

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

MR. DEPUTY CHAIRMAN in the Chair

### THE BUDGET (RAILWAYS) 2010-11

MR. DEPUTY CHAIRMAN: Let us take up General Discussion on the Railway Budget. Mr. Kalraj Mishra will initiate the discussion.

**श्री कलराज मिश्र (उत्तर प्रदेश) :** माननीय उपसभापति महोदय, आपने मुझे रेल बजट पर अपने विचार व्यक्त करने का अवसर प्रदान किया है। मान्यवर, दो बजट ऐसे हैं, रेल बजट और सामान्य बजट, जिनके बारे में पूरा देश लालायित रहता है, उत्कंठित रहता है, क्योंकि ये दोनों बजट सर्वाधिक गहराई तक प्रभाव डालने वाले होते हैं। रेल बजट एक ऐसा बजट है, जो पूरे देश भर में देश की भौगोलिक एकता और साथ ही साथ देश के अंदर, सबको जोड़ने की प्रक्रिया का माध्यम होने के कारण, भावनात्मक एकता दोनों का एक महत्वपूर्ण कड़ी है, इसलिए जब रेल बजट प्रस्तुत होता है, तो लोगों को लगता है कि इसमें से कोई न कोई विशिष्ट प्रकार की स्थिति हमें प्राप्त होगी। हिन्दुस्तान में रेल सबसे बड़ा आधारभूत ढांचा के रूप में है और जब सबसे बड़ा आधारभूत ढांचा के रूप में है, तो चाहे यातायात होगा, चाहे ढुलाई होगी, चाहे किसी भी प्रकार से इस प्रकार का कार्य होगा, जो एक स्थान से दूसरे स्थान पर जाने में उपयुक्त होगा, वह इसके माध्यम से जाता है। इसलिए स्वाभाविक रूप से लोग अपेक्षा करते हैं कि यह जो चीज बन रही है, रेल बजट आ रहा है, इसमें उनको कितना लाभ प्राप्त हो रहा है। जब हमें आजादी प्राप्त हुई थी, तो 53 हजार किलो मीटर रेल रूट था, लेकिन आज वह रेल रूट 64 हजार किलो मीटर है। मान्यवर, इसमें केवल 11 हजार किलो मीटर की बढ़ोतरी हुई है। हमें विश्व में स्पर्द्धा के रूप में चलना है और विश्व स्तरीय स्पर्द्धा युग में जब तक हमारी गुणवत्ता नहीं होगी, तब तक हम लोगों के सामने competition में आगे बढ़ नहीं पाएंगे।

