, now it is going more slowly. I remember, in the early 70s when the Andhra Pradesh Express was introduced from Delhi to Hyderabad, an advertisement was published that from Delhi to Hyderabad it takes 23 hours and 50 minutes only. After the lapse of 35 years, less than 24 hours have become 27 hours and 30 minutes. So, it is high time to think about it. Earlier, China, Taiwan and South Korea were very much lagging behind Indian Railways. Now, they have introduced trains with the speed of 250 kms per hour and there is not even a single fatality. Our signalling system has become more computerised. Now, we are talking about non-stop trains, that is, *Duranto*, to save time. I frequently travel by trains. But, unfortunately, whenever I go from Delhi to Hyderabad or from Hyderabad to Delhi, trains are always late, including prestigious trains. *Duranto* is all right. The idea is good. But one must also see and closely monitor why the trains are even today running very late.

Sir, now, I come to outsourcing. Previously, it was the great *mantram* for NDA Government. Now the UPA is doing it with much more vigour. I am not a dogmatic man. But you see whether outsourcing is really helping for the betterment of the Railways. There are several areas. Cleanliness is really a big casualty. It has gone from bad to worse. You have to monitor the toilet cleaning and other things. I suggest that senior railway officials should do random check. Only then, they can understand what is really happening when you are adopting and implementing this policy of outsourcing. Previously, I had suggested once or twice that the people of Hyderabad want direct train from Hyderabad to Ajmer. But, till today, that suggestion has not been given due consideration. Lastly, it is in regard to Andhra Pradesh. I find little in the Budget to get myself convinced. The biggest contingent of Congress M.P.s, that is, 33 M.P.s, comes from Andhra Pradesh. But, inspite of all this, our share is very much negligible. The people of Andhra Pradesh have a feeling that gross injustice has been done to them. Out of 12 *Duranto* trains, the fifth biggest city of India, Hyderabad, could not get even single stoppage. I do not know why it was neglected. Then, the Chief Minister of Andhra Pradesh has written several letters regarding new lines, gauge conversion and doubling. So, in all this, from 3.3 to 8.5, on an average, we are getting a share of only 5 per cent, even though we are contributing to the tune of 9.5 to 10 per cent. We do not know why this gross injustice is being done to Andhra Pradesh. I think, Mamataji will take this matter seriously. I just want to recall one incident when Shri Ram Vilas Paswanji was the Railway Minister. Mamataji was so furious that the Budget was Bihar-centric मुझे याद है, she threw her *rumaal* also. मेरे पास भी रूमाल है, but we are tolerant people. I want to say that whatever benefit she wants to give to West Bengal, we have no problem, but please, do justice to other States also. We want our due share, be it with regard to new

railway lines, railway connectivity, or Duronto. In all these aspects, she has totally neglected Andhra Pradesh. Every time, all-party delegation from Andhra Pradesh goes to the Railway Minister and hon. Prime Minister and every time, we are assured that next time, no injustice will be done. But, again, the same story continues. So, before concluding, I would like to once again request that proper justice should be done to Andhra Pradesh and Hyderabad because South Central Railway is running very efficiently.

SHRI MANOHAR JOSHI (Maharashtra): Mr. Vice-Chairman, Sir, I would like to thank you for giving me this opportunity to speak on the Budget (Railways) 2009-10. While introducing the Budget, the Railway Minister, Ms. Mamata Banerjee, has raised a very important question before all of us. She asked whether in such projects, economic viability should be seen or the social viability should be seen. Of course, she has also said that she is interested in seeing the social viability of the project. She further said that if only economic viability is to be seen, then the poor people or people, who stay at long distances, might not be able to get the benefit of democracy and the benefit of the Budget also. I must say that whatever she has said is absolutely right. The approach of the Minister should always be to work on the lines of social welfare, and, therefore, I will be very happy if she announces, once for all, that idea of privatisation of Railways is totally scrapped. This might help people because there is a doubt in the minds of the people that the Railways are going towards privatisation. In the first para of her speech, whatever she has said, which I have already accepted, if you want to do something for the poor, the Railways should not work merely as a commercial body, but it must have an approach to reach those people who have not yet got the benefit of our democracy, in her introductory speech, the Railway Minister has also put forth following important things. She has said that the passenger amenities, cleanliness, quality of railway catering, safety, security and punctuality are the important matters on which, she would like to concentrate. Sir, I say that if these matters are resolved, which is very difficult to do looking at the size of the railway network in our country, if this is done, I am sure that the people will shower their blessings on her. In this Budget, she has also introduced a number of new things, which I will only enumerate because my previous speakers have mentioned about those things. One is the 'world-class stations', and, the other is the '*adarsh* stations'. My only very small suggestion is that while mentioning the name of a railway station, the short form should not be used. For instance, the name of an important station in Mumbai is Chhatrapati Shivaji Terminus, and, we use, unfortunately, its short form by mentioning it as CST, because of which people are likely to forget the name of the great King Shivaji. I would request the Minister to always use the name of Shivaji, wherever necessary. She has mentioned about the city of Mumbai and she has assured that this city, particularly, the Chhatrapati Shivaji Terminus is made the ideal station, comparable to any station in the world.

About other things, she has said that multi-functional complexes are to be made, which will include shopping complex, food stalls and restaurants. This idea itself is very good. I would compliment her for doing this, if it can be done in a given time.

Sir, 'clean stations' is the priority. I want to thank the Railway Minister especially for looking at the important aspect of physically challenged people. She has decided to provide for ramps wherever possible. There is no doubt that making ramps at the railway stations is important but my only suggestion is to see if some stalls for self-employment can also be given to these physically handicapped people. I think that this should not only be limited to providing self-employment as more attention is required to be paid to these people. Moreover, as she has said about the aged people also, they should be given jobs on priority.

Sir, her idea of train reservation and buying tickets from the post office is also welcome step. As she has called this scheme as '*Mushkil-Aasaan*', I am sure that the '*mushkils*' of people will be removed thereby.

The important point to which I must draw the attention is the security arrangements. We all know what happened at Chhatrapati Shivaji Terminus on 26/11. Accordingly, the number of commandos, which she has proposed to increase, which is 140 commandos, is very small, I am sure that this number has to be increased. To start with, the presence of commandos will definitely help those who travel by railways.

In her speech, she has also said that a new scheme called 'training for employment' would be started by the railways. It is absolutely necessary to start the training for employment so that different jobs can be created. If the people are properly trained, they would be very useful, and, in this way, I am sure, we will save the money of railways. My only question is whether this 'training for employment' scheme will be started in all States or in some States. Sir, at the same time, I must say that in this programme, the local people who are residents of that State must be given priority. When employment is given, and the training is imparted, that training must be to the benefit of the people who stay in the State.

Her idea of '*Izzat Travel*' is also worth appreciation. I know that this idea is very difficult to implement, because for Rs.25, you will issue a pass for one month. But this is only for those people who are very poor; I would say the poorest of the poor. If it is really implemented, and if it works, I would also be one to appreciate it.

I must also bring it to her notice. As rightly said by Dr. Malaisamy, Budget making is not that difficult but implementing it in the same words is. If she does it, I am sure everybody will appreciate it.

The Yuva Train Service is also a new thing. It will be at a very low price. People, particularly the young generation, will definitely appreciate it.

Sir, she spoke about international cooperation with Bangladesh. I thought I must bring it to her notice that a number of people from Bangladesh are coming to India today. Those people who come from Bangladesh to India are sometimes unauthorised people. They have no visa or passport.

She will have to be strict in dealing with this issue, because they first come to Bengal and then they move to other parts of the country. If this is not controlled, one day the activities of Bangladesh will be like the activities of Pakistan.

Therefore, while welcoming the Maitri Express, which has already been there, and other new activities in Bangladesh, I would request the hon. Minister that she should take proper care to see that such unauthorised people do not travel in the Railways and try to settle in our country.

One important point is about Mumbai. As a matter of fact, throughout the Budget, I find that the budgetary provisions for Mumbai are not sufficient. I would only say that for the Mumbai Urban Transport Project, Rs. 5,300 crore were allocated last year, 2008-09. Out of that, only Rs. Ten crore were spent. You can see that in the last Budget nothing was done in respect of the MUDP- Phase II.

My request to the hon. Minister would be that an amount of Rs.1,700 crore should be reflected in the Budget itself and the Minister must promise us that under no circumstances, the State of Maharashtra, particularly Mumbai city, will be neglected.

Sir, 65 lakh people in Mumbai travel by trains, whereas throughout the country, the number is 1.20 crore. It means maximum earning to the Railways, by way of fare, comes from Mumbai, whereas the provisions for the city are very little. It is absolutely necessary that this issue must be looked into and more provision for the people of Mumbai is made.

For suburban railways in Mumbai, her predecessor assured us that the fare of suburban trains would be reduced. But this remained only an assurance. Nothing was done by the former Railway Minister in this regard. Therefore, my request would be that as the fare of the Railways is reduced in other cases, in case of Mumbai suburban railways also, the fare has to be reduced. I hope that she would take this issue seriously, and she will do it.

Sir, a request has been made often from the people of Mumbai that widening of Virar-Dahanu track should be done. But, after making the demand several times, this has yet not been done. I would request Mamataji to look into it personally and hope that this widening takes place. Sir, harbour lines on the Central Railways need to be upgraded. The present position of harbour lines is very bad and unless special attention is given, this will not be done. My one more request is for the people of Mumbai. In July 2006, there were bomb blasts and you know that 189 people got killed and more than 400 people got injured. Out of them, many were from Chhatrapati Shivaji Terminus. Even after more than three years, some people have not got the relief. My request to the hon. Minister is that whenever she comes to Mumbai, she must meet the people who are related to the victims, and the relatives of those victims should be given necessary compensation. I am confident that if these things are done in the case of Mumbai, the people will be happy. At the same time, on behalf of all the people who travel by Railways, I must thank the hon. Minister for not increasing the fare. If the fare is not increased, really, the poor people are not affected.

Sir, with these few words, I once again thank you for having given me this opportunity. I conclude. Thank you very much, Sir.

श्री भगत सिंह कोश्यारी (उत्तराखंड) : आदरणीय उपसभाध्यक्ष जी, धन्यवाद कि आपने मुझे रेलवे बजट पर बोलने का अवसर दिया है। रेलवे बजट को देखने के बाद मुझे लगता है कि ममता जी ने रवीन्द्र नाथ टैगोर को उद्धृत किया है, जो मुझे बहुत अच्छा लगा। मैं कुछ थोड़ा पीछे जाऊंगा। हमारे यहां एक मंत्र है - "चरैवेति - चरैवेति" अर्थात् चलते रहो, चलते रहो, चलते रहो। एक मंत्र है - "कलि- शयानो भवति संजिहानस्तु द्वापरः, उत्तिष्ठन्तः त्रेता भवति कृतः, संपद्यते चरन चरैवेति-चरैवेति" अर्थात्, यदि आप सोए हैं, तो कलि कल है, यदि आप थोड़ा-सा जग कर अंगड़ाई लेते हैं, तो द्वापर है, यदि आप उठ कर खड़े होते हैं, तो त्रेता है और यदि आप चलने लगते हैं, तो कृतियुग या सतयुग आ जाता है। शायद यह जो चलते रहने का क्रम है, इसी चलते रहने के क्रम के कारण मैं सोचता हूँ कि हिन्दुस्तान को कभी दुनिया भर में विश्व गुरु का स्थान मिला। यह चलते रहने का क्रम ऐसा था, आज तो हम बस से बद्रीनाथ जाते हैं, पता नहीं ममता जी गई या नहीं गई, क्योंकि कोई ट्रेन वहां जाती नहीं है, शंकराचार्य जी 32 साल की उम्र में कालड़ी, केरल में पैदा होकर चारों दिशाओं, बद्रीनाथ, जगन्नाथ, द्वारिका और रामेश्वरम, सब जगह घूम आए, अर्थात् संभवतया दुनिया के सभी लोगों ने इस चलते रहने के मंत्र से ही आगे प्रगति की होगी। यदि हम कभी जगत गुरु थे, तो अंग्रेजों ने सात समुद्र पार करके हिन्दुस्तान आए और मुझे लगता है कि 1853 में अंग्रेजों ने मुंबई से थाणे तक पहली रेल चलाई और 1947 तक यानी 93 वर्षों में इस देश में कोई 53,996 किलोमीटर रेल लाइन बना के गये। यह हमारे देश का, कल हमारे अरुण जी इस विषय पर बोल रहे थे, कैसा दुर्भाग्य है, कैसा ironical picture है कि हम 63 साल के अंदर केवल 9,263 किलोमीटर नई रेल लाइन ही बना पाए हैं। आपने डबल लाइन की होंगी, आपने उनमें सुविधाएं बढ़ाई होंगी, लेकिन जहां तक नए इलाकों से जोड़ने का सवाल है, मुझे ऐसा लगता है कि इन 60-63 वर्षों में नई जगहों की घोर उपेक्षा की गई है। मुझे अच्छा लगा, जब ममता जी ने अपने भाषण के शुरू में ही कहा कि economic viability के साथ-साथ social viability को भी देखना चाहिए। वास्तव में जो economic viability है, that economic viability is also for social reforms, for social welfare. आखिर जब हम आर्थिक बात भी करते हैं, तो उसका भी अंतिम लक्ष्य होता है कि समाज का भला हो, नागरिकों का भला हो। अब अगर हम इस ओर देखते हैं, तो मुझे लगता है कि बजट में इस social viability का कम से कम मेरी दृष्टि में तो कोई स्थान नहीं है। पूरा बजट देखने के बाद, पढ़ने के बाद, उसमें कोई बहुत बड़ा विजन हो, कोई दूरदृष्टि हो, कोई नई चीज़ हो... वह तो कल सब लोग बोल चुके हैं, आज भी हमारे साथी बोल रहे थे कि अस्पताल खोलना, मेडिकल कॉलेज खोलना कोई रेल की दृष्टि से, रेलवे लाइन की दृष्टि से कोई ऐसी unique चीज़ हो, जिसके कारण यह कहें कि हमारी ममता जी जैसी सृजनशील, कल्पनाशील और ये तो कवि भी हैं, लेखिका भी हैं - तो कोई ऐसी नई चीज़ दे दी हो, जिससे यह लगे कि यह तो ममता जी की चीज़ है। वैसे हमारे सब लोग उनसे खुश हैं। ममता जी, इस हाउस में भी और शायद दूसरे हाउस में भी लोग खुश हुए होंगे कि उन्होंने कहा कि ममता जी क्या करेंगी? अपने रेल बजट में तो उन्होंने कहा कि पिछले पांच साल के जो कार्यकलाप हैं, जो कार्य किए गए हैं पांच सालों में, उसके ऊपर हम एक White Paper, श्वेत-पत्र जारी करेंगे। अच्छी बात है! आप श्वेत-पत्र जारी कीजिए। अगर आपके predecessor ने, पूर्ववर्ती ने कोई ज्यादा ब्लैकमेलिंग की हो, तो आप Black Paper भी निकाल सकती हैं, कोई नई चीज़ कर सकती हैं, क्योंकि लगता ऐसा है कि ममता जी के बजट का सारा फोकस पांच साल में जो हुआ है, उसके ऊपर सारा जोर है।

महोदय, अभी मैं पेपर में पढ़ रहा था कि पिछले रेल मंत्री जी को लोक सभा में बैठने के लिए आगे वाली सीट नहीं मिल रही है। इनके साथ कंधे से कंधा मिलाकर यू.पी.ए. के लोग चले, लेकिन उनको आगे की सीट नहीं मिल रही है, तो मुझे ऐसा लगता है कि शायद यू.पी.ए. गवर्नमेंट के सौ दिन की जो सबसे बड़ी उपलब्धि या ममता जी की सबसे बड़ी उपलब्धि ऐसा लगता है कि जो पिछले रेल मंत्री हैं, उनको सैलून से हटाकर, ए.सी. से पीछे धकेल दिया जाए और उनसे कहा जाए कि भाई जाओ, तुम अब अपने गरीब रथ में बैठ जाओ। इसका केवल एक ही मकसद लगता है कि उनको गरीब रथ में बैठा दो। अच्छा है, बैठा दें, मुझे अच्छा लगेगा, कोई कष्ट नहीं है, लेकिन कुल मिलाकर क्या होगा? आप उनको गरीब रथ में बैठाएंगे, तो फिर वे धीरे-धीरे हम गरीबों के साथ आ जाएंगे। 1974-75 से लेकर 1977 तक जहां लालू जी नीतीश जी के साथ थे, हमारे रवि शंकर जी के साथ थे, सुशील मोदी के साथ थे, फिर वे धीरे-धीरे उधर ही आएंगे। वे आ जाएं, तो कोई बात नहीं, लेकिन इस बजट में कहीं पर भी ऐसा नहीं लगता है कि हम कोई नई चीज करने जा रहे हैं। माननीय मंत्री महोदय यहां पर हैं, उनसे विशेषकर मेरा निवेदन है, चूंकि जिन विषयों पर हमारे लोगों ने काफी बोल दिया, मैं उनको रिपीट नहीं करना चाहता हूं, लेकिन बजट में ऐसा लगता है, कहने को तो social viability है, लेकिन social viability के बाद भी मुझे ऐसा लग रहा है कि ममता दीदी के बजट में मैं कह सकता हूं कि ममता दीदीर्जबजटे ममता आछे किंतु समता नेई। There is compassion but there is not equality. यानी आपने अच्छा किया, कुछ लोगों के लिए या कर्मचारियों के लिए, दूसरी-तीसरी भलाई के लिए सोचा, बहुत अच्छी बात है। जो अच्छी बात हो, उसको अच्छा कहना चाहिए, लेकिन उसमें कोई समता नाम की चीज, कोई equality नाम की चीज कहीं पर भी नहीं है। अगर जरा सी भी इस प्रकार की बात होती, क्योंकि आप तो गरीबों और पिछड़े लोगों के लिए लड़ती रही हैं, लेकिन मुझे ऐसा लगता है कि आप जिस समय यह बजट बना रही थीं, आपको यह ध्यान ही नहीं गया कि आज हिंदुस्तान का बहुत बड़ा भाग, जहां मैंने पिछली बार भी इस सदन में बोला था कि दूसरी ओर चलें, चीन की ओर से यहां हमारी सीमा पर ट्रेन आ चुकी है। रेल आ चुकी है। लेकिन आज भी हमारी स्थिति ऐसी है कि हमारा पूरा पहाड़ी इलाका, चाहे वह पूर्वोत्तर हो, चाहे वह मध्य हिमालय हो या चाहे जम्मू-कश्मीर का हो - अभी बारामूला-अनंतनाग तक जरूर नई रेल लाइन बन रही है, लेकिन मुझे ऐसा लगता है कि अंग्रेज हमारे उत्तराखंड के अंदर जहां तक ट्रेन पहुंचा गए थे, उससे एक किलोमीटर आगे तक ट्रेन नहीं पहुंची है। यद्यपि अटल बिहारी वाजपेयी जी की सरकार की कृपा रही कि हमारा नया राज्य बन गया, उसे विशेष दर्जा भी मिल गया। लेकिन इन 63 सालों में ट्रेन एक किलोमीटर भी आगे नहीं बढ़ी। इससे बड़ा दुर्भाग्य क्या होगा कि हमारे पहाड़ों में रहने वाले लोग इससे वंचित रह रहे हैं। ममता जी, जब आप गरीबों के लिए बोलती हैं तो मुझे बहुत अच्छा लगता है। मुझे ऐसा लगता है कि हर गरीब आपके साथ होता है। हर वह गरीब व्यक्ति, जिसके पास सुविधा नहीं है, उसको ऐसा लगता है कि हमारी लड़ाई आप लड़ें। आप कल्पना करिए कि आज पूरे हिमालय में यह स्थिति है। टनकपुर से बागेश्वर रेलों का सर्वे हो चुका है। पिछले तीन वर्षों में ऋषिकेश-कर्णप्रयाग का सर्वे हो चुका है, टनकपुर-बागेश्वर का सर्वे हो चुका है। रामनगर-चौखुटिया के बारे में आपने कुछ नया दिया। वह क्या दिया? आपने कहा कि हम उसका सर्वे कराएंगे। उसके लिए आपने किसी अमाउंट का प्रोविजन नहीं किया, कोई फंड आपने उसके लिए तैयार नहीं किया। लेकिन आज से कम से कम 10-12 साल पहले जो सर्वे हो चुके हैं, 1992 में बागेश्वर-टनकपुर का सर्वे हुआ था। अभी पिछले दो वर्षों में ऋषिकेश से कर्णप्रयाग का सर्वे हुआ है। आप कहते हैं कि रामनगर और चौखुटिया के लिए रखा है। लेकिन इसके लिए किसी फंड का प्रोविजन नहीं है। इसका सीधा अर्थ यह है कि वास्तव में यह केवल आंखों में धूल झांकना है, यह eye wash मात्र है। इसलिए मैं चाहता हूं कि जल्दी से जल्दी इस संबंध में कुछ सकारात्मक कार्यवाही करें। मैं चाहूंगा कि इस बजट में आप इस संबंध में कुछ करें। ...*(समय की*

घंटी)... महोदय, मेरे साथी कम समय ले लेंगे, मुझे बोलने दीजिए।...(व्यवधान)... आपने पूर्वोत्तर क्षेत्र रेल विकास निधि...(व्यवधान)...

उपसभाध्यक्ष (प्रो. पी.जे. कुरियन) : कोश्यारी जी, आपकी पार्टी के 11 स्पीकर्स हैं, यही प्रॉब्लम है कि एक घंटा बचा है और 11 स्पीकर्स हैं। आपने 10 मिनट ले लिए हैं। आप दो मिनट में खत्म कर दीजिए।

श्री भगत सिंह कोश्यारी : महोदय, आपने पूर्वोत्तर क्षेत्र रेल विकास निधि आपने बनायी है। क्या मैं यह अपेक्षा कर सकता हूँ कि आप यहां इसी प्रकार से हिमालय क्षेत्र रेल विकास निधि बनाएंगे? अगर आप ऐसा करेंगे तो मैं समझता हूँ कि पूरा हिमालय आपको आशीर्वाद देगा। यहां पर बद्रीनाथ है, केदारनाथ है, गंगा आती है। मैं कहना चाहता हूँ कि वास्तव में आज मनुष्य चन्द्रमा तक पहुंच गया है। आपके रेलवे के अधिकारी कहते हैं कि It is economically not viable. मैं आपसे कहना चाहता हूँ कि हम चन्द्रमा पर जा सकते हैं, उसके लिए खरबों रुपया खर्च कर सकते हैं, वहां आदमी को भेजने की कोशिश कर सकते हैं लेकिन हमारे पहाड़ों में - चाहे उत्तराखंड हो, चाहे मिजोरम हो, चाहे अरुणाचल प्रदेश हो - अगर हम वहां ट्रेन नहीं पहुंचा सकते तो इसका अर्थ यह होगा कि चन्द्रमा पर जो आदमी भेज रहे हैं, वह निरर्थक है, उसका कोई अर्थ नहीं है। इसलिए मैं चाहता हूँ कि आप हमें जल्दी से जल्दी इस संबंध में कोई आश्वासन दें। महोदय, जो क्षेत्र मैंने बताया है, उनके अलावा चोरगल्या, सितारगंज, खटीमा तक टनकपुर रेल आप जल्दी से जल्दी बना दें। इसके अलावा बरेली से पीलीभीत-टनकपुर को आप बड़ी रेल लाइन बनवा दें। रुड़की-हरिद्वार में नई लाइन बिछाने का कष्ट करें। साथ ही देहरादून और काठगोदाम को वर्ल्ड क्लास स्टेशन बनाने के लिए शामिल करें। हमारे उत्तराखंड में तो मॉडल स्टेशन भी नहीं रखे हैं। ऐसा लगता है कि हम उसमें आते ही नहीं हैं क्योंकि हम पहाड़ी हैं, पिछड़े हुए हैं।

रेल मंत्री (कुमारी ममता बनर्जी) : महोदय, आपकी इनफॉर्मेशन के लिए मैं बताना चाहती हूँ कि undeveloped area को हम लोग जोड़ना चाहते हैं। You will appreciate कि अभी जो प्रोजेक्ट्स पेंडिंग हैं, उनमें 2 लाख 70 हजार करोड़ रुपया चाहिए। हमें करने में कोई ऐतराज नहीं है। I can do within a time. मुझे कहने में कोई ऐतराज नहीं है कि इसको टाइम बाउंड में कर लो। लेकिन अगर रुपया नहीं है तो कैसे करेंगे? इसलिए, if your State is interested तो आपके क्षेत्र के लिए, जैसे मुम्बई रेल विकास कारपोरेशन बनाया है, रेलवे ने मदद की, अगर आपकी स्टेट करना चाहती है तो हम लोग इसका स्वागत करेंगे।

श्री वीरेन्द्र भाटिया : रेलवे तो लाभ में चल रही है।...(व्यवधान)... We have been informed that the Railways is in profit. ...(Interruptions)...

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): You will get time. When you get time, ...(Interruptions)...

श्री बलबीर पुंज (उड़ीसा) : लालू जी इतना रुपया छोड़ गए हैं, उसका क्या हुआ?

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): No, no, no. Nothing will go on record except Mr. Koshiyari.

SHRI VIRENDRA BHATIA: *

श्री बलबीर पुंज : लालू जी इतना रुपया छोड़ गए।...(व्यवधान)...

*Not recorded.

SHRI RAVI SHANKAR PRASAD: Lalu Prasadji talked about Rs.90,000 crore profit Budget. Therefore, you should compare about. Therefore, resources crunch ought not to be pleaded with respect to ...*(Interruptions)*...

THE VICE-CHAIRMAN (PROF. P. J. KURIEN): No. ...*(Interruptions)*... Please stop. ...*(Interruptions)*... You can use your party's time. ...*(Interruptions)*... No cross talks. ...*(Interruptions)*...

कुमारी ममता बनर्जी : हमको डिपार्टमेंट चलाना है, इसलिए सब कुछ देखना पड़ेगा। ...*(व्यवधान)*...

THE VICE-CHAIRMAN (PROF. P.J. KURIEN) : No, Minister. ...*(Interruptions)*.. Please take your seats. ...*(Interruptions)*... Nothing is going on record. ...*(Interruptions)*...

SHRI BALBIR K. PUNJ : *

THE VICE-CHAIRMAN (PROF. P.J. KURIEN) : That will not go on record. Only Koshiyari's words will go on record. *(Interruptions)*... Please. This is not allowed. ...*(Interruptions)*... You can use your time. ...*(Interruptions)*...

SHRI BIRENDRA PRASAD BAISHYA (Assam) : *

THE VICE-CHAIRMAN (PROF. P.J. KURIEN) : Birendraji, you can use your time. Don't intervene. Okay please.

श्री भगत सिंह कोश्यारी : मैं अपनी दो-तीन मांगें और रख रहा हूँ।

THE VICE-CHAIRMAN (PROF. P.J. KURIEN) : No. You have taken more time. ...*(Interruptions)*...

श्री भगत सिंह कोश्यारी : मान्यवर, मेरे बीच में दो-तीन लोग और बोल गए।

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): No. You have only six minutes. You have taken twelve minutes. No, please. ...*(Interruptions)*...

श्री भगत सिंह कोश्यारी : मान्यवर, मुझे दो मिनट में अपनी बात खत्म करने दीजिए, क्योंकि बीच में बहुत लोग बोल चुके हैं।

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Instead of six minutes you have taken twelve minutes. ...*(Interruptions)*...

श्री भगत सिंह कोश्यारी : मैं चाहता हूँ कि हर मुख्यालय पर हर एक जगह पर, धार्मिक केन्द्रों पर पी.आर.एस. स्टेशन हों, देहरादून, हल्द्वानी में रेलवे अस्पताल बनवा दें और देहरादून में डी.आर.एम. ऑफिस हो, दिल्ली-देहरादून व दिल्ली-काठगोदाम में जो आपके गरीब रथ चलते हों, उनको चलाएं। दिल्ली-काठगोदाम के लिए आप एक शताब्दी ट्रेन अवश्य चला दें।

*Not recorded.

3.00 P.M.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN) :Please, Koshyariji.

श्री भगत सिंह कोश्यारी : मांगें तो बहुत सी हैं, परन्तु माननीय उपसभाध्यक्ष जी कह रहे हैं कि जल्दी से खत्म करो। बस, मैं केवल इतनी ही बात करके खत्म करता हूँ कि माननीया रेल मंत्री जी, हमारे भागीरथ गोमुख से लेकर गंगा सागर तक गंगा लाए थे। मैं माननीया मंत्री जी से निवेदन करता हूँ कि वे बंगाल में हैं, गंगा सागर में रहती हैं, इसलिए गंगा सागर से लेकर के गोमुख तक अगर वे रेल चला देंगी तो आपका नाम इतिहास में भागीरथ की तरह से होगा। बहुत-बहुत धन्यवाद।

DR. T. SUBBARAMI REDDY (Andhra Pradesh): Mr. Vice-Chairman, Sir, I rise to support the Railway Budget presented by Didi Mamataji. I must say that she is really remarkable that within one month, after taking over the charge, she has given a wonderful Budget. She has covered everything. In fact, she has borne in mind inclusive development and growth and she has also taken pains to expand the railway sector in every corner of the country. What is also important is that she has given top priority to *aam admi*, social viability and social sector. It is a known fact that the UPA Government committed to the common man's benefit. Our leader, Madam Sonia Gandhi, as also our Prime Minister, Dr. Manmohan Singh, and our Government are very particular that every sector and every Ministry should work for the welfare of the common man, without causing any burden and without increasing the charges, Mamataji has formulated the Budget in such a way that, firstly, she could please every section of the society, the students, the youth, the *mahilas*, the Press people, the poor people, the labour class. Everybody is given benefit.

Yesterday, the Leader of the Opposition, Shri Arun Jaitley, spoke for one hour. But I was surprised that he could not compliment any of the good points even for five minutes. He was only struggling about how best he could attack her. The Railway Minister said that she would give a White Paper about the financial position of the Railways. What is wrong in that? I can't understand. She wants more transparency. Proposing to give a White Paper doesn't mean that she is against the former Minister Laluj. It is absolutely wrong. I would like to mention that in both the Houses some people belonging to the opposition parties are trying to "spread rumours that Laluj has boosted the profit, the benefits and the financial position. It can't be totally correct because no Cabinet Minister can do and undo things in financial matters. The Railways is a big Government Department. There are Accountant-Generals, financial people, financial advisors, directors, etc., and there are so many other things. No Minister can say -ऐसा कर लो थोड़ा, 5 लाख बढ़ा दो, It is not possible. I cannot imagine hon. Members of Parliament finding fault जो कमा रहे हैं, उसको boast किया है। It is totally absurd. Mamataji wants to be transparent. She is a straightforward person. Yes, I would like to have 'White Paper' to see what is the factual information. There is nothing wrong in that. I can assure you that whatever was done by the UPA Government in the last five years was perfectly all right. Yesterday, Shri Arun Jaitley was talking about malls, multi-complexes, hotels, etc. in railway stations. He wanted to know how far it was correct. I would like to clarify it. Mamataji. has said that in a different spirit. Mamataji wants to lead this country in the 21st Century as one of the great countries in the world. We must see the international standards. We must see some big cities like Mumbai, Delhi and other cities. She says, 'world-class railway stations of international standards'. What does it mean? International standard means, they will allow the entrepreneurs to come forward and invest money to have various facilities such as malls, commercial centres, hotels and so many other facilities, which

was actually started by Lalaji. She wants to accelerate that process. It does not mean that she is proposing to put up malls and hotels, it is not correct. It has been misinterpreted and misunderstood by the Opposition Party.

Then one more point was raised by Shri Arun Jaitley. Mamtaji has said this rightly that, on the one side, you are saying that please do not increase freight and, on the other hand, you want me to give you more trains. She has got no magic wand. If you say '*Jai Patal Bhairavi*', it would not come. It means, if you think of one spiritual power to come and give you what you want, it will give you billions of rupees,' it is not possible. She has to create resources and spend money for these things. She has said that the Railways has got valuable land all over India. As Shri Arun Jaitley said, there is 246 acres of land in New Delhi Railway Station. I cannot understand if they say that that land has no value and you cannot raise money. How is it possible? He also talked about PPP. It does not mean that the land has no value. She can raise money. Therefore, she has got to do some exercise. She wants to raise money through the land which belongs to the Railways, she wants to raise money through bonds for which the Finance Ministry has agreed. Therefore, I would like to say that in a democratic country the people should feel happy. If any good thing is done, all must appreciate that. At the same time, we must also bring to her notice, यह ठीक नहीं है और अच्छा होता और होना चाहिए। For name's sake you should not say, नहीं-नहीं कुछ नहीं है। निराश हो गए, यह ठीक नहीं है। That is totally wrong.

Now I come to non-stop trains. Starting a non-stop trains is a challenge. It is a new thing. Firstly, it will start from Delhi to Mumbai. Some people are saying, "How can a train go non-stop"? It does not mean that the train would not stop anywhere. The problem is, if a person goes to a far away place, there are hundreds of stations in the way and he gets tired. She wants to give a new facility to the people of India by introducing non-stop trains. It is a wonderful idea. We must experiment this. It is a challenging thing. She also wants to introduce double-deck trains like olden days double-deck buses in order to connect small cities with big cities. It is a wonderful thing.

She is very much concerned about good quality of food, आप भी कभी ट्रेन में गए होंगे, कितनी गंदगी होती है, टायलेट्स बहुत गंदे होते हैं। We cannot bear it. It is a big punishment to the people. She wants to concentrate on giving best quality of food and best drinking water. She also wants to introduce the latest mechanisation and technology. She is very much concerned about cleanliness. Of course, every Minister wanted it. Lalaji also wanted cleanliness. Now she is taking it as a challenge. I would request her to assure in her reply that she will personally monitor it and take it as a challenge that the railway system is transformed into the best quality system. Then the people will feel proud of you. It will be a great contribution if she can really get it implemented and take care of cleanliness, besides telling this in the budget. How did she get this idea? A coolie gets Rs.1,500 per month. He cannot afford to travel by train. He struggles to go anywhere. He goes by bicycle, etc. She has given, for the first time, a concession of Rs.25 per month, which is less than Re.1 per day. We must appreciate it.