सबसे बड़ी रेल प्रणाली होने के बावजूद, जिसमें 14 लाख से ज्यादा कर्मचारी हैं, जिसमें 80,000 महिलाएं हैं, जो लगभग 7 फीसदी हैं, लेकिन सबसे बड़ा ढांचा होने के बावजूद भी, विश्व के बाकी के देशों की तुलना में, चाहे अमेरिका हो, फ्रांस हो या जापान हो, इन देशों की तुलना में, चाहे गति का प्रश्न हो, सुझावों का प्रश्न हो, समय का प्रश्न हो या सुरक्षा का प्रश्न हो, इन सारे बिंदुओं पर अगर हम ध्यान देते हैं, तो हमें लगता है कि इनकी तुलना में हम कहीं भी नहीं हैं। हमारी स्थिति अभी उस स्तर की नहीं बन पाई है, इसलिए निश्चित रूप से इस पर विचार करते समय, आज के वैश्वीकरण के युग में, जहां विश्व के सारे देश बहुत नज़दीक हो गए हैं, ऐसे में जो सर्वाधिक महत्वपूर्ण आधारभूत ढांचे का रूप रेल है, उसको बहुत ही आधुनिकतम बनाना पड़ेगा। आधुनिकतम उपकरणों से सजा कर उसे आगे ले जाना पड़ेगा। अगर उसमें किसी प्रकार की कमी होती है, तो लगेगा कि कहीं न कहीं उस प्रकार की व्यवस्था करने में हमसे चूक हो रही है, इसलिए मैं इस संबंध में कहना चाहूंगा कि इसमें साफ-साफ दिखाई पड़ता है कि 90 के दशक में चीन रेल के मामले में, इलेक्ट्रिफिकेशन के मामले में हमसे पीछे था, लेकिन आज वह हमसे बहुत आगे बढ़ गया है। हमारे यहां रूट का जो विद्युतीकरण है, वह केवल 14,000 किलोमीटर किया है, जबकि उनके यहां यह 28,000 किलोमीटर किया है। माननीया रेल मंत्री जी ने इस बार घोषणा की है, 2020 के विज़न में उन्होंने लिखा है कि आगे चलकर 33,000 किलोमीटर विद्युतीकरण हो जाएगा, लेकिन मैं कहना चाहता हूं कि जो रफ्तार है, वह रफ्तार बहुत ढीली रफ्तार है और उससे मुझे नहीं लगता कि उस रफ्तार में हम आगे बढ़ पाएंगे। हम 220 किलोमीटर विद्युतीकरण एक वर्ष में करते हैं, जबकि चीन में 1,000 किलोमीटर विद्युतीकरण होता है। 33,000 किलोमीटर का हमने लक्ष्य रखा है, लेकिन विगत 5 वर्षों में जो विद्युतीकरण हुआ है, वह 2,150 किलोमीटर का हुआ है। अब अगर यही रफ्तार रही, तो हम 2020 में 33,000 किलोमीटर का विद्युतीकरण कर पाएंगे, यह तो इससे दिखाई नहीं पड़ता है।

मान्यवर, आधुनिकीकरण की और भी बात कही गई है। कहा गया है कि कॉरिडोर का आधुनिकीकरण होगा। इसके पहले भी जो बातें कही गई थीं, कहा गया था कि बजट में कोल्ड स्टोरेज, महिला ट्रेनों की घोषणा की गई थी, इसमें कितने कोल्ड स्टोरेज बने, कितनी महिला स्पेशल चलाई गई? पिछले बजट में 50 विश्व स्तरीय स्टेशन और 375 आदर्श स्टेशनों के लिए 67 बहुउद्देशीय परिसर बनाने की घोषणा की गई थी। इसमें कितने कार्य प्रारंभ हुए और कितने ठंडे बस्ते में चले गए, यह पता नहीं और इस बार के बजट में जो घोषणा की गई है, इसमें यह कहा गया है कि इसमें और ज्यादा 93 ऐसे अन्य बहुउद्देशीय परिसर बनाए जाएंगे। अब इससे यह लगता है कि यह कैसे हो जाएगा, किस ढंग से चल जाएगा? विश्वस्तरीय स्टेशनों की जो घोषणा की गई और जिस तरीके से निर्माण कार्य चला है, इसके लिए हम दिल्ली का उदाहरण ले सकते हैं, जो अभी पूरी तरह तैयार नहीं हो पाई है। यहां कॉमनवेल्थ गेम्स होने वाले हैं।