'Yuva' trains, that she has introduced, is the first of its kind for the youth. She wants to introduce two trains, and she has also fixed nominal rates, say, Rs.299 up to a distance of 1500 KMs and Rs.399 up to 2500 KMs. This is also a welcome factor. At the same time, I would request her that she must monitor things closely, at least, every quarterly, and she must have a committee to oversee all these things. And, Sir, she is bothered about everybody's interests. On the one side, she is concerned about the interest of the people; on the other side, she is concerned about the welfare of her 14-15 lakh employees. She wants to build more houses. This is really a welcome factor. One more thing I must say is that in India, as of now, there is a demand for 11 lakh reserved seats every day. But, as per the statistics, we are having only 9 lakh reserved seats. So, there is a gap of 2 lakh seats. The hon. Minister is planning to introduce at least 100 trains, and also have more extensions of trains in future. This is also a welcome factor. She wants to see that, in future, there will not be any gaps at all, and the people will be able to travel comfortably. Introduction of 57 new trains and 27 extensions, and increasing the frequency of 13 trains are all welcome factors. I first admired Lalaji for bringing the Garib Rath. It was running *via* Visakhapatnam for four days in a week. Now, the present Minister has gifted us by increasing it to all the seven days. Apart from increasing the frequency of trains, she is introducing 7 new lines, gauge conversion on 17 lines and doubling of 13 lines. Therefore, what I would like to say is that she has taken pains to take care of everything. She is bothered about the security; she is bothered about medical care. She is bothered about the cleanliness. She is bothered about everything relating to the common man. She wants to see to it that the common man gets everything. Of course, some hon. Members have raised the question of punctuality. The hon. Minister is very much firm on it. She will not spare unpunctuality. She is a person, who is very emotional, but after becoming a Minister, she is now very cool. I know her from 1996, when she was my colleague in the Lok Sabha. She used to speak emotionally; she used to enthral the Members and make them spell-bound by her speech. Now, in the seat of the Minister, she wants to deal with everybody emotionally, while at the same time, being cool. She wants to make everybody happy. This is a great transformation of her personality, from an emotional Mamataji to a cool Mamataji. She is committed to her work. Her job is not to find fault with anybody. She has respect for Lalaji. She welcomes things that were done during his regime. She has not spoken ill will of anybody. It is only the people who are spreading this propaganda. She only has a one-point formula, that is, Aam Aadmi, the common man's happiness. The world should proudly feel that the Indian Railway system is No.1 in the world. That is her goal; that is her dedication. And the entire House appreciates her efforts. Now, coming to the point...

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): You were not, so far, to the point, is it?

DR. T. SUBBARAMI REDDY: Now, coming to the point relating to Andhra Pradesh, though it is not possible for her to please everybody, I want to be rational in my speech. I want to speak

cautiously, consciously and judiciously. What I would like to say is that in Andhra Pradesh, there is a big feeling that even though it is one of the biggest States in the country, and we have 47 MPs, the Lok Sabha and the Rajya Sabha put together, and the State well connects the Northern and Southern parts of the country, Andhra Pradesh has not been given its due share. People generally feel that the Railway Ministry, not only of the present Government but also of the previous Governments, has done a great injustice to the State. Somehow, there is this misunderstanding. We cannot blame her for this; she has hardly been here for a month and she would not have been able to look into the demands of the State. But I am hopeful that, in course of time, she will be able to solve all the problems pertaining to the State.

Sir, Visakhapatnam is the city of steel plant in Andhra Pradesh. The Waltair Division at Visakhapatnam caters to nearly 100 trains every day. Its income is Rs.2859 crores. The areas connected by this Division are Visakhapatnam, Vizianagaram, Srikakulam and the East Godavari District. It is very important. But today it is with the East-West Railways, that is, Bhubaneswar. The people have been requesting for years now that either a new zone should be given for Visakhapatnam and, if that is not possible, it should be merged with the South-Central Railway. This is also the demand of the employees because 99 per cent of the employees are the local people. ...*(Interruptions)*... I will finish in another five minutes, or, ten minutes, Sir.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): No, no. Only two minutes.

DR. T. SUBBARAMI REDDY: Okay, Sir, Therefore, my request is, सब फेल हो गये, ममता जी फेल नहीं होनी चाहिए। यह करना चाहिए, merger of the Waltair Division. The bureaucrats will first say, "No, no. Sir, it is not possible", or, the Board Members will first say, "It is not possible; we cannot bring this integration". Well, where there is a will there is a way. Similarly, I am grateful to her that she has introduced a new train from Vishakhapatnam to Secunderabad-Adilabad. That is welcome. But she has given it only on two days. I request her to make it a daily train. I am not saying that she should do it tomorrow, but I would expect that it is done in the course of this year. There is a heavy demand for this, Madam. Then, there has been a demand for the last five years for an overnight train from Visakhapatnam to Chennai. Sir, Chennai is a very important city. It is one of the most important cities in the country. I am sure all our Tamil friends here will agree. Madam, it will give a big boost to the people of Chennai also. This may please be considered. Then, Sir, eleven projects costing Rs.6,000 crores had been sanctioned; but for the last ten years nothing has happened. Of course, we can't expect the entire amount of Rs.6000 crores to be given in one go. But please consider and expedite it. Then, sanctioning of new lines for Cuddapah-Bangalore-via-Madnapalli is very important. The Andhra Pradesh Government is prepared to share fifty per cent of the cost, Madam. If that is the case, the Railway Ministry must come forward to share the burden of the balance amount. Similarly,

for Nandipuri and Srikalahasti lines also, the State Government has agreed to provide funds, as also Bhadravati-Kovvuru line. Similarly, there are proposals for eleven other trains, the details of which have been given to her. These may be considered. Also, the new passenger services that our State Government has requested should be provided. Similarly, more daily express trains, including extension of commuter trains, should be considered. Then, the Andhra Pradesh Government, the hon. Chief Minister, the Members of Parliament from A.P. and various other people have been requesting for an overnight superfast train between Hyderabad and Bangalore. Madam, you must seriously consider it. It may please be implemented immediately, not tomorrow, but in course of time. It is very important. Similarly, from Hyderabad to Adilabad, an overnight express train should be introduced. Secunderabad-Hyderabad-Ahmedabad via Nizamabad sector is also very important. Madam, the Tirupati Temple, Lord Balaji, will bless you with full powers, if you introduce an intercity daily express train between Visakhapatnam and Tirupati. रेलवे मिनिस्ट्री एकदम अमीर बन जाएगी with the blessings of Lord Balaji. ...*(Interruptions)*...

कुमारी ममता बनर्जी : हमने बनाई?

डा. टी. सुब्बाराजी रेड्डी : आपने मिनिस्ट्री अमीर बनाई। From the Ministry side, whatever is being expected, including land and other things, everything will be provided. Lastly, Sir, I would like to ask my friends as to what is wrong in the proposal to have a 1000 MW power projects? She proposed 1000 MW power projects. Mr. Arun Jaitley asked why it was needed. Sir, Railways are a vast organisation. You must appreciate the fact...

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Over. ...*(Interruptions)*... Over. ...*(Interruptions)*... It is okay.

DR. T. SUBBARAMI REDDY: Therefore, I support it. In conclusion, I call upon Mamataji to examine these proposals and to keep in mind the demands of the people of Andhra Pradesh which we, the 33 MPs from Andhra Pradesh, have given unanimously. I know that you cannot do it overnight. But whatever best you can do immediately, please do that and do the rest in due course of time. Once again, may Lord Balaji give you a lot of strength लोकोत्तरायण संगठना निरुपमाना सन्निवेशा निरुपदया।

SHRI P. RAJEEVE (Kerala): Mr. Vice-Chairman, Sir, at the outset, I would like to support some of the proposals in the Railway Budget of 2009-10. Sir, first among these is the proposal to introduce Monthly Season Ticket of Rs.25 for unorganised sectors with monthly income not exceeding Rs. 1,500. And also, I support the increase in concessions to the students and introduce new trains for youth and women. I also support the special recruitment system for minorities and the Scheduled Caste and Scheduled Tribe communities. It is appreciable that the passenger and freight charges are not increased. It is a welcome step that the Minister has proposed some changes to the Tatkal Scheme. Respected Leader of the Opposition, Shri Arun Jaitley has criticised the Tatkal Scheme. I would like to add one more point. At present, the Tatkal booking is extended up to 30 per cent of the

regular reservation system. This should be changed at the earliest. I request, through you, Sir, as a first step, it should, be reduced to 10 per cent. But, Sir, the major thrust of the Budget is privatisation. The Indian Railway is one of the largest Government-owned railways in the world and it is the great symbol of unity and integrity of the nation. The importance and impact of the Indian Railways to the country's socio-economic development need no reiteration. The public structure of the Railways is the product of our independence. The Indian Railway which had earlier been managed by the combination of private and Government-owned companies was reconstituted and became an exclusive monopoly of the Government of India. This approach was changed from 1991. Now, this Government is rigorously trying to intensify the privatisation process in all sectors. The Railway Budget is not an exception and, in fact, it is the clear indication of this.

Sir, according to the Budget Speech of the hon. Railway Minister, all new projects are being started in the Public-Private Partnership. That is the privatisation through back door. Many of the hon. Members have already raised this issue. So, I do not like to take more time on this.

Sir, we have no opinion against the utilisation of private capital for development. But, it should not be in strategic sectors. It should not be wherever it is not necessary. In 2008-09 Budget Speech, the then Railway Minister had tried to compare the Indian Railway with the Fortune 500 Companies of the world. And it is an establishment working as the backbone of our country. The hon. Railway Minister happened to state that 'I am firmly committed to the visible upliftment of the downtrodden and under privileged which is imperative for holistic socio-economic development of the country.' How can the Government justify these words by using privatisation as the major thrust of development? This is a way of misleading the nation and the common man. I request that, at any cost, Railway should be continued in the public sector.

Sir, all of us are aware that we are in an era of global economic crisis. Most of the MNCs and capitalist countries are crying for more public investment and for nationalisation. We know the General Motors, which was once considered as a model of capitalism in the world, is now in the process of nationalisation. At this juncture, our hon. Railway Minister is expecting more private capital and on the basis of that she had announced so many huge projects. Actually, in her Budget Speech, she has admitted that the mobilisation of private capital is difficult. Out of Rs.3,400 crores, only Rs.100 crores materialised. Contrary to this reality, this Budget expects more private investment which would only remain as a dream unfulfilled. Private capital would not be ready to invest in long-term infrastructure projects in the era of recession.

Sir, I would like to invite the kind attention of the august House to the present financial position of the Indian Railways. The decline in cash reserves was mentioned by many Members. I would not like to elaborate this point. The operating ratio is increasing from 88.3 per cent in 2008-09 to 92.5 per cent in this Budget. All of us are aware that the increase in operating ratio means that there should be a decrease in cash reserve; so, the Government should answer to this unprecedented situation. Was it a play of figures by the then Railway Minister? Irrespective of whether Lalujji or Mamataji is the Railway Minister, it should be the duty of the Government, under the leadership of the same Prime Minister, under the leadership of the same party, to apologise to the House and the country for misleading the House by using figures. The evaporation of crores of rupees on dividend to the exchequer should be answered very seriously.

Hon. Minister has specifically stated that a White Paper would be published regarding the funds of the railways for the last five years. Then, the hon. Prime Minister should say who is right – the existing Railway Minister or the former Railway Minister. Sir, I would like to invite the attention of the House on a serious issue, that is, manpower shortage. The Minister has apprised the role of 14 lakh employees. Actually, it was 13.94 lakh employees in 2007-08. In 1991, the total number of railway workers was 16.51 lakhs. That is a sharp decline of 15.5% of employees within 18 years. In these years, the operation of the railways in all aspects was increasing, in a huge manner. But, contrary to this, the number of workers was decreasing. The proposal made by the Railway Minister regarding special recruitment is welcome. But, she has not informed the existing vacancy. That is around 2 lakhs! Nothing is being done. At the same time, there is a tendency towards outsourcing in this Budget. The actual objective of most of the new schemes is really outsourcing. This is against the assurance given to the House; it was specifically stated that the interests of the workers would be protected. How can we ensure safety in the railways when workers are compelled to work for more than 10 hours or 12 hours? Everywhere, the working hours are reduced to 6 hours. Now, our railway workers are working for more than 10 hours, actually 12 hours. More than 90 per cent of the workers are working for 12 hours a day.

Sir, many announcements in the Budget are mere repetition of the previous Budgets. Development of stations as world-class stations was promised not only by the UPA Government but also by the NDA Government. Some times it was 26 stations and some times it was 50 stations; that is the only difference. But all these promises remain on paper only. The same thing has happened in the case of green toilets, freight corridors, etc. This practice was seriously criticised by the Standing Committee on Railways in many of its reports. In 2007-08 report, the Committee had criticised the Ministry for the delay in execution of priority project, the dedicated freight corridor, which was lagging for more than six years at that time. The same criticism was done for the delay in signalling and telecommunications work implementation. This delay in implementation of projects was reflected in the growth of the Indian Railways.

The comparison between the British period and the Independence period has been done by so many hon. Members. I would like to add one point. An average of 572 kms. of line per annum was added in the British period while we could add only 166 kms. per annum since Independence. Similarly, the average speed of express trains is approximately 26 kms. per hour whereas in other countries trains are running more than 100, 200, 250 kms.

Sir, I would like to point out some confusion created by this Budget. Regarding the utilisation of the optic fibre cable network, the hon. Railway Minister has stated in the Budget Speech, 'I had announced in 2001-02 Railway Budget laying of optic fibre cable network for commercial utilisation. After eight years, I find little progress. Hence, Madam, I propose to constitute an expert committee.' But, contrary to this, in Railway Year Book 2007-08, which was circulated along with the Budget document, it is stated, 'Of the 42,000 route kilometres of optical fibre cable (OFC) network targeted for commissioning by 2008, 28,100 kms. of OFC has been laid already.' ...*(Time-bell rings)*... Sir. it is my maiden speech.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Is it your maiden speech? Sorry, I did not know that. ...*(Interruptions)*... I am sorry. Nobody told me about it. ...*(Interruptions)*...

SHRI P. RAJEEVE : '...RailTel has earned gross revenue of Rs.216 crores and net profit of Rs.57 crores during 2007-08 by commercial use.' I would like to know from the hon. Minister which statement is right and which is wrong. If it was actually implemented, then, where is the need for this Expert Committee? I request, through you, Sir, that the proposal for Expert Committee has to be withdrawn. There was an announcement in the budget speech that concession of 30 per cent to Press correspondents would be increased to 50 per cent. Already the Press correspondents are availing of the 50 per cent concession except in Rajdhani and Shatabdi Express trains. In all trains, they are availing of 50 per cent concession now. The only change would be the abolishment of coupon system and annual concession to wife. I request to extend this concession to their minor children also. While presenting the 2008-09 budget, the then Railway Minister had stated that the Government would prepare a Railway Vision Plan 2025 document within six months, which would present new ideas and new initiatives in a novel manner. And also there were proposals for innovation promotion group, set up a strategic business unit and formulation of information technology vision 2012. What has happened to all these proposals? Nothing could be found out from the budget speech. The Government under the leadership of the Same Prime Minister and under the leadership of the same party should reveal the status of these proposals. Now I am coming to the comparison with Plan objectives. Now we are in the third year of Eleventh Plan. The thrust areas identified were capacity accumulation, improvement in operations and productivity augmentation and increase in market share in both bulk and non-bulk freight traffic. But the allotment for the development side is very low in this budget. The demand for doubling, three and four lanes remains

unheard. In this budget, it is only 3 per cent to the development fund. Sir, there is only a meagre increase in the Plan outlay from Rs.36336 crores for 2008-09 to Rs.40700 crores for 2009-10 whereas the world over more thrust is given for railways development as a measure to overcome economic recession and job loss. This matter should be considered in this budget also. Sir, I would like to bring to the attention of this House certain things regarding my own State Kerala. The prime demand of the Kerala State is the formation of a Peninsular Railway Zone with Headquarters in Kerala. It is a well-established fact that the need and geographical sprawls of Kerala are entirely different from the neighbouring States. Therefore, the demand for a separate zone is thoroughly Justified. We had certain expectations in this budget since the Minister of State for Railways is from our State. But we regret to say that nothing was done in this regard. We were very grateful to the last Government for announcing a new coach factory at Palakkad but nothing has been mentioned in this budget and we could not find any allocation for the coach factory in this budget.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI E. AHAMMED) : Sir, the land, which the State Government has offered free of cost, is still not made available to the Government.