यहां अक्टूबर 2010 में कॉमन वेल्थ गेम्स होंगी। इसके निर्माण की गति बताती है कि कम से कम दो साल का समय और लगेगा। इस बीच में बरसात भी होगी, उसकी गति धीमी होगी। इसी ढंग से बाकी जगहों का भी निर्माण कार्य होगा। प्रश्न यह है कि वह कितना तेज होगा, उसको किस ढंग से आप पूरा कर सकेंगे? फिर अगला वर्ष आ जाएगा, फिर रेल बजट आ जाएगा और फिर से इसी प्रकार की घोषणा होगी। लेकिन जो घोषणाएं हुई हैं, उनको पूर्ण करने के लिए आप कितना आगे बढ़ें हैं और उसमें कितना धन खर्च हुआ है और जितने धन की आप घोषणा कर रहे हैं, वह कितना खर्च हो जाएगा, यह भी एक जीता-जागता प्रश्न है, ज्वलंत प्रश्न है। इससे सीधे यह सवाल खड़ा होता है कि अगर ऐसी ही स्थिति बनती रही तो शायद कोई घोषणा पूर्ण नहीं हो पाएगी। रेल के समय में, सुरक्षा में, सेवा में, कर्मचारियों के समर्पण में कितना सामन्जस्य है, उसको कितना क्रियान्वित किया गया है, उसको भी देखना बहुत जरूरी है। समय की स्थिति यह है कि राजधानी जैसी ट्रेन भी दो-दो घंटे लेट आती है। एक विचित्र स्थिति बनी हुई है। सुरक्षा की हालत यह है कि ट्रेन में डकैतियां पड़ती हैं, लोग मारे जाते हैं। इतना ही नहीं, ट्रेन बिल्कुल आतंकवादियों के टारगेट पर होती है। ट्रेन जा रही है, नक्सलवादी हमला हो गया। आज आम आदमी स्वयं को पूरा असुरक्षित महसूस करता है। इसकी कैसी व्यवस्था की जाए, प्रभावी तौर पर इसका कार्यान्वयन कैसे किया जाए - यह विचार का विषय है। आज आम आदमी यह अनुभव करता है कि ट्रेन में बैठकर हम जा रहे हैं, पता नहीं हम सुरक्षित वापस आ पाएंगे या नहीं आ पाएंगे। जहां तक कर्मचारियों का प्रश्न है, सेवाकर्मियों का प्रश्न है, समय-समय पर उनसे भी परेशानी झेलनी पड़ती है। उनको जिस प्रकार के प्रशिक्षण की आवश्यकता है, जिस प्रकार की ट्रेनिंग की आवश्यकता है, वह भी उन्हें दी जाती होगी, ऐसा नहीं लगता है। महोदय, इस बार बजट में एक सुरक्षा प्राधिकरण की घोषणा की गयी है कि उसको व्यवस्थित किया जाएगा, ठीक किया जाएगा। पिछले बजट भाषण में 140 संवेदनशील स्टेशनों पर महिला कमांडोज की संख्या बढ़ाने और उनकी ट्रेनों में तैनाती की घोषणा की गयी थी। कितनी ट्रेनों और स्टेशनों पर इन महिला कमांडोज की तैनाती की गयी, यह जानकारी अभी तक नहीं है। इसकी घोषणा की गयी थी। जो रेलवे द्वारा जारी श्वेत पत्र है, उसमें मालभाड़े में वृद्धि दर, 2004-05 में 10 फीसदी, 2005-06 में 14 फीसदी, 2006-07 में 12 फीसदी और 2007-08 में 10 फीसदी है। वहीं रेलवे द्वारा जारी श्वेत पत्र में यातायात आमदनी में वृद्धि 2004-05 में 6 फीसदी, 2005-06 में 7.5 फीसदी, 2006-07 में 14 फीसदी, 2007-08 में 16 फीसदी और 2008-09 में 10 फीसदी हुई। इसमें बीच में कुछ बढ़ोत्तरी हुई, उसके बाद फिर उसमें गिरावट आ रही है। मालभाड़ा और यात्री यातायात में रेलवे की भागीदारी का प्रतिशत कम हो रहा है। इसके कारण के बारे में भी विचार होना चाहिए कि आखिर ऐसा क्यों हो रहा है। जो बजट दिया गया है, इसमें बताया गया है कि 150 करोड़ से लेकर हजार करोड़ रुपए तक राजस्व ब्रेडिंग और विज्ञापन द्वारा प्राप्त होगा। सकल प्राप्तियां बतायी गयी हैं कि 88,419 करोड़ रुपए से घटकर 88,356 करोड़ रुपए रह गयी हैं। रेलवे का शुद्ध राजस्व 2009-10 के बजट अनुमान से 62,900 करोड़ रुपये था जो 65,500 करोड़ तक बढ़ा है। मूल्यहास निधि, जो depreciation है, वह 4,500 करोड़ है और पेंशन निधि 13,440 करोड़ है। कुल संचालन

व्यय के 83,440 करोड़ होने की संभावना लगती है जबकि शुद्ध संशोधित राजस्व 6,490 करोड़ है और लाभांश दायक जो राशि है वह 5,539 करोड़ है।