SHRI P. RAJEEVE: Thank you. The State Government is ready to acquire the land after a consensus among all political parties. We are trying for it. I thank you for informing that the process is going on. I said it because we had the bitter experience. So I would like to take this opportunity to mention about this coach factory. In the eighties' we got an announcement about a coach factory but later it was shifted to another State. That is why I was compelled to mention this, Sir. Thank you, Sir. This is the same situation with regard to wagon factory. In the budget of 2007-08, an announcement was made for setting up a wagon factory in Kerala as a joint venture company with the Steel Industries Kerala Limited. It is shocking that nothing about it has been mentioned in this Budget. I have a suspicion that there is a step-motherly approach to Southern Railway. It should be addressed. The doubling of lines and electrification is the major demand for development of railway in Kerala. But this issue was not properly addressed in this Budget. I request the hon. Minister, through you, Sir, to allocate sufficient funds for the electrification and doubling of lines. Actually, the major section of electrification left out in Kerala is the Shornur-Mangalore section. The State Government of Kerala has introduced a package to improve the backwardness of this *erstwhile* Malabar region. I request you to allot sufficient funds for electrification process. In doubling, only twelve kilometres were left for completion of this process. Actually the officer in charge of doubling is working in Chennai and his office is at Calicut. How can we finish the work within the time frame? The hon. Minister of State should intervene in this. I request him, through you, Sir. There was an announcement of Adarsh Station in this Budget. This year, 375 stations are being included and 309

stations were already announced. Unfortunately, not a single station from Kerala was included in this list. I request the Minister, through you, Sir, to include sufficient stations in Kerala in Adrash Station system. The Government of Kerala has already presented a proposal in the ROB, *i.e.* it is ready to take up the responsibility to build ROB and sufficient funds should be allotted by the Centre as its share in advance. We demand for Rs. 100 crores as advance payment of the Central share. I request the hon. Minister to consider this in a positive manner. I am grateful to the hon. Minister for allowing new trains to Kerala, including Non-Stop trains. But three trains announced in this Budget are the same as that which was announced in the last Budget.

SHRI E. AHAMMED : Already one non-stop train has been declared for Kerala and there are seven other trains. So it comes to eight trains for Kerala.

SHRI P. RAJEEVE: Thank you, Sir. I said, new trains to Kerala including non-stop trains, not excluding, but including. Thank you. But three trains announced in this Budget are the same as that which was announced in the last Budget. For example, Bilaspur-Tirunelveli *via* Thiruvananthapuram Express was the first in the list of new trains which had been announced in the Interim Budget. The same has been announced in this Budget also. Before this Budget the State Government has submitted their Memorandum to the Minister to allow Memu for Kerala and to finish the surveys, including Calicut, Angadipuram and Mysore. So many surveys are pending. We have already submitted a Memorandum to the Ministry for wage conversion in case of vacancies of several trains, including Garib Rath. I request the hon. Minister, through you, Sir, kindly consider the genuine demands of the State of Kerala. With these words, I conclude. Thank you.

THE VICE-CHAIRMAN (PROF P. J. KURIEN): Thank you, Mr. Rajeeve you have made a lot of good points for Kerala in your maiden speech.

श्री वृजभूषण तिवारी (उत्तर प्रदेश) : महोदय, रेलवे को इस देश की लाइफ-लाइन कहा जाता है और मैं समझता हूँ कि यह सबसे सस्ता और *echo-friendly* यातायात का साधन है। इसलिए इस महत्वपूर्ण साधन पर चूंकि सभी माननीय सदस्य जुड़े हुए हैं, सभी ने अपनी-अपनी बात कही है।

महोदय, मुझे केवल कुछ बातों की तरफ आपका ध्यान आकर्षित करना है। माननीया रेल मंत्री जी ने अपने बजट भाषण में यह सही कहा कि हमारा ध्यान और हमारी प्राथमिकता विशेषकर उन इलाकों पर है जोकि पिछड़े हैं। मैं इस संबंध में कहना चाहूंगा कि उत्तर प्रदेश और विशेषकर पूर्वी उत्तर प्रदेश का हिस्सा उद्योग व यातायात की दृष्टि से बहुत ही पिछड़ा हुआ है। दूसरी बात यह है कि उस इलाके में गरीबी और बेरोजगारी के कारण वहां से बहुत बड़ी तादात में लोगों का *migrants* होना है। वहां से इनकी बहुत बड़ी संख्या देश के दिल्ली, कोलकाता व मुंबई जैसे बड़े शहरों में काम के लिए आती है। गोंडा से गोरखपुर के बीच आमान परिवर्तन की मांग बहुत दिनों से की जाती रही है। इस लाइन का सर्वे भी किया गया। सर्वे करने के बाद *token allocation* भी हुआ, यानी *token* पैसा भी दिया गया। तत्कालीन रेल मंत्री श्री नीतीश कुमार सिद्धार्थ नगर के मुख्यालय नौगढ़ रेलवे स्टेशन पर गये और उन्होंने बाकायदा इसकी घोषणा भी की कि बहुत ही शीघ्र इस लाइन का आमान परिवर्तन यानी इस छोटी लाइन को बड़ी लाइन में परिवर्तित कर दिया जाएगा। वह इसलिए भी बहुत महत्वपूर्ण है क्योंकि नेपाल उसी से मिला हुआ है। गोंडा और गोरखपुर के बीच में यह नेपाल का जो इलाका है, वह तराई का इलाका कहा जाता है। वहां पर यातायात का

कोई अन्य साधन नहीं है। दूसरी परियोजना गोरखपुर से नौतनवा की थी। जब श्री जॉर्ज फर्नांडिस रेल मंत्री थे, तब उन्होंने इसकी घोषणा की थी। गोरखपुर से नौतनवा का काम शुरू हो गया, परन्तु जो काम दो साल पहले पूरा हो जाना चाहिए था, वह आज तक पूरा नहीं हुआ। अगर यह काम पूरा हो जाता है तो केवल गोंडा से आनंद नगर के बीच में ही बड़ी लाइन की बात करनी होगी। इस समय दिक्कत यह है कि रेल के यातायात का काम वहां पर बिल्कुल ठप पड़ा हुआ है। लोगों को आने-जाने की बहुत ही दिक्कत है। अगर कोई लखनऊ आना चाहे तो वह नहीं आ सकता है और अगर कोई गोरखपुर जाना चाहे तो वह नहीं जा सकता है। इसलिए मेरी यह मांग है कि गोंडा और आनंद नगर के बीच अमान परिवर्तन की जो योजना है, उसे जल्दी से जल्दी पूरा किया जाए।

दूसरी बात यह है कि गोरखपुर से लखनऊ मेन लाइन है, जिसके दोहरीकरण की मांग भी बहुत दिनों से हो रही है। दोहरीकरण के परियोजना की शुरुआत भी हो गई है, परन्तु यह काम इतनी मध्यम गति से, इतना धीरे-धीरे हो रहा है कि आजकल ट्रेनें बढ़ जाने से ट्रैक पर बहुत ज्यादा congestion हो गया है। नतीजा यह होता है कि आप जितनी भी सुपरफास्ट या एक्सप्रेस ट्रेन चलाइये, वह पैसेंजर से भी खराब स्थिति में है। आप समय पर कहीं भी नहीं पहुंच सकते हैं।

तीसरी बात यह है कि लखनऊ से गोरखपुर तक तो विद्युतीकरण हो गया। परन्तु आप यह देखिए कि यह लाइन बिहार तक जाती है। अगर इस लाइन का विद्युतीकरण के साथ-साथ दोहरीकरण कर दिया जाए और लूप लाइन को ब्राडगेज में परिवर्तित कर दिया जाए तो जो congestion है, वह कम हो जाएगा और गाड़ियों का यातायात बढ़ जायेगा। फिर आप ज्यादा से ज्यादा ट्रेन्स बढ़ाकर स्थिति को ठीक कर सकते हैं।

आखिरी बात मैं यह कहना चाहता हूं कि एक बार ममता जी ने बहुत कही-इज्जत। आज आप इज्जत की बात क्या करते हैं? इज्जत केवल यह नहीं है कि आपने 25 रुपये का Seasonal Ticket दे दिया। इज्जत की स्थिति यह है कि अगर हम लोग वैशाली से जाते हैं या जो गाड़ी मुम्बई जाती है, उनमें दो-दो, तीन-तीन घंटे पहले गरीबों की लाइन लगती है। उसमें जीआरपी के जो लोग हैं, वे लोगों को अपमानित करते हैं, उनको मारते हैं और हर आदमी से लाइन में खड़े होने का 50 रुपये लेते हैं। अगर आप लाइन से बाहर हैं और फिर उसमें जाना चाहते हैं तो उसके लिए आपको 100 रुपये से लेकर 200 रुपये तक देने पड़ते हैं। लोगों को जिस तरीके से डिब्बे में भरा जाता है, उसकी आप कल्पना नहीं कर सकते। जो दो बाथरूम होते हैं, उनमें से एक में पैसेंजर्स भरे रहते हैं और दूसरे की यह हालत होती है कि आप किसी तरीके से उसमें जा सकते हैं। इतनी बड़ी जलालत और इतना बड़ा अपमान! इसके बाद आप यह कहते हैं कि आपकी आबादी बढ़ रही है! अगर आप गाड़ियां बढ़ा भी रहे हैं तो ए.सी. की गाड़ियां बढ़ा रहे हैं, सुपरफास्ट बढ़ा रहे हैं, लांग स्टॉप ट्रेनें बढ़ा रहे हैं। मैं यह कहना चाहता हूं कि ट्रेनों में जो जनरल कोच है, उसकी संख्या बढ़ाइये। उसमें ए.सी. का कोई डिब्बा न हो, केवल जनरल डिब्बा हो या बहुत हो तो उसके आप ए.सी. श्री टायर कर सकते हैं। आपको long distance की ऐसी गाड़ियों का इंतजाम भी करना पड़ेगा। इसके बाद मैं कहना चाहता हूं कि पहले railway stations पर चाय मिल जाती थी। आज आप देखिए कि हमारे यहां diabetes के मरीजों की तादाद लगातार बढ़ रही है। अब मंत्री जी ने और रेलवे के अफसरों ने यह कहा कि stations पर जो चाय बनती है इससे railway stations पर बड़ी गंदगी होती है, इसलिए अब उन्होंने किसी बड़ी कम्पनी की ठेकेदारी में चाय बनाने वाली मशीन्स लगा दीं। नतीजा यह है कि अगर कोई बिना चीनी की चाय पीना चाहे, तो उसे बिना चीनी की चाय उपलब्ध नहीं होती है।

खाने की क्वालिटी आप जानते ही हैं। पीने के पानी की जिम्मेदारी रेलवे की थी। मुझे याद है कि पहले गर्मी के दिनों में पानी पांडे, अस्थाई मजदूर, नियुक्त होते थे और उनके द्वारा पानी पिलाया जाता था, आज पानी पिलाने का कोई इंतजाम नहीं है और जो बोतल में पानी मिलता है, वह बहुत ही घटिया, बहुत ही गन्दा होता है और उसकी कोई प्रमाणिकता भी नहीं है। तो आप पानी की सुविधा नहीं दे सकते, खाने की गुणवत्ता बहुत ही खराब है और टिकट के आरक्षण के मामले में भी बड़ा fraud है। आपने देखा होगा अभी अखबारों में sting operation के बारे में आया था कि बहुत से लोग जो बिल्कुल आरक्षण नहीं कराते, उनके लिए तुरंत व्यवस्था हो जाती है। अब तो जब से ममता जी का निजाम बदला है, तब से MPs की चिट्ठियों पर भी आरक्षण नहीं मिलता। हमने एक दिन जाकर पूछा तो पता चला कि एक नया आदेश आ गया है। हम अगर टेलिफोन करना चाहें कि हमने यह request भेजी है, जो बहुत ही जरूरी है और इस पर ध्यान दीजिए, तो वहां का फोन ही नहीं उठाया जाता और रेलवे के आरक्षण अधिकारी ने बताया कि हमें यह निर्देश है कि आप कोई फोन attend नहीं करेंगे। तो आप फोन attend नहीं करेंगे, MPs की चिट्ठी पर आप आरक्षण करेंगे नहीं और जितने दलाल हैं, संगठित दलाल हैं, वे ऊपर से लेकर नीचे तक रुपया कमाते हैं, करोड़ों रुपए कमाते हैं और आरक्षण का नाजायज़ धंधा करते हैं। तो ये सारे प्रश्न हैं। आप लाख योजनाओं की घोषणा कीजिए, नए-नए संकल्प लीजिए, मगर जो वस्तुस्थिति है, जो जमीनी हकीकत है उसे देखना बहुत जरूरी है। इस यातायात के साधन को सस्ता करना पड़ेगा, इसे स्वाभिमानपरक बनाना पड़ेगा, गरीबपरक बनाना पड़ेगा, तब आप आम आदमी की जो माला जपते रहते हैं, बजट से लेकर रेलवे बजट तक, उसके लिए कुछ हो पाएगा। मैं कहना चाहता हूं कि आबादी बढ़ रही है तो आप coaches बढ़ाइए, trains बढ़ाइए, tracks बढ़ाइए और पैसा नहीं है तो पैसा लाइए, इसके लिए हम तो जिम्मेदार नहीं हैं। कभी आप कहते हैं कि इतने हजार करोड़ रुपए का मुनाफा हो गया और कभी आप कहते हैं कि हमारे पास पैसा नहीं है। तो यह हमारी जिम्मेदारी नहीं है। जो आवश्यकताएं हैं, चुनौतियां हैं और बदईतजामी है, उसको आप ठीक करिए।

इन्हीं शब्दों के साथ मैं अपनी बात खत्म करता हूं। बहुत-बहुत धन्यवाद।

श्री आर. सी. सिंह (पश्चिमी बंगाल) : सर, मैं मंत्री महोदया को बधाई देना चाहता हूं कि उन्होंने कम से कम पश्चिमी बंगाल को तो दरियादिली दिखाई। ...**(व्यवधान)**... इसके पहले पश्चिमी बंगाल की काफी उपेक्षा हुई है। यह सच है कि NDA के समय हम लोगों को ममत्व नहीं मिला था, अब की बार ममत्व मिला है। पश्चिमी बंगाल को नई trains दी गई हैं, जिनमें चार 'दूरान्त' trains शामिल हैं, 22 नई लाइनें दी गई हैं, 6 विश्वस्तरीय stations दिए गए हैं,। पश्चिम बंगाल को 181 आदर्श स्टेशन्स दिए गए हैं, 4 multi functional complexes दिए गए हैं और इसके साथ रेलवे लाइन का दोहरीकरण का भी प्रावधान है। मुझे इस बात का थोड़ा डर लगता है कि कहीं यह बजट केवल चुनावी घोषणा तो नहीं है, क्योंकि इससे पहले भी इस तरह की बहुत सी बातें आई थीं। अभी 825 परियोजनाएं लंबित पड़ी हुई हैं, जिनके लिए धन आबंटित किया गया है, तो कहीं यह दिखावा तो नहीं हो रहा है? अगर ये परियोजनाएं सचमुच में लागू होंगी, तो हमें इस मायने में काफी खुशी होगी। मैं माननीय मंत्री महोदया से कहना चाहूंगा कि वे एक time bound programme की घोषणा करें। जो परियोजनाएं इन्होंने दी हैं, ये ऐसी घोषणा करें, जिससे इनको समयबद्ध तरीके से पूरा किया जा सके। इससे सिर्फ यह साबित न हो कि हम लोग राजनीतिक लाभ लेने के लिए इस तरह से बजट घोषणा हाउस में लाते हैं।

उपसभाध्यक्ष महोदय, मैं अपना भाषण लंबा नहीं करना चाहूंगा, क्योंकि मैं जानता हूं कि मेरा समय कम है, लेकिन coal मेरा प्रिय विषय रहा है, जिसके बारे में मुझे थोड़ी जानकारी है। मैं मंत्री महोदया का ध्यान इस ओर

आकर्षित करना चाहूंगा कि coal products की जो total value होती है, उसका 50 परसेंट coal को मिलता है, 41 परसेंट रेलवे, ढुलाई करने के लिए ले लेती है और 9 परसेंट royalty cess में चला जाता है। मंत्री महोदया को coal का freight rate कम करना चाहिए, जिससे कि जो कंपनियां घाटे में चल रही हैं, वे उससे उबर सकें। मैं दूसरी बात कहना चाहूंगा कि रेलवे में लाखों contract workers काम कर रहे हैं, जिनका कहीं पर enrollment नहीं है, उनकी कोई social security भी नहीं है, जब कि आज की व्यवस्था में equal wages for equal work पर काम दिया जाता है, वहां पर इस तरह की कोई संभावना नहीं है। इसलिए contract workers को कम से कम identity cards दिए जाएं और यह identity किया जाए कि ये लोग permanent and perennial nature के job में काम करते हैं और भविष्य में उनको employment की सुविधा मिल सके, इस तरह की व्यवस्था होनी चाहिए। उनका जो primary right है, उनकी जो basic need है, वह उनको मिल सके, इसके लिए मैं रेल मंत्री महोदया से अनुरोध करता हूं कि वे इस पर गंभीरता से विचार करें और उन workers को regular roll पर लाने की कोशिश करें। मैं रेल मंत्री महोदया को धन्यवाद देता हूं कि जो कंपनियां standard wagons बनाती हैं, उनके वैगन इन्होंने लेने की घोषणा की है, इस बजट में भी इन्होंने कहा है, लालू जी ने भी इसका प्रावधान किया था, इसका time bound programme होना चाहिए कि वे कब तक इसको रेलवे में ले आएंगी, इसकी घोषणा होनी चाहिए।

दूसरी बात मैं यह जानना चाहूंगा कि जो 50 world class railway stations बनेंगे, उनकी measuring stick क्या है? जिसके आधार पर ये world class railway stations बनाये जाएंगे। मेरी जानकारी में आज भी बहुत से स्टेशन्स ऐसे हैं, जहां पर यात्रियों को खड़ा होने के लिए शेड तक नहीं दिया गया है, जहां पर पीने का पानी तक नहीं है, जहां उनकी दूसरी जरूरत को पूरा करने के लिए कोई सुविधा नहीं है, उनके बारे में हमें इस बजट में कोई provision नज़र नहीं आया। अतः इस बारे में मंत्री महोदया को स्पष्ट करना चाहिए कि इनको डेवलप करने के लिए वे क्या कर रही हैं। मुझे एक बात की आशंका लगती है कि पहले तो back door से privatization होता था, अब ये Public Private Partnership के माध्यम से सीधे-सीधे privatization के पथ पर जा रही हैं, वे चाहती हैं कि इस तरह से अधिक से अधिक जगहों पर इसको प्राइवेट कर दिया जाए, इसको रोकने की जरूरत है, क्योंकि इसका हश्र हम लोग देख चुके हैं। हम लोग जानते हैं कि हमारी economy आज भी अगर बची हुई है, तो वह पब्लिक सेक्टर के चलते बची हुई है, प्राइवेट होने से हमारी economy नहीं बचेगी।

(श्री उपसभापति पीठासीन हुए)

उपसभापति जी, हमारी रेलवे के पास काफी फंड है, इसलिए इसको अपने रिसोर्सेज से डेवलपमेंट के काम करने चाहिए और privatization को रोकना चाहिए। रेलवे की जो भूमि है, उसमें होटल बनाएंगे, malls बनाएंगे, डेवलपमेंट का काम करेंगे, ये इसको PPP के माध्यम से करने की बात कह रही हैं, इसको रोका जाना चाहिए। हम अपने resources से इसको utilise कर सकते हैं। मैं आपके माध्यम से मंत्री महोदया से एक बात कहना चाहूंगा कि मंत्री महोदया ने कहा है कि पश्चिमी बंगाल में जो पशुपति नाथ मंदिर है, जो heritage institution रहा है, उसको take over करेंगी, लेकिन साथ-साथ मैं यह ध्यान दिलाना चाहता हूं कि पश्चिम बंगाल के गार्डिनरिच में, खड़गपुर में और कर्शियांग में रेलवे की जो प्रिटिंग प्रेस हैं, वे बंद हैं। उनको काम में लेने के लिए इस बजट में कोई प्रावधान नहीं दिखाई दिया, जब कि इसको लेने की जरूरत है। इसको किसी तरह से दोबारा चालू किया जाए। रेलवे ट्रैक के साथ commercial use के लिए optic fibre cable को लेने की बात कही जा रही है। इसके लिए सबसे बेहतर यह होगा कि पश्चिमी बंगाल में हिन्दुस्तान केबल का जो कारखाना आज बंदी के कगार पर खड़ा है, उसको ले लिया

जाए। इसको रेलवे के साथ विलय कर दिया जाए। यह optical fibre का निर्माण कर सकेगा और बेहतरीन केबल दे सकेगा। यह हमारी जरूरत को पूरा कर पाएगा। वहां पर कम खर्च में सारे infrastructure मौजूद हैं, इसलिए इसको ले लेना चाहिए।

महोदय, मैं एक बात और कहना चाहूंगा कि हमें यह सब दी जा रही है, लेकिन जब कभी-कभी लोग हम लोगों को गरीब कहते हैं, तो हम लोगों को बहुत खलता है, इसलिए इस शब्द का उपयोग नहीं कीजिए। हमको श्रमिक कह लीजिए, हमको मजदूर कह लीजिए, लेकिन कभी भी हमें गरीब मत कहिए, क्योंकि हम तो गरीब नहीं हैं। उत्पादन व्यवस्था में हमको हमारा शेयर नहीं मिल पाता है, इसलिए हम आर्थिक रूप से कमजोर हो जाते हैं। अभी जो economic survey आया है, उसमें बताया गया है कि 82 परसेंट लोग ऐसे हैं, जिनकी हैसियत बीस रुपए से ज्यादा खर्च करने की नहीं है। रेल बजट में उन लोगों के लिए कोई सुविधा की बात नहीं कही गई है। उनको भी सुविधा दी जाए, इस पर भी ध्यान दिया जाए। मैं इस संदर्भ में एक बात और कहना चाहूंगा कि जो daily passengers हैं, जो दिल्ली आते हैं, कोलकाता जाते हैं, मुंबई जाते हैं, मद्रास जाते हैं, बड़े-बड़े शहरों में एक सौ किलोमीटर या डेढ़ सौ किलोमीटर रोज सफर करते हैं, उनके लिए भी इस बजट में कोई प्रावधान नहीं है। उनको concession मिलनी चाहिए और उनकी सुविधा की भी बात इसमें होनी चाहिए। ...*(समय की घंटी)*... महोदय, मैं बस दो मिनट में समाप्त करता हूं।

महोदय, अब मैं माननीय रेल मंत्री जी से कुछ बातें कहना चाहूंगा। महोदय, आप जानते हैं कि यह श्रावण का महीना है और झारखंड में एक बैद्यनाथ धाम स्टेशन है, जहां पर लाखों लोग जाते हैं, जिसके कारण वहां पर बड़ी भीड़ रहती है। पश्चिमी बंगाल के अंडाल स्टेशन से जमुरिया और बाराबनी होते हुए बैद्यनाथ धाम ट्रेन जाती है। आज नई-नई ट्रेनें चलाने का आश्वासन दिया जा रहा है, जब कि इस ट्रेन को बंद कर दिया गया है। यह बात मेरी समझ में नहीं आती है कि इसको क्यों बंद कर दिया गया है। जहां लाइन है, स्टेशन है और सारी व्यवस्था है, फिर भी इसको बंद कर दिया गया है। मेरी मांग है कि चूंकि इससे लोगों की भावनाएं जुड़ी हुई हैं, इसलिए इस रूट को दोबारा चालू किया जाए।

महोदय, मैं आपके माध्यम से माननीय मंत्री जी से एक बार आग्रह करना चाहता हूं कि पश्चिमी बंगाल का आसनसोल शहर हिन्दुस्तान का second growing city है। यह economically develop कर रहा है और यह एक मेगा सिटी होने जा रहा है। यहां पर हावड़ा-दिल्ली राजधानी एक्सप्रेस ट्रेन नहीं रुकती है। यहां से पटना जाने के लिए ट्रेन की कोई व्यवस्था नहीं है और झारखंड जाने के लिए भी कोई व्यवस्था नहीं है। पश्चिमी बंगाल की दूसरी जगहों से यहां प्रतिदिन आना जाना होता है, उनके लिए भी कोई व्यवस्था नहीं है, इसलिए यहां पर कुछ ट्रेनें अविलंब दी जाएं। आसनसोल से गोरखपुर और पूर्वी हिस्से के काफी लोग काम करते हैं, उनका रोज आना-जाना होता है ...*(समय की घंटी)*... इसलिए उनके लिए भी कोई व्यवस्था होनी चाहिए।

श्री उपसभापति : कृपया आप समाप्त कीजिए।

श्री आर. सी. सिंह : महोदय, मैं बस एक मिनट में समाप्त करता हूं। उत्तर प्रदेश के पूर्वांचल का जो बलिया इलाका है, आप जानते हैं कि मिदनापुर, बलिया और सतारा देश की आज़ादी के पहले यानी सन् 1947 में, जब कि देश आजाद भी नहीं हुआ था, यहां पर उन्होंने झण्डा फहरा दिया गया था। यहां से मंगल पांडे, वित्तु पांडे जैसे क्रांतिकारी लोग हुए हैं। इस इलाके के लिए ट्रेन देनी चाहिए और यहां से दिल्ली के लिए डायरेक्ट ट्रेन देनी चाहिए। बलिया, मऊ, आजमगढ़, शाहगंज होते हुए दिल्ली के लिए ट्रेन देनी चाहिए, यह बहुत जरूरी है, क्योंकि उनकी याद में कुछ बातें होनी चाहिए।

श्री उपसभापति : कृपया आप conclude कीजिए। आपकी पार्टी का समय हो गया है। दूसरे को भी मौका मिलना चाहिए, इसलिए कृपया आप conclude कीजिए।

श्री आर.सी. सिंह : आपने कहा है, मैं अपनी बात खत्म कर रहा हूँ, इसलिए बंगाल से आसनसोल की जो fast growing city है, second growing city है, वहां से जो दूसरे महानगर हैं – चेन्नई, मुंबई और दिल्ली आदि जगहों के लिए डायरेक्ट ट्रेन देने के लिए मैं रेल मंत्री से रिक्वेस्ट करता हूँ।

महोदय, एक छोटा सा अनुरोध और करके मैं अपनी बात समाप्त करना चाहूंगा कि वर्धमान से मथुराक्षी फास्ट पैसेंजर जाती है, वहां से एक स्टेशन पड़ता है, उसमें एक-दो मिनट का हॉल्ट देना चाहिए। मंत्री महोदय, कुछ और बातें थीं जैसे कि मैनपावर में गिरावट आ रही है, मैनपावर की गिरावट रोकने के लिए, उनकी कमी को रोकने के लिए इनको चाहिए कि जो कॉन्ट्रैक्ट में काम करते हैं, उनको regularise किया जाए।

श्री उपसभापति : ठीक है, अब आप समाप्त कीजिए।

श्री आर.सी. सिंह : सर, गुप "सी" और "डी" में काफी कमी आई है, जो बजट में सिखाया गया है, इसलिए उनको regular किया जाए। सर, जिस दिन बजट पेश हो रहा था, दुख की बात है कि उसी दिन हमसे पचास किलोमीटर की दूरी पर रेल का एक्सीडेंट हुआ है, इसको रोकने के लिए prevention की जो व्यवस्था होनी चाहिए, वह नहीं हो पा रही है।

श्री उपसभापति : इसका कोई अंत नहीं होगा। अगर आप बोलते रहेंगे, तो पूरे हिंदुस्तान की ट्रेनों की बात करते रहेंगे।

श्री आर. सी. सिंह : ठीक है सर, आप जो कह रहे हैं, मैं आपकी बात मानकर अपनी बात को समाप्त करता हूँ।

श्री उपसभापति : ठीक है, आप conclude कीजिए, क्योंकि अभी 40 स्पीकर्स हैं, We have to conclude tomorrow; the reply is tomorrow. I am afraid if the other Members will not adhere to the time-limit, most of the Members will not get any chance. So, tomorrow one should not say that 'no; no; we have not been given the opportunity.' So, you have to speak within the time. If everybody takes a long time, what can we do? Yes, Mr. Rajeev Chandrasekhar.

SHRI RAJEEV CHANDRASEKHAR (Karnataka): Mr. Deputy Chairman, Sir, I thank you for the opportunity to speak on this debate on the Railway Budget.

Sir, much has been spoken about the Railway Budget already by many other senior colleagues of mine in this House. So, I will not repeat those points. But, however, I will add some points and suggestions from my perspective and my analysis of the Budget.

Sir, firstly, the suggestion that the much-vaunted financial performance of the Railways was less than authentic comes as a shock. I have been amongst those who have written and spoken and waxed eloquently about the performance of the Railways over the last five years and spoken about it on many occasions as a shining example of performance to the high expectations of Government entities. Just the recent Railway Budget had spoken about a cumulative earnings of 90,000 crores in

five years. The suggestion that this wasn't true must be clarified, and coming as it does in the background of corporate misdemeanours and frauds in the private sector raises serious questions. The white paper promised by the hon. Minister will go a long way in establishing the correct financial and operational picture of the Railways. This is vital for the Railways to move forward.

So, Sir, first and foremost, my suggestion to the hon. Minister is that this white paper be presented in the shortest possible time and be made available in the public domain. I would also suggest an amendment to the Railway Act that makes the Chairman Railway Board and Member Finance explicitly and statutorily responsible for the financial position of the Railways as presented to the Ministry and the Parliament. I would also recommend strongly, Sir, that the CAG conduct regular and annual audits of the Railways' accounts and that these CAG audits are presented to the Parliament along with the Railway papers every year.

Sir, Railways is a proud and very important constituent of our national economy – given its all-pervasive role in the movement of goods and people all around the country, including the most remote and strategic locations. Railways and its freight costs have also an impact on our domestic inflation. It is vital that the Railways be put on a path of sustainable growth and a multi-year plan be put into motion. The Railways should be used for more than just populism and scoring of political points, which unfortunately, increasingly, it is beginning to look like it is being used for.

The most important statement in this Budget was the last paragraph of the hon. Minister's speech – the promise eventually of a Vision 2020. I would urge the hon. Minister that this document be developed as a strategic development and growth plan for the Railways at the earliest and I would suggest the following points to be incorporated into the Vision 2020.

Sir, the first point is, Railway track capacity expansion. The Railways must remember that they are in the business of hauling freight and passengers and expanding the Railway network must be their pre-eminent and single-minded focus. The current 60,000 plus kilometres of railway network must be ambitiously and aggressively expanded by at least 50 per cent in the next 5 to 7 years. This is a target that the hon. Minister must take on and implement with all the energy at her command. This can easily be done just by implementing track doubling and by implementing dedicated rail freight corridors.

Secondly, utilisation and efficiency improvements. Sir, the Railways must embark on implementing the latest signalling technologies throughout its entire network. There has been much talk about pilot projects, etc., for the last five years. But a clear plan to upgrade the signalling technology and hence improving the throughput of trains and utilisation of our network must be completed and rolled out starting urgently. The current approach of installing various incompatible technologies at various places in the network in an *ad hoc* manner is clearly not strategic. I look forward to hon. Minister's Vision 2020 in addressing this.

4.00 P.M.

Sir, the other area of utilisation is to enhance track and axle loading. For this the dedicated high speed and high load dedicated freight corridor must be put on the fast track and design of this freight corridor must be done keeping in mind our requirements for the next 50 years. This Dedicated Freight Corridor will be the single largest rail expansion anywhere in the world except China and definitely the biggest expansion of the Indian railways since Independence. It is an important project for India's aspirations to be an economic superpower and it will transform India's competitiveness as an exporting and manufacturing hub.

Sir, the point No.3 for Vision 2020 is project management. My colleagues have just mentioned. We all know that Railways is littered with incomplete projects. In my city of Bangalore alone, I know of various railway over-bridges and other projects that are small-sized but have taken decades to complete, including the famous K.R. Puram stay bridge that took almost 20 years to complete. There is something very very wrong in how the Railways approves projects, allocates funds and completes them. I strongly urge the hon. Minister to direct the Department to evolve a modern methodology where projects once launched are given the highest priority for funding with a focus on completion of projects instead of current dispensation where funds are diverted from launched projects to new projects. This is an approach that is costing the people of India and the Railways thousands of crores in terms of overruns and delays. So, in short, it is not enough to appoint a dedicated officer to oversee projects. As has been mentioned in the Budget. The Railways must develop a fresh and modern methodology to conceive projects, to manage them, to finance them and to complete them.

The point No.4 is the customer experience enhancement. Sir, I wont say any more on this. Much has been already said on this subject in the Budget and by my various colleagues. But I want to make one point. It is said that Indian Railways serves the poor and needy sections of India. But nowhere it is to be assumed that the poor and needy sections of India must suffer a poor and unsafe travel experience. The Railways must not treat its passengers as anything but valued customers and must step up to the plate and give them a superior customer experience. The Minister has promised this, but I caution her that these kinds of promises have been made repeatedly in the past as well and must be translated into real action.

Sir, the point No.5 of Vision 2020 is Freight Tariff Regulator. Sir, we all know that the Railways is a monopoly. Being a monopoly brings with it many bad habits and some have crept into the Railways over the past many years and decades. The area of concern today is the setting of freight tariffs and classification of freight tariffs.

While Parliament and the general public is often told that freight tariffs remain unchanged, the same is sometimes effected by changing classifications of items. There is a need to bring in transparency into this. I strongly recommend that an independent freight tariff regulatory office be created that will be responsible for transparently and without favour setting tariffs.

Sir, the last point of Vision 2020 is this. The Budget lays considerable stress on PPP. Much has been discussed about PPP in the House as well. Sir, PPP is a good way for the Railways to augment its financial capacity. But I would urge extreme caution. The first principle of such PPP is that Railways must benefit and this must not be another way to cause disproportionate profits to the private sector. I would urge you to use competent external financial advisors and lawyers from outside to negotiate and structure these PPPs to make them truly balanced and explore the possibility of a dedicated regulatory office in the Railways that will be responsible for executing PPPs to make sure they are in favour of the Railways.