जो अधिक राशि है वह 951 करोड़ रुपए है। मैं इसलिए इतना वर्णन कर रहा हूँ कि इसमें जिस प्रकार की योजनाएं घोषित की गई हैं, इतने में से कैसे उसकी पूर्ति हो सकती है? योजनागत खर्च की आपूर्ति हेतु भारतीय रेल निगम से 350 करोड़ का अतिरिक्त ऋण का प्रस्ताव किया है। बाजार ऋण 9,170 करोड़ से बढ़कर 9,520 करोड़ होगा। संशोधित योजना का निवेश 40,284 करोड़ होने का अनुमान है। घोषणाएं, बजट और इसके पूर्व के छूटे हुए कार्य इन सब को जोड़ कर अगर मिलाएं तो जो आपके पास धन आ रहा है, उससे पूर्ति कैसे होगी? यह संभावना कम दिखाई पड़ती है। उससे लगता है कि घोषणाएं चाहें नई ट्रेनों की होगी, चाहे बाकी सारी चीजों की होगी, यह घोषणाएं केवल काल्पनिक बनकर के न रह जाएं। माल यातायात का 2010-2011 में जो बजट अनुमान 62,489 करोड़ का था, यात्री यातायात से 26127 करोड़ का, अन्य आमदनी 3171 करोड़ और कोची में 2778 करोड़ का। सकल यातायात प्राप्तियां 94,765 करोड़ की हैं, पिछले वर्ष की संशोधित 88,356 करोड़ की हैं। 6,409 करोड़ की सकल प्राप्तियां हैं। अब किस प्रकार से यह जो सकल प्राप्ति के आधार पर हम अपनी चीजों को ठीक से ले सकेंगे, मुझे लगता है कि उसमें दिक्कत आ सकती है। जो भारतीय रेल है, वह अर्थव्यवस्था का बड़ा महत्वपूर्ण अंग है। रेलवे निर्माण उद्योगों के लिए कोयला, लोह व्यस्क, कच्चा माल, सीमेंट की दुलाई व खाद्यान्नों के परिवहन में प्रमुख भूमिका अदा करती है। विजन 2020 के तहत भारतीय रेल का सकल राजस्व देश के सकल घरेलू उत्पाद के कुल तीन फीसदी तक ले जाना है, जो वर्तमान में देश के सकल घरेलू उत्पाद का कुल 1.2 फीसदी है। इसके लिए रेल को 10 फीसदी की वार्षिक वृद्धि हासिल करनी होगी। विगत 5 वर्षों में भारतीय रेल के सकल उत्पाद से प्रत्याशित वृद्धि और वास्तविक वृद्धि में बहुत बड़ा अंतर है। ये जो 2005 के आंकड़े दिए गए हैं, वह 2020 के विजन से लिए हैं। इन आंकड़ों को देखने के बाद विजन 2020 के अनुसार रेल को दूरदराज के क्षेत्र में आम आदमी तक पहुंचाना है, इसके लिए जो अभी 25 हजार किलोमीटर रेल लाइन बढ़ाने की बात कही गई है, बिछाने का लक्ष्य रखा गया है, विगत 5 वर्षों में 1,093 किलोमीटर की लाइन बिछाई गई है। अब इन सारी चीजों को देखने के बाद लगता है कि घोषणाओं में इनका क्रियान्वयन समुचित तौर पर संभव नहीं हो पाएगा। घोषणाएं तो जरूर की हैं, अपेक्षाएं भी की हैं लेकिन क्रियान्वयन किस ढंग से हो सके यह प्रभावी तौर पर देख नहीं रहा है। पहले जो दुर्घटनाएं होती थी, यह जो समपार हैं - चौकीदार, समपारों की संख्या 16,976 है, जिसके कारण आए दिन दुर्घटनाएं होती हैं। परन्तु इन समपारों पर चौकीदारों की भर्ती के विषय में कुछ नहीं कहा गया है। यह दुर्भाग्यपूर्ण है कि रेलवे दुर्घटनाओं में हताहतों का लगभग 70 फीसदी बिना चौकीदार वाले समपारों से होता है। लेकिन इस विषय में गंभीरता से नहीं सोचा गया है। पिछली बार भर्ती की बात कही गई थी और कहा गया था कि एक हजार समपार पर चौकीदारों की भर्ती होगी। लेकिन वह भर्ती नहीं की गई। चौकीदारों की भर्ती विशेष अभियान के तहत तुरन्त कराना बहुत आवश्यक है, अन्यथा यह स्थिति बनती जाएगी। विजन 2020 में 250 से 350 किलोमीटर प्रति घंटे की रफ्तार की बुलेट ट्रेन की परिकल्पना की गई है। इसके अतिरिक्त पृथक मार्गों में गति बढ़ाकर 160 से लेकर 200 किलोमीटर प्रति घंटे का प्रस्ताव है। परन्तु उस चुनौतीपूर्ण बदलाव के लिए उन्नत ऑफिशियल कर्मचारियों की कमी है। इसके लिए भी कहा गया है कि कर्मचारियों की कुशलता को, एफिशिएंसी को बढ़ाने के लिए ट्रेनिंग की व्यवस्था की जाएगी।