MR. DEPUTY CHAIRMAN: Please, conclude.

SHRI RAJEEV CHANDRASEKHAR: Sir, let me end by reiterating what all my senior colleagues from Karnataka have already stated strongly in both the Houses. The investments in my State fall far below what is being done in other States and can be construed as unfair and discriminatory. We are all people of one nation and the Railways serve the nation and all its people. There is a strong case for a re-look at investments and new projects in this Budget and for ensuring that investments in new projects are done in a more equitable manner so that all people and all States benefit. In the end, I would reiterate that the Railways is and will remain, for the conceivable future, an important and vital part of the complex equation of our economic progress. The Railways must structurally be re-architected to meet the challenges of the coming years and not continue the 60-year old *status quo*. I hope, despite my being a lone voice of an independent MP in this House, the Minister and her colleagues take note of the points made and incorporate them in their plans for the Railways for this year and the future.

MR. DEPUTY CHAIRMAN: Hon. Members, I would like to make an announcement about the time left with each of the political parties. The BJP has 33 minutes with nine speakers. I would like the Party to allocate the time to its Members. The Congress has 2 hours and 31 minutes with nine speakers. The CPI (M) has no time left and have one speaker. The SP has no time left and there is one speaker. The JD(U) has 17 minutes. Nominated Members have 29 minutes. Others have two hours with 19 speakers. I will have to strictly adhere to this because with this time limit we will be able to complete only by 5 o'clock tomorrow. The Minister has to reply and we have to conclude. I would humbly request all the hon. speakers to take the minimum possible time. After all, we have been participating in the discussions on Railway Budget every year and you can be precise in your submissions. Now, Sardar Tarlochan Singh. Six minutes, please.

सरदार तरलोचन सिंह (हरियाणा) : शुक्रिया डिप्टी चेयरमैन साहब।

श्री उपसभापति : सिक्स मिनट।

SARDAR TARLOCHAN SINGH : Sir, I shall conclude in time. सर, पहले तो मैं माननीया मंत्री जी का धन्यवाद करता हूँ कि मंत्री ने बहुत अच्छी बातें इसमें कही हैं। क्योंकि मैं हरियाणा से हूँ और हरियाणा को दो नई लाइनें भी दी हैं तथा एक लाइन डबल करने के बारे में भी एनाउंस किया है, जिसके लिए हम उनका बहुत धन्यवाद करते हैं। सर, एक नया लफ्ज है वर्ल्ड क्लास स्टेशन, लेकिन आज तक हमें यह ही समझ में नहीं आया कि वर्ल्ड

क्लास किसको कहते हैं। सर, माननीय मंत्री जी अहमद साहब यहां बैठे हैं, जिनको फॉरेन मिनिस्टर होने का बहुत तजुर्बा है, दुनिया में बहुत जगह गए हैं तथा बड़े कामयाब मंत्री रहे हैं, यहां सारे मेंबर साहबान बैठे हैं, मैं एक ही बात कहता हूं कि यह जो हम वर्ल्ड क्लास स्टेशन की रट सुन रहे हैं, उसके बारे में मैं सारे भाइयों से एक विनती करता हूं कि रेलवे मिनिस्ट्री सिर्फ न्यू दिल्ली रेलवे स्टेशन को ही चुन ले और अगर इसको छः महीने के अंदर वर्ल्ड क्लास बना दें, तो हम समझेंगे कि सारा इंडिया बन गया। इसके अलावा नई दिल्ली स्टेशन पहुंचना भी आसान नहीं है। मैं मंत्री जी को इतनी विनती करता हूं कि आप सुबह नई दिल्ली स्टेशन पर जाएं, अगर आप 45 मिनट में रोड ही क्रॉस कर पाए तो मैं समझूंगा कि बहुत बड़ी रिवोल्यूशन आ गई। सर, नई दिल्ली रेलवे स्टेशन पहुंचने के लिए आपको घर से एक घंटा पहले चलना पड़ता है और जब आप उतरते हैं तो वहां पार्किंग का कोई प्लेस ही नहीं है। इस बारे में रेलवे मिनिस्ट्री कहती है कि यह हमारा काम नहीं है, इसको दिल्ली गवर्नमेंट करेगी। जब आप उतरते हैं तो प्लेट फार्म पर भी एंट्री मुश्किल है। आप दुनिया भर में वर्ल्ड क्लास स्टेशन बनाने की बात करते हो। आप लंदन स्टेशन को देखिए। जब आप स्टेशन पर गाड़ी से उतरेंगे, तो देखेंगे कि वहां पर प्लेट फार्म पैदल होते हैं, You can go to any platform there. But, here, you have to cross various over-bridges. दिल्ली में रेलवे स्टेशन पर आप अंदर जाएं। वहां पर 12 प्लेट फार्म हैं और 12 जगह जाने के लिए सभी को क्रॉस करना पड़ता है। ओल्ड ऐज पीपल, हैंडीकेप्ड पीपल रेलवे ब्रिज बड़ी मुश्किल से क्रॉस करते हैं। मैं पूछना चाहता हूं कि आज तक रेलवे ने उनके लिए कौन से उपाय किए हैं? जब आप अभी तक नई दिल्ली रेलवे स्टेशन पर ओल्ड ऐज पीपल के लिए कोई प्रोविजन नहीं कर पाए, तो आप वर्ल्ड क्लास रेलवे स्टेशन कैसे बना पाएंगे? हम आज तक यह नहीं समझ पाए हैं कि वर्ल्ड क्लास कहते किसको हैं? कॉमनवैलथ गेम्स का नाम सभी ने सुना होगा। उस नाम पर 20-25 हजार करोड़ रुपया दिल्ली में खर्च हो रहा है। मैं कहना चाहता हूं कि रेलवे वाले उसी बजट में से कॉमनवैलथ गेम्स के नाम पर नई दिल्ली स्टेशन को अपग्रेड करने का कोई प्रोविजन करें। वे नई दिल्ली स्टेशन को ही वर्ल्ड क्लास बनाकर दिखाएं।

मेरी दूसरी विनती यह है कि एक बार मंत्री जी ट्रेन में बैठकर दिल्ली से दस मील दूर दोनों तरफ जाइएगा। चारों तरफ गंदगी के ढेर लगे हैं। लोग कॉमनवैलथ गेम्स में आने वाले हैं। आप नई दिल्ली स्टेशन के आस-पास की गंदगी को दूर करवाइए ताकि हम लोगों से कह सकें कि आप दुनिया के किसी भी भाग से आ रहे हों, आप नई दिल्ली रेलवे स्टेशन भी देख लो।

सर, मेरी एक छोटी-सी शिकायत है कि ...(व्यवधान)...

श्री उपसभाति : आप उनको डिस्टर्ब मत करिए।

सरदार तरलोचन सिंह : सर, रेलवे के 50 वर्ल्ड क्लास स्टेशन बनने हैं। हरियाणा में एक भी नहीं है, पंजाब में सिर्फ एक है। इन दोनों स्टेटों के साथ यह भेदभाव क्यों किया गया है? अदर स्टेशन 309 बनने हैं, उनमें से हरियाणा के लिए सिर्फ दो हैं। कुल 309 स्टेशनों में हमारा हिस्सा दो स्टेशन का है और पंजाब के हिस्से में पांच स्टेशन आए हैं। अम्बाला, भटिंडा रेलवे स्टेशन अंग्रेजों के समय का सबसे बड़ा रेलवे स्टेशन है, आप इनको कम से कम इसमें शामिल कीजिए। यह जो मल्टी फंक्शनल 50 रेलवे स्टेशन लिए हैं, इनमें आपने कुरुक्षेत्र को लेकर बड़ी मेहरबानी की है। मैं यहां पर एक विनती और करता हूं कि कुरुक्षेत्र की बहुत बड़ी importance है। यह जो शताब्दी चंडीगढ़ से दिल्ली आती है, इसका हॉल्ट कुरुक्षेत्र में आने-जाने के लिए बनाइए। जो ट्रेन कालका-दिल्ली है, उसका हॉल्ट भी कुरुक्षेत्र में आने-जाने के वक्त होना चाहिए।

सर, एक आपकी स्कीम Dedicated Freight Corridor की है। मुझे बड़ी हैरानगी है। एक तरफ हम सुन रहे हैं कि पाकिस्तान के साथ बहुत हमारे रिलेशन हैं, ट्रेड बहुत डेवलप हो रहा है। यह जो Corridor है, यह लुधियाना खत्म होता है। यह लुधियाना के बजाए अमृतसर क्यों नहीं खत्म होता है? अगर इस Corridor को अमृतसर तक बढ़ाएंगे, तो अमृतसर डेवलप होगा और जो पाकिस्तान के साथ हमारा ट्रेड है, वह भी डेवलप होगा।

सर, मैं एक और विनती करना चाहता हूँ कि नांदेड़ का नाम हुजूर साहब नांदेड़ किया गया है, उसके लिए हम आपका बहुत-बहुत शुक्रिया अदा करते हैं। लेकिन यह जो ट्रेन जाती है, पंजाब से डेली यात्री हुजूर साहब नांदेड़ के लिए जाती है, यह ट्रेन अब मनवाद से जाती है। मेरा सुझाव है कि अगर यह ट्रेन अकोला के रास्ते से जाए, तो इसका बहुत टाइम बचेगा और इससे लोगों को बहुत सहूलियत होगी। अब मनवाद से औरंगाबाद और हुजूर साहिब नांदेड़ के लिए बहुत भीड़ है, इसलिए आप इसको डबल करेंगे, तो यात्रियों को बहुत फायदा होगा।

सर, नॉन स्टापेज ट्रेन का बहुत बड़ा तजुर्बा होने जा रहा है। मैं इसके लिए भी एक विनती करता हूँ कि इस तजुर्बे को पहले थोड़ा टेस्ट करो। दिल्ली से अमृतसर नॉन स्टाप ट्रेन चलाने की बात कही गई है। मैं कहना चाहता हूँ कि अगर दिल्ली से चंडीगढ़ तक ही नॉन स्टॉप ट्रेन चला दो, तो यह हमारी बहुत बड़ी अचीवमेंट होगी। नॉन स्टापेज का आइडिया अच्छा है, लेकिन पहले इसका टेस्ट करिए, इसको थोड़ा-बहुत चलाकर देखिए कि क्या ऐसा हो सकता है? मुझे एक बार पब्लिक एकाउंट्स कमेटी में बैठने का मौका मिला है। एक रिपोर्ट में ये लिखा है कि जितने ट्रेक हैं, उनकी उतनी कैपेसिटी नहीं है कि वे इतनी ट्रेनों को ले सकें।

श्री उपसभापति : आप जल्दी समाप्त कीजिए।

सरदार तरलोचन सिंह : सर, सारे ट्रेक खराब हो चुके हैं, उनको मजबूत करने का कोई प्रॉविजन नहीं है। इसके बारे में बजट में कुछ नहीं आया है और न ही आपने इसके बारे में कहीं लिखा है। अगर पिछले दो साल की सीएजी की रिपोर्ट पढ़ें, तो उसमें ब्रिजेज के बारे में भी शक है। जो ब्रिजेज हैं, वे शायद गुड्स ट्रेन को भी न ले सकें।

MR. DEPUTY CHAIRMAN : Please, conclude.

सरदार तरलोचन सिंह : सर, मैं एक मिनट में अपनी बात समाप्त करता हूँ। मंत्री जी, आप तो केरल के हैं। मैं दो छोटी-सी बातें कह कर बैठता हूँ। हरियाणा में रेलवे के जितने साइन बोर्ड्स हैं, वहां की पंजाबी सेकेंड लैंग्वेज है, वे पंजाबी में नहीं लगाए गए हैं, वे उर्दू में लगा दिए गए हैं। Welcome Urdu, हम उर्दू के खिलाफ नहीं हैं, लेकिन वहां पर उसको पढ़ने वाला भी तो कोई हो? हरियाणा में कोई पंजाबी में बोर्ड नहीं लगा है, आप उसको लगवाइये। दूसरी बात यह है कि यह जो शताब्दी ट्रेन अमृतसर जाती है, उसमें पंजाबी Vernacular News Paper देने के लिए मैं पिछले तीन साल से विनती कर रहा हूँ, लेकिन उसको देने के लिए कोई तैयार नहीं है। इसमें 500 रुपए का खर्चा है। मुझे हर बार लिखित में जवाब मिलता है कि हमने कर दिया है। आज तक भी शताब्दी में पंजाबी न्यूज पेपर नहीं मिलता है। ...*(समय की घंटी)*... हम बड़ी मुश्किल से कहते हैं ...*(व्यवधान)*...

श्री उपसभापति : आप समाप्त कीजिए। श्री शान्ताराम लक्ष्मण नायक।

सरदार तरलोचन सिंह : जवाब आता है कि हम अभी करने वाले हैं। Thank you, Sir.

SHRI SHANTARAM LAXMAN NAIK (Goa): Sir, I stand here to support the Railway Budget proposals moved by the Union Railway Minister. I think, she will prove to be a dynamic Railway

Minister in course of time. I request the officials of the Railway Ministry to guide her properly because if she is guided properly, she will prove to be a good Minister. In fact, if any misguidance is given, I think, she would be capable of recognizing such acts very soon, and, therefore, that will not work.

Now, I come to my own State, Goa. Sir, I think, when the officials sit to prepare Budget, they do not keep the map of India in front of their eyes. If they had kept the map in front of them, how could it happen that all the States in the South, Gujarat, Maharashtra, Karnataka, or, Tamil Nadu, are mentioned, but, in this entire stretch, only one State has been avoided, and that is Goa. Others have got one train, two trains, three trains, seven lines. Each one has got a dispute regarding more trains but as far as Goa is concerned, – I request the hon. Minister to kindly pay attention to me – not a single train has been given. Why has this injustice been done to the State of Goa? I would like to know this from the Railway Minister.

Earlier when the Konkan Railway was established, the criticism was that Goa was going to be made a corridor for passing trains. This was the criticism. Let this criticism not be sustained. Let the Railway Ministry consider Goa as a State and give due share in the Railway connectivity. I distinguish myself with the problem that we have not got any railway line. Others have got a bit or more.

Coming to Konkan Railway, Sir, I would remind that late Shri Scindiaji laid the foundation in the sense that first survey sanction was given during Scindiaji's time. Now, after all these years, it is high time that doubling of line is done in the Konkan Railway. I know, doubling of lines cannot be done overnight. A beginning has to be made. A survey has to be conducted so that, at least, in the next five years' time, Konkan Railway is made double-line. Otherwise, it will be totally saturated because so many passing trains through Gujarat, Chennai and other places are there. Therefore, doubling of lines is a must.

Sir, there was a traditional train during Portuguese time from Vasco da Gama to Bombay. This train has been cancelled. After Konkan Railway has come into force, this traditional train which was existing for years together during Portuguese time, has to be commenced.

Sir, most of the towns have got the connectivity to Tirupati. Why is it not there from Goa? Why not you give a railway line to Velankanni, where, besides the tourists, people of Christian community would like to go. Tourists come to Goa and Goans would also like to go to Tirupathi and also to Velankanni. Therefore, rail connectivity to these areas has to be given.

Other important issue is Goa to Delhi. How do we go? There is one daily train, Goa Express, which takes 48 hours. Other train takes 36 hours. Rajdhani train is there, which runs twice a week, but it is costly. Everybody cannot afford it. Ultimately, it is a passing train. There would not be any berths for Goa as such, except a few. Therefore, there should be a direct train from Goa to New Delhi *via* Baroda. Goa is a tourist destination. You will have lots of passengers. People in thousands

come to Goa. But still there is no direct train from Goa to New Delhi which has a short route. One takes 48 hours. Another takes 36 hours. The exception is the Sampark Kranti which takes two days. The Rajdhani takes three days. My plea is that we should be given a train with a shorter route.

In every Railway Budget, whenever I got an opportunity, I asked for this. Laluji was not kind enough to grant me one. My list is big. But, last time, when I listed some 8-10 demands, I also demanded a train from Patna to Goa. I wanted the people of Bihar, who live in Goa, should get benefit. But I was given only that train, Patna to Goa. No other train. Therefore, people in Goa started cursing me saying that I was only looking after the interests of *Biharis* in Goa. No other train was given. I faced criticism because one train was given to me, that is, Patna to Goa.

In every Budget, I asked for entertainment facility to be given in trains. I am happy that in this Budget, at least in limited trains, this facility is going to be given.

As far as cleanliness and quality of food is concerned, it is everybody's complaint. I think that steps should be taken on a war footing in this regard. One need not go into the details of what kind of food and what type of cleanliness we want. If we get cleanliness and better food, everybody will appreciate the efforts of the hon. Railway Minister.

Fax and telephone facilities at stations are not there. In which world are we living? Nobody picks up the phone at station. Suppose we want to send a fax for emergency quota in any faraway station. Fax facility is not there. Some stations have got the commercial fax facility. Therefore, fax facility, e-mail facility, and better telephone facility at each railway station is required.

Coming back to the issue of Konkan Railway Corporation, it has not been taken over by the Indian Railways. I would also not like to suggest it, because it has done a good job. But those people whose land was acquired by the Konkan Railway Corporation, some of them were given jobs and some of them were given small stalls at railway stations.

After 7-8 years, the Konkan Railway Corporation is telling all those people that their job is over and now they can leave. You took away their land, gave them stalls for 7-8 years, and now they are being driven out. Those who have got jobs, they are in the jobs. So, this is the betrayal of commitment by the Konkan Railway Corporation.

The land has been acquired by it. In lieu of that, they have been compensated, besides money, by giving stalls to them. All of a sudden, the Konkan Railway Corporation cannot terminate the contract. It is for their life time. Maybe you can increase the rent, but those stalls cannot be re-tendered. Similarly, those who have been given jobs, they cannot be thrown out of it. If that is done, nobody will trust the Corporation.

In case, the Konkan Railway Corporation does not consider the humanitarian aspect, then I would suggest that the Konkan Railway Corporation should be taken over by you. At least, the Indian Railways will treat them in a better manner.

Lastly, Sir, about the world-class stations. There is no definition for this. I would suggest that any good station, maybe from Britain or America or France or Japan, can be taken up as an ideal world-class station by name. World-class is a broad term. You name any good station from Japan or America and say that our station will be like that station. Then, we will get a clear idea and we will know whether our station is according to the criteria or not.

Lastly, Sir, regarding the white paper which had become a controversial thing. We will get a good idea. Everybody is in doubt as to whether the Railways are in profit or not ever since the issue has come up. Let the things be clarified as to whether the Railways are in profit or are not. Everybody should welcome the step of white paper. Thank you very much, Sir.

श्री उपसभापति : श्री ललित किशोर चतुर्वेदी। आप पांच मिनट में अपनी बात कहिए, वरना आपकी पार्टी से दूसरे लोगों को मौका नहीं मिल पाएगा। मैं आपको यह इसलिए बता रहा हूँ कि इससे ज्यादा गुंजाइश नहीं है।

श्री ललित किशोर चतुर्वेदी (राजस्थान) : माननीय उपसभापति महोदय, माननीय रेल मंत्री महोदय ने 3 जुलाई, 2009 को जो बजट प्रस्तुत किया, उस बजट का प्रारम्भ उन्होंने एक वाक्य से किया। उन्होंने सवाल किया कि क्या रेल परियोजनाओं को केवल आर्थिक व्यावहारिकता के आधार पर ही तौला जाए या फिर सामाजिक व्यावहारिकता के पैमाने से देखा जाए। उनकी सोच पर मैं उन्हें बहुत-बहुत बधाई देना चाहता हूँ। उन्होंने आगे कहा कि अगर परियोजना आर्थिक पैमाने पर खरी नहीं उतरती हो, परन्तु फिर भी यह पिछड़ेपन और गरीबी की मार झेलते रहने में आवश्यक हो, तो ऐसी परियोजनाओं की आवश्यकता है। पिछले पांच सालों में मैं रेलवे कमेटी का सदस्य हूँ। मैं इस सोच का आदर करता हूँ, उनको बधाई देता हूँ, उनको साधुवाद देता हूँ। उन्होंने यह जो बात कही है कि रेलवे को कमाई का साधन नहीं बना कर आर्थिक विकास का संवाहक बनाएंगे, तो सचमुच लगने लगा कि पिछले पांच वर्षों से जो रेल प्रशासन, जो रेल मंत्रालय हिन्दुस्तान में चल रहा था, उसको छोड़ कर वे एक नई बहार लाने वाली हैं, नई दिशा देने वाली हैं।

उन्होंने अपने बजट में यह भी कहा कि हम समस्त वर्गों की जरूरतों को ध्यान में रखते हुए रेलवे के कार्यकलापों में समावेशी विकास से समग्रता बढ़ाने के लिए एक विशेष समिति बनाएंगे। इसके लिए मैं उन्हें धन्यवाद देना चाहता हूँ। यह तो मैं नहीं जानता कि उसमें कौन-कौन लोग होंगे, किन्तु मेरा निवेदन है, यहां राज्य मंत्री महोदय बैठे हैं, कि terms of reference की दृष्टि से सबसे पहले सभी stakeholders और जन-प्रतिनिधि, स्थानीय उद्योग एवं व्यवसाय से संबंधित लोग और वित्तीयन हेतु संसाधन जुटाने में सहयोगी लोगों को उसमें शामिल किया जाए, केवल ब्यूरोक्रेट्स नहीं। मैं आपके मार्फत माननीय मंत्री महोदय से यह भी कहना चाहता हूँ कि जो terms of reference हैं, उसमें इस बात की चिन्ता करें।

मैं आपको तीन और बातें बताना चाहता हूँ। पहले लगातार बजट भाषणों में चर्चा होती रही है, 25-25 वर्षों से योजनाएं, परियोजनाएं चल रही हैं, हजारों करोड़ रुपए खर्च हो गए हैं, वे linger कर रही हैं, पता नहीं वे पूरी होंगी या नहीं, मैं माननीय मंत्री महोदय से यह कहना चाहता हूँ कि ऐसी समस्त परियोजनाओं का मूल्यांकन और क्रियान्वयन करें। अगर कोई निरस्तीकरण करना है, तो वह भी करें, किन्तु कारण दें और उनको जल्दी से जल्दी पूरा करें, ऐसा कमेटी विचार करें।

मेरा यह भी निवेदन है, मैं आपसे चर्चा करना चाहता हूँ कि ऐसे कई स्थान हैं, कई स्टेशंस हैं, कई मार्ग हैं, जो over-saturated होते हैं। जब हम चर्चा करते हैं कि वहां ट्रेन चलाईए, तो वे कहते हैं कि यह saturate हो गया है। मैं माननीय मंत्री महोदया जी से कहना चाहता हूँ कि इसमें भी अगले पांच वर्ष में समस्त घटकों की शिनाख्त की जाए कि ट्रैफिक बढ़ने से कौन-कौन से मार्ग over-saturated हो जाएंगे। उन क्षेत्रों का तिहराकरण किया जाए, चौड़ाकरण किया जाए। यह पैसे की दृष्टि से फायदेमंद है और हमारे माल के वाहन में भी निश्चित रूप से एक स्थान से दूसरे स्थान पर ले जाने में ये सहायता करेंगे।

महोदय, एक बात और जो उन्होंने अपने बजट भाषण में कही, मैं उसकी चर्चा करना चाहता हूँ। जो नक्सलवादी क्षेत्र हैं, आज वहां कैसी भयानक स्थिति है। कुछ प्रदेश तो उसमें झुलस रहे हैं। किन्तु आप अपने सारे रेल बजट देख लीजिए, इस बार का भी देख लीजिए। झारखण्ड, छत्तीसगढ़, उड़ीसा जैसे क्षेत्रों में इतने बड़े-बड़े gaps हैं, जहां कोई रेल मार्ग नहीं है। मैं माननीय मंत्री महोदया से निवेदन करना चाहता हूँ कि जो terms of reference हो, उसमें इस बात पर विचार किया जाए कि रेल यात्रा बढ़ेगी, रेल लाइन बनेगी, तो विकास होगा और जब विकास होगा, तो नक्सलवादी गतिविधियों पर भी बहुत बड़ा रोड़ा अटकेगा, एक बाधा बनेगी और वहां के लोगों का विकास हो जाएगा। महोदय, मैं आपके माध्यम से एक बात और कहना चाहता हूँ। बजट भाषण में उन्होंने पांच बातों का उल्लेख किया - यात्री सुविधाएं, साफ-सफाई, रेलवे खान-पान की गुणवत्ता, संरक्षा एवं सुरक्षा तथा समय पालन में सुधार। इन सभी मामलों के विषय में हम रेल मंत्री जी को और संबद्ध अधिकारियों को बहुत लिखते रहे हैं, आप पिछले रिकॉर्ड उठाकर भी देख सकते हैं। अभी हो यह रहा है कि स्टेशन्स पर पानी की कितनी अपर्याप्त व्यवस्था है। साफ-सफाई की बात को उन्होंने पिछले साल भी लिया था, पता नहीं अभी-भी स्टेशन्स की सफाई हुई या नहीं हुई।

गरीबों को जो खाना मिलता था, जो चाय मिलती थी, जिसकी चर्चा यहां भी की गई है, उससे उन्हें महरूम कर दिया। संरक्षा एवं सुरक्षा की जो बिगड़ती हुई स्थिति है, उसके बारे में आप सब जानते हैं। मैं आपके माध्यम से माननीय मंत्री महोदया से यह कहना चाहता हूँ कि वायदा केवल वायदा ही न रह जाए, वायदा पूरा हो। पांच वर्ष के बाद लोग यह नहीं कहें कि "वादा तेरा वादा, तेरे वादे पे मारा गया, बन्दा मैं सीधा-साधा"।

श्री उपसभापति : इसके साथ ही आप समाप्त कीजिए।

श्री ललित किशोर चतुर्वेदी : महोदय, मैं यह निवेदन इसलिए करना चाहता हूँ कि कम से कम इन बातों पर गौर किया जाए। मैं केवल सवाल ही करूंगा। मैं कोई भाषण नहीं करना चाहता हूँ। इस बजट के बारे में मैं एक सवाल करना चाहता हूँ।

श्री उपसभापति : इतना समय कहाँ है?

श्री ललित किशोर चतुर्वेदी : मैं यह निवेदन करना चाहता हूँ, बजट 2009-2010 में 'इज्जत' के नाम से एक नई योजना चलाई गई, बिल्कुल सही बात है। 'इज्जत' शब्द ऐसा होता है, जिससे हीनता की भावना आती है। इसे स्वाभिमान भी कहा जा सकता है, सम्मान भी कहा जा सकता है, गरीब का आदर भी कहा जा सकता है, लेकिन इसका लाभ गरीब को मिलना भी चाहिए। इसे शुरू करना तो बहुत अच्छी बात है, किन्तु आप इसके शब्दों के बारे में भी विचार करें।

वर्कर्स के लिए 1500 रुपये प्रतिमाह की जो सीमा निर्धारित की गई है, उससे बहुत कम लोगों को लाभ मिलेगा। 100 रुपये प्रतिदिन तो निम्नम वेजेज़ हैं। 1500 रुपये प्रतिमाह देकर आप उस व्यक्ति का क्या आदर कर रहे हैं? इसे बढ़ा कर कम से कम 3000 रुपये प्रतिमाह किया जाए। मुझे लगता है कि असंगठित क्षेत्र के साथ-साथ इसमें कर्मकारों को भी लाइए और इस बात की बड़ी आवश्यकता भी है। मैं आपके केवल दो-तीन मिनट और लूंगा।

श्री उपसभापति : आप पूरे ले लीजिए, मुझे कोई आपत्ति नहीं है, लेकिन आपकी पार्टी के केवल 25 मिनट बचे हैं। चाहे आप पूरे ले लीजिए।

श्री ललित किशोर चतुर्वेदी : सर, मैं बहुत शॉर्ट में अपनी बात कह रहा हूँ। मैं निवेदन करना चाहता हूँ कि इन्होंने जो महिला स्पेशल, युवा गाड़ियाँ एवं इंटरसिटी गाड़ियाँ चलाने की घोषणा की है, भगवान से मैं प्रार्थना करना चाहता हूँ कि ये ऑपरेशनल भी हो जाएं। इन्हें वातानुकूलित बनाने की घोषणा भी की गई है, लेकिन इस तरह तो वे सिर्फ बड़े-बड़े लोगों के लिए ही हो कर रह जाएंगी। अगर लोकल पैसेंजर गाड़ियाँ, इंटरसिटी इत्यादि डबल-डेकर चलेंगी तो उससे यात्री संख्या में शायद डेढ़ गुनी बढ़ोत्तरी होगी।

कमेटी का सदस्य होने के नाते मुझे हिन्दुस्तान भर में घूमने का मौका मिला है। आवासों के बारे में माननीय मंत्री महोदया जी ने कहा कि वह 6560 कर्मचारी क्वार्टर बनवाएंगी। मैं निवेदन करना चाहता हूँ कि क्वार्टर्स को घुमटियां मत बनाइए, फ्लैट्स बनाइए। इससे उन्हें सुरक्षा भी प्राप्त होगी और बच्चों के खेलने का स्थान भी मिलेगा, वरना उन घुमटियों को देखकर तो ऐसी हालत होती है, जिसके बारे में कुछ नहीं कहा जा सकता। ...*(समय की घंटी)*... आप मुझे बंद करने के लिए तो कह रहे हैं, लेकिन मैं क्या करूँ। राजस्थान के बारे में मैं एक भी बात कहने की स्थिति में नहीं हूँ।

श्री उपसभापति : आप पहले ही बहुत बोल चुके हैं। यह ठीक है कि आप कमेटी के मैम्बर हैं।

श्री ललित किशोर चतुर्वेदी : मैं दो शब्दों में कहना चाहता हूँ कि इस रेलवे बजट में भी राजस्थान की घोर उपेक्षा की गई है। मैं माननीय मंत्री महोदया जी से एक सवाल करना चाहता हूँ कि 13 फरवरी, 2009 को प्रस्तुत किए गए बजट में रींगस-डीडवाना वाया खाटूश्याम जी और समदडी-फलौदी के सर्वेक्षण का प्रस्ताव किया गया था, लेकिन इस बजट में वह नहीं है। उसका क्या हुआ? इसी तरह दोहरीकरण के मामले में बांदीकुई-अलवर एवं अजमेर-पालनपुर के दोहरीकरण का प्रस्ताव किया गया था, लेकिन इस बजट में वह नहीं है। अभी तो उस बजट के केवल तीन ही महीने हुए हैं। आप कृपया यह बताने की कृपा करेंगे कि उक्त प्रस्ताव स्वीकृत भी हैं या उन्हें लोपित कर दिया गया है। ऐसी हालत पूरे राजस्थान में सब जगह है।

MR. DEPUTY CHAIRMAN : Now, Shri T.K. Rangarajan.

श्री ललित किशोर चतुर्वेदी : दोहरीकरण की भी यही हालत है, नई लाइन्स की भी यही हालत है, इलेक्ट्रिफिकेशन की भी यही हालत है। मैं आपसे निवेदन करना चाहता हूँ कि हम पिछड़े प्रदेश से आते हैं। हमारे पिछड़े प्रदेश को देखकर आप विचार करिए।

श्री उपसभापति : देखिए अब मैंने नेक्स्ट स्पीकर को बुला लिया है।

श्री ललित किशोर चतुर्वेदी : अगर आप आज्ञा देते तो मैं अपनी बात को पूरा कर लेता, किन्तु उसकी इजाजत नहीं है।

श्री उपसभापति : नहीं, नहीं। आप मिनिस्टर को पत्र लिख दीजिए।

श्री ललित किशोर चतुर्वेदी : आपने मुझे समय दिया, उसके लिए बहुत-बहुत धन्यवाद। मैं अपनी बात समाप्त करता हूँ।

MR. DEPUTY CHAIRMAN: Now, Shri T.K. Rangarajan. Five minutes please.

SHRI T.K. RANGARAJAN (Tamil Nadu): Thank you very much Mr. Deputy Chairman, Sir, for giving me an opportunity to speak. The great Indian people elected their representatives 15 times. Now, the new Government has taken the charge. For at least 60 years, the working class of our country wanted their organisation, their leadership to be elected, to represent them with the respective management. The Government never allows the workers to exercise their wish. Railway workers fought so many battles. Finally, the Supreme Court of this country, in their historic judgment, asked the Railways to conduct a secret ballot. Please permit me to thank the Supreme Court.

In Southern Railway, Dakshin Railway Employees Union, one of the oldest Unions, has been elected by workers, among other Unions. The elected Zonal Unions are the real voice of the workers of all categories. I appeal to the Minister to allow the DREU and other Unions, if any, to participate in JCM National Council and Departmental Council, which will further strengthen the industrial relations.

Regarding Tamil Nadu requirements, I agree with my colleague, representing AIADMK, Shri N. Balaganga, who spoke yesterday. I thank the Minister for making an announcement for providing scholarships for higher education of girls for Group D staff. But the number of Group D workers is shrinking. It was 7,46,100 in 1991, but in 2007-08, it was only 4,70,900 employees. This means, 2,75,200 vacancies are not filled up. Why? The Pay Commission never argues like that. But everything has been implemented, what Rakesh Mohan has suggested. The Rakesh Mohan Committee recommendation has been implemented by the successive Railway Ministers and the present Railway Minister also. Whatever he suggests is only at the guidance of the Rakesh Mohan Committee. So, we do not agree to that. All these PPPs will not help the Railways to maintain it as a State sector. That is what the Minister suggests in this Budget, which we strongly oppose.

Sir, the Railway Board has issued various circulars on "Right Seizing". According to the circulars, every year, three per cent of employees retire. Out of that, two per cent should be surrendered and one per cent posts can be filled or kept vacant. A recent circular states that the surrender can be effected even in the safety categories. Drivers' category suffers without sufficient manpower. The Railway Budget, 2007-08 states – Sir, I read – as follows:

"Through rationalisation of drivers and loco links over the past two years, we have been able to spare more than 250 engines for running the trains."