लेकिन उस ट्रेनिंग की व्यवस्था के लिए कौन-से संस्थान हैं, कुछ खुलने वाले हैं या खुल चुके हैं, इसका भी कहीं कोई उल्लेख नहीं है। परिचालन के लिए कहा गया है कि प्रयत्न यह होगा कि दुर्घटना शून्य परिचालन होगा। लेकिन दुर्घटना शून्य परिचालन होगा, इसके लिए जिस तरीके से व्यवस्था आधुनिकतम तकनीकी के आधार पर करनी चाहिए, सिग्नल की व्यवस्था है, बाकी सारी व्यवस्थाएं हैं, टक्कररोधी उपकरण की बात तो कही गई है, लेकिन वह किस प्रकार से व्यवस्थित हो सकेगी, इसको भी क्रियान्वित कराने का प्रयास नहीं किया गया है, इसका नतीजा यह है कि दुर्घटना शून्य हो पाएगी, ऐसा मुझे नहीं लगता है।

यह विज़न 2020 में मानव संसाधन को मजबूत बनाने के लिए कर्मचारियों के प्रशिक्षण का लक्ष्य रखा गया था, जिससे कर्मचारियों में आतिथ्य, दयालुता, नम्रता आदि गुण का समावेश होना चाहिए। रेलवे में 14 लाख कर्मचारियों के लिए प्रशिक्षण का बिल्कुल अभाव है और रेल बजट में नये प्रशिक्षण संस्थानों की कोई चर्चा भी नहीं की गई है।

देश को रेल मंत्री जी ने यह भरोसा दिलाने की कोशिश की है कि सुरक्षा ठीक होगी, आम आदमी आश्वस्त होकर जाने का प्रयत्न करेगा, लेकिन जिस प्रकार से सारी चीजें आयी हैं, उनसे सम्भावना नहीं लगती है कि वह स्थिति बन पाएगी।

रेल बजट का एक बड़ा हिस्सा खेलकूद में खर्च होता है, परन्तु इस क्षेत्र में भ्रष्टाचार और भाई-भतीजावाद का बोलबाला है। पिछले पांच वर्षों में रेलवे ने क्रिकेट और हॉकी में एक भी अन्तराष्ट्रीय स्तर का खिलाड़ी तैयार नहीं किया। बताते हैं कि इसमें ज्यादातर भाई-भतीजावाद चलता है और उसमें जिस प्रकार की खेलजनित प्रतिभा विकसित होनी चाहिए, वह खेलजनित प्रतिभा विकसित नहीं हुई, जिसके कारण भ्रष्टाचार का एक स्वरूप निर्माण हुआ है।

इस बजट में किराए की बढ़ोतरी की बात तो नहीं कही गई है, परन्तु इस तथ्य का दूसरा पहलू यह है कि रेलवे के 24 कोच ट्रेनों में 12 ए0सी0 थ्री कोच जुड़ेंगे अर्थात् कम किराए वाले स्लीपर कोच के स्थान पर ए0सी0 थर्ड कोच होंगे। अगर 400 मेल और एक्सप्रेस ट्रेन्स में 100 ट्रेनों को इस बदलाव के अन्तर्गत लाया गया, तो रेलवे एक हजार करोड़ रुपये अधिक अर्जित कर सकता है। इसी प्रकार पिछले दरवाजे से माल भाड़े में बढ़ोतरी होती है और यह वित्तीय वर्ष 2009-10 में तीन प्रतिशत से आठ प्रतिशत रही है। जिस अनुपात में ए0सी0 थर्ड के कोच बढ़ाए जाएं, उसी अनुपात में सामान्य वर्ग के लिए भी, सामान्य दर्जे के लिए भी कोच बढ़ने चाहिए। जो अनारक्षित कोच होते हैं, वे बढ़ाए जाने चाहिए ताकि आम आदमी रेल का ढंग से लाभ उठा सके। ऐसी स्थिति का निर्माण होना चाहिए।

माननीय मंत्री जी ने पिछले दिनों यह घोषणा की थी कि जो भर्ती बोर्ड हैं, एक साथ 22 भर्ती बोर्ड के अध्यक्षों को एकाएक हटा दिया गया था। उनको इसलिए हटा दिया गया था कि उनमें भ्रष्टाचार का जबरदस्त बोलबाला था। उनमें चेंबरमेन को हटाने के बाद, बाकी किस तरह से भ्रष्टाचार का रूप रहा है, इसका अगर उल्लेख होता तो ज्यादा अच्छा होता। हाल में ही सूचना के अधिकार के तहत मांगी गई जानकारी में यह तथ्य सामने आया कि जो लोग रेल में बिना टिकट पकड़े जाते हैं, जिनको दंडित किया जाता है और उनसे जो पेनल्टी ली जाती है, उसका भी पैसा पता नहीं कहां रह जाता है, किसके पास जमा रहता है, इसका भी उल्लेख नहीं होता है। दरअसल यह भी भ्रष्टाचार की गोद में चला जाता है।

महोदय, मंत्री जी का विवेकाधीन कोटा भी होता है और उस विवेकाधीन कोटे के अन्तर्गत ग्रुप सी और डी के पदों की भर्ती का जो नियम, भर्ती बोर्ड द्वारा सामान्यतः नियुक्तियों के बारे में होता है। लेकिन कहां भर्ती होती है, कैसे भर्ती होती है, किस ढंग से उसका उपयोग होता है, यह भी भ्रष्टाचार को आगे बढ़ाने में ज्यादातर समर्थ होता है। सामान्य वर्ग, पिछड़ा वर्ग 27 फीसदी, अनुसूचित जाति 15 फीसदी, अनुसूचित जनजाति 7 फीसदी और अनुकम्पा के आधार पर 5 फीसदी, जो मूल कर्मचारियों के आश्रितों के लिए है, ये रहते हैं। विवेकाधीन कोटे की भर्ती की शक्तियां, रिक्तियां हैं, इनका कैसे मापदण्ड सुनिश्चित किया जाता है। आप इसके बारे में जानकारी दें, तो ज्यादा अच्छा रहेगा।

सब मिलाकर मंत्री ने अपने बजट भाषण में एक घोषणा तीर्थ स्थानों को जोड़ने के लिए की है। मातृभूमि के नाम पर, कर्मभूमि के नाम पर, आपने जो घोषणा की है, हम निश्चित रूप से इस घोषणा का स्वागत भी करते हैं। इसके कारण स्वाभाविक रूप से भारत देश के प्रति एक भावनात्मक भाव, इस रेल की नई घोषणा के आधार पर, लोगों के मन के अंदर निर्मित होता है, निश्चित रूप से इसकी जितनी तारीफ करनी चाहिए, पर्याप्त है।

सबसे दुखद स्थिति यह है कि ज्यादातर पश्चिमी बंगाल और कुछ क्षेत्रों