This has been effected by increasing links, reducing trainee reserve posts, leave reserve posts etc.; loco men, today, are refused to take leave. Moreover, they put more than 12 hours of work. Guards, Station Masters, Gatemen are also in a similar hardship. Safety of the Railway is affected by this.

Sir, today, the safety of railways is in danger. They have a special Safety Fund of Rs.17,000 crores to be mobilised partly by the Government and partly through levy of safety surcharge. You

see, the 2007-08 total investment plus revenue plus Plan allocation expenditure put together, is worth Rs.5,44,62,170 thousand cores. You have safety measures of only Rs.17,000 crores, which means approximately .00006742 per cent.

MR. DEPUTY CHAIRMAN: Okay. Please conclude.

SHRI T.K. RANGARAJAN: Sir, I am finishing.

MR. DEPUTY CHAIRMAN: Come to the last point.

SHRI T.K. RANGARAJAN: Regarding woman employees, today, around 90,000 woman employees are working in various categories, I have seen them working in Yards (Thiruvananthapuram, Cochin, Golden Rock, Erode, Arakonam and Chennai). This may be true throughout India. Woman employees have their own specific grievances, and their problems have to be looked into.

Sir, the Central Pay Commission has recommended for construction of single woman hostels by Government to make available the accommodation for women who become single due to various reasons. The Budget should allocate funds for construction of single woman hostels.

Finally, coming to Janata Khana, Sir, it is not a new thing. Already, late Shri Madhu Dandavate tried. It went on for four-five months with *poorie*, potato and pickle. Then, automatically, it finished. Railway catering lobby is not allowed to continue. I hope this will not happen this time.

MR. DEPUTY CHAIRMAN: Please conclude.

SHRI T.K. RANGARAJAN: Finally, Sir, I would like to add. ...*(Interruptions)*... Finally, I caution the Government on the financial performance of the Railways as the operating ratio has already gone up from 88 per cent to 92.5 per cent within three months. So, the Railways' pitiable techno-economic situation of 2001 is not repeated. With this warning, I conclude, Sir.

श्री महेन्द्र मोहन (उत्तर प्रदेश) : उपसभापति महोदय, मैं माननीया रेल मंत्री जी को बधाई देता हूँ कि उन्होंने नए कार्यों को करने का आश्वासन दिया है। मैं केवल यही चाहता हूँ कि जो उन्होंने अपने बजट भाषण में कहा है, वह यात्री सुविधाएं, साफ-सफाई, रेलवे में खान-पान की गुणवत्ता, संरक्षा एवं सुरक्षा और समय-पालन, इन कार्यों को पूरा करें और इन कार्यों के लिए accountability fix करें कि कौन इसके लिए जिम्मेदार होगा।

महोदय, हालात ये हो गए हैं कि जो महिलाएं यात्रा करती हैं, उन्हें स्टेशन पर कुली नहीं मिल रहे हैं, इसलिए पर्याप्त कुलियों की व्यवस्था कराएं। जो कुली प्लेटफार्म पर मिलते भी हैं, वे महिलाओं को बहुत परेशान करते हैं और थोड़े से सामान के भी सौ, दो सौ, पांच सौ रुपए मांगते हैं। साफ-सफाई की हालत यह है कि ट्रेनों में जो बाथ-रूम हैं, उनके commodes टूटे होते हैं। ये बाथ-रूम बहुत बदबूदार व गंदे होते हैं। कृपया इस ओर भी ध्यान दें कि किसी अधिकारी की इन कार्यों के लिए accountability हो और उसकी जिम्मेदारी हो। ट्रेनों में complaint book नहीं मिलती है। फर्स्ट ए.सी. वगैरह में जो कार्पेट्स डाले गए हैं, उनको हटाया जाए और उनकी जगह फर्श को ही

साफ-सुथरा रखा जाए क्योंकि उन कार्पेट्स में कॉकरोच छिपे रहते हैं और उनमें बदबू इतनी अधिक रहती है कि कुछ कहा नहीं जा सकता।

जहां तक ट्रेनों को चलाए जाने का प्रश्न है, नई ट्रेनों को जरूर चलाया जाए, लेकिन ट्रेनों को समय से जरूर चलाया जाए। राजधानी जैसी गाड़ियां, केवल दिल्ली से कानपुर के बीच में एक-एक घंटा लेट हो जाती है। दिल्ली से हावड़ा का रूट बहुत व्यस्त रूट है, उस पर काफी जगह कुछ थोड़े-थोड़े कार्य होने बाकी हैं। ये विगत काफी वर्षों से बाकी हैं। कानपुर और दिल्ली के बीच में श्रमशक्ति जैसी एकाध ट्रेन जो अच्छी चलती है, उसमें सीटें नहीं मिलती हैं। इसलिए उस ट्रेन में कुछ कोचेज बढ़ाए जाएं। कानपुर-पंकी के बीच में कुछ लाइनें अधूरी पड़ी हुई हैं, उनका कार्य पूरा कराया जाए। कानपुर-झांसी के बीच की लाइन का दोहरीकरण कार्य अधूरा पड़ा हुआ है, उसे पूरा कराया जाए। पंकी-भारुपुर के बीच में जो लाइनें 2005-2006 के बजट में sanctioned थीं, उनका कार्य अभी तक नहीं हुआ है, उसे पूरा किया जाए।

पूर्वोत्तर रेलवे में खलीलाबाद में मेंहदाबल, बांसी, डुमरियागंज से बलरामपुर तक के लिए नई रेल लाइन बिछाने का सर्वे 1978 में हुआ था, लेकिन उस पर आज तक कोई काम नहीं हुआ है, उस ओर ध्यान दिया जाए। पहले जब माननीय मंत्री जी, वर्ष 2000 में रेल मंत्री थीं तो उन्होंने अपने रेल बजट में 6 गलियारों के तहत कानपुर और लखनऊ के बीच रेलवे भूमि के व्यापारिक उपयोग की बात कही थी, उस पर कोई प्रगति नहीं हुई है। मैं चाहूंगा कि माननीया रेल मंत्री जी को दोबारा रेल मंत्रालय का कार्यभार मिला है, अतः वह उस ओर ध्यान दें और इस कार्य को भी आगे बढ़ाएं। इसके साथ-ही-साथ सुरक्षा की दृष्टि से कानपुर और इलाहाबाद के बीच में तथा कानपुर शहर में कुछ रेलवे की क्रॉसिंग्स हैं, जहां आए दिन दुर्घटनाएं होती रहती हैं और व्यक्ति मारे जाते हैं। कृपया वहां के जो अधूरे कार्य हैं, उनको पूरा कराया जाए ताकि क्रॉसिंग्स के ऊपर जो ब्रिज वगैरह बन रहे हैं, उनका कार्य जल्द पूरा कराया जाए। माननीया रेल मंत्री ने रेल बजट में ओवर ब्रिज के फाइनेंसिंग की नई व्यवस्था पर विचार की बात कही है, मैं चाहूंगा कि इसे जल्द से जल्द व्यवहार में लाया जाए। मेरे हिसाब से ओवर ब्रिज का निर्माण रेलवे को पूरी तरह अपने बूते पर करना चाहिए। अभी आधा काम राज्य सरकारों के भरोसे रहने के कारण ओवर ब्रिज के निर्माण में विलंब होता है और हर योजना कई हजार करोड़ से बढ़ती चली जाती है। यह बहुत जरूरी है। इसी प्रकार से कानपुर और दिल्ली के बीच में एक बहुत महत्वपूर्ण लाइन कानपुर, भीमसेन और जूही के बीच पड़ती है। वहां भी कार्य अधूरा पड़ा हुआ है। अगर उसे पूरा कर दिया जाए तो ट्रेनों के संचालन में बहुत आसानी होगी और समय से ट्रेन चलने लगेंगी।

मेरा अनुरोध है कि माननीया मंत्री जी ने जो कुछ भी कहा है, कृपया उन कार्यों को पूरा कराएं। महोदय, होता यह है कि यहां पर रेलवे मिनिस्टर्स के वक्तव्य आते हैं, रेलवे बजट के टाइम पर बहुत से आश्वासन दिए जाते हैं, लेकिन वे आश्वासन पूरे नहीं हो पाते हैं। मैं यही चाहूंगा कि इस वर्ष वह इन आश्वासनों को पूरा करने की ओर ज्यादा ध्यान दें जिसके लिए मैं उनका बहुत आभारी रहूंगा। मुझे विश्वास है कि जनता की जो आम समस्याएं हैं, जिस कारण आम जनता व हर व्यक्ति को कठिनाई हो रही है, उसकी सुख-सुविधाओं की ओर आप थोड़ा सा ध्यान जरूर देंगी। माननीय उपसभापति जी, समय देने के लिए आपको बहुत-बहुत धन्यवाद।

श्री उपसभापति : धन्यवाद, मैंने आपको सिर्फ 4 मिनट दिए थे और आपने सिर्फ 4 मिनट लिए। Shri Rahul Bajaj. You have five minutes.

SHRI RAHUL BAJAJ (Maharashtra): Thank you, Mr. Deputy Chairman. I have got twelve minutes.

MR. DEPUTY CHAIRMAN: No. You have five minutes.

SHRI RAHUL BAJAJ: The Independents get no chance or at the last. ...*(Interruptions)*...

श्री उपसभापति : हम क्या करें 30 Independents हैं। For your information, after the Congress Party, the highest time is given to the Independents, 2 hours and 24 minutes.

SHRI RAHUL BAJAJ: That includes DMK, Sir, who have only four people. Every Party with less than five Members is treated as 'Others'. Genuine Independents are only 12 or 14.

MR. DEPUTY CHAIRMAN: That is the system.

SHRI RAHUL BAJAJ: Sir, may I congratulate, through you, the Railway Minister for presenting the Railway Budget in a very short time? I do not speak against any Minister of Railways, today or in the past, nor in their favour. As a private sector independent person, Mr. Deputy Chairman, Sir, I speak for the Railways and in the interest of the Railways and that to me means what we have to ensure is the interest of the customer. We are supposed to provide facilities and services of the highest order to passengers and for freight at the lowest possible cost and of the best possible quality. This is what the Railways is meant to do. You have to expand the network. I heard the speech of the Leader of the Opposition saying the British did nothing for us. We were a colony left with 56,000 kilometres of railway tracks and we have, since then, in 60 years, not even added 300 or 400 kilometres. We have doubled the tracks. We have converted meter gauge into broad gauge. I was shocked to learn that there has been hardly any addition of the length of the tracks in our 60 years rule. In fact, for conversion and doubling, our performance has been 20 per cent last year and the surprising thing is that the physical target is 20 per cent and 100 per cent of the budget for gauge conversion has been used and 80 per cent of the budget for doubling has been used. Either our initial budgets were disastrously low or there was something funny going on in terms of ill efficiency or corruption. If we have to meet our objective of providing the best service at the lowest cost to our passengers, and of course also to freight then, first of all, we should reduce our cost because the organisation also will have to be sustainable and viable. I agree with the Railway Minister about social viability in addition to economic viability. It is just like growth is not enough for our GDP, for our nation. We want it to be accompanied by social justice. We want it to be inclusive. Similarly, in the Railways, we want not only economic viability, but also social viability. But we know without growth there is neither inclusiveness, nor is it possible to have social justice. Some of my colleagues in the House have said that. Here also I would request the Minister of State for Railways to tell the Railway Minister that economic viability is not a negative thing. You have to, in fact, contribute to the general exchequer. But that apart. You cannot make losses because that will be at the cost of the taxpayers and the people of the country. So we need social viability, but we need economic viability and

sustainability also. For example, the Railways are not only our past, they are also our future. They are the most convenient, economical and environment-friendly transport. So, if they don't expand their network, we have to use trucks, which produce pollution, and which are very expensive. But they are door to door. Container services, etc., the Railways has just not been able to do. We have been in touch with the Railways for a long a time. Now we need to benchmark our performance against global standards. I have the World Bank railway database with me. If they want, I can give it to them. I am sure they have seen it. If we look at the railway database, Sir, of the World Bank, we find that the Indian Railways is compared favourably on size – naturally we are a big country – on electrification, on locomotive. It is all favourable. But where we fall short, I am very sorry to say, is employee productivity and revenue per passenger kilometre. Our fares are half that of China, leave alone the developed world. I don't want fares to go up. All the Members of Parliament do not want the fares to go up. No Railway Minister want the fares to go up. We all understand that. Then for heaven's sake, reduce the cost, improve productivity and improve efficiency. If these are bad words, then God help India, then God help the Railways. We have to do this. It is a public sector property; it is a national property. It is not a private property. If it makes profit, it is for the people of our country. But that is a different matter. Then there is a talk of 'White Paper' and all. I don't want to politicise that. The Railways is very important. So, whether it is this Minister or that Minister, this party or that party, I would only earnestly, in all humility, say that we do not want to politicise the situation. We want to improve the Railways for the good of India and for the good of Indian people. Now, the operating ratio, which has been referred to, has deteriorated very sharply, If earnings go up by only 15 per cent and expenses go up by 34 per cent, what else is bound to happen? I can quote many other things. But, as I said, even on Purchasing Power Parity basis, our fares are very low. In a way, the United States is a good example; no President of the United States had the courage or guts to increase the price of petrol. Everybody knows that that is the way to do it. That is one commodity, even in India, which is in short supply. If 70 per cent is imported, and you are encouraging people to consume it, then, it does not make sense. Our External Affairs Minister is there. Our former Finance Minister is there. They all understand it. But nobody has the guts, as somebody said, "No; no, elections are coming in Maharashtra, and we have to be careful." What I would like to say is that we have seen the effect of Public Private Partnership in the Telecom and the Airlines. It was done in the right way. There is a definition of Public Private Partnership. You can define it any way you like. I do not want to give examples; it may be exploited. Some private sector parties and others have taken advantage of it. That is not good. But, then, the Government cannot do everything by itself; or, for that matter, in the matter of Railways, development of platforms and stations, etc., nor can the private sector do that all by themselves. But, people of the private sector, as I said earlier on the floor of the House, are as patriotic as people in the public sector. There is no monopoly of any individual or any sector to be patriotic and nationalistic. So, let them work together. The Telecom and the Airlines have shown it. It increases demand. It brings in efficiency. Yesterday I had a Special Mention on the Aviation company, the Air India. It is doing very, very badly. And others are also making losses. The question is, there are measures by which you can measure efficiency. And, in the case of Air India, which, of course, cannot be a subject of discussion now, leaves a lot to be desired. The Railways is

a great national institution but it needs to be improved. Some firmness has to be shown. And, I would, at this stage, wish all the best to the new Railway Minister. Thank you.

RESIGNATION BY A MEMBER

MR. DEPUTY CHAIRMAN: I have to inform Members that the Chairman, Rajya Sabha, had received a letter from Dr. K. Kasturirangan, Member, resigning his seat in the Rajya Sabha. The Chairman has accepted his resignation with effect from the 8th of July, 2009.

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

MR. DEPUTY CHAIRMAN: Sardar Varinder Singh Bajwa

†SARDAR VARINDER SINGH BAJWA (Punjab) : Chandigarh is capital of both Punjab and Haryana and it is not at all connected with Ludhiana a big industrial city of Punjab, 35 years back a survey was done and Railway line has been partially made but I do not understand why it has not been completed and linked to Ludhiana.

Secondly from Amritsar to Ferozepur there is a proposal but no railway line has come into existence. Even after a survey from Una to Hoshiarpur but no railway line has come into existence. Paghware to Hoshiarpur and Hoshiarpur to Dsuha even after doing survey no action has been taken. From Una to Talwara railway link, the work is been done but at a very slow pace it has to be expedited. There is no proposal for double line in Punjab State. On Ferozepur to Delhi route there is lot of traffic which goes *via* Bhatinda and Rohtak; this line should be doubled thus would benefit both Punjab and Haryana.

New trains *i.e.* two Shatabdis are in Punjab *i.e.* from Amritsar to Delhi which have so much rush of people that people do not even get ticket. So a Shatabdi from Jammu to Delhi *via* Jalandhar be introduced which would benefit Jammu-Kashmir, Himachal and Punjab. From Hoshiarpur to Delhi there is no train and I request Hon'ble Minister of Railway that a train be introduced on this route thus benefiting the people of the said area.

Rail Over bridge in Punjab are incomplete, In Tanda a rail over bridge is being built where the Punjab Government has fulfilled its share of 50% but on the side of the railways its incomplete since last 2 years thus causing harassment the people. There are other railway over bridges in Punjab which are incomplete and these should be completed.

Discussion has taken place about New Delhi Railway Station I also want to say that its surprising that it takes 1 hr. to reach Delhi station. You have to pick up and take your luggage, there is no proper parking, there is no system in place.

One thing that is more surprising that there is one VIP gate, I don't understand that whether a Member of Parliament is a VIP or not. I ask Hon'ble Minister if we come in the list of VIP's than have to be allowed in. IZZAT is being talked about, it is very humiliating that we have to cross railway lines and only railway officers are being allowed in through that gate and then closed afterwards, no MP is allowed in.

† [English translation of the original speech delivered in Punjabi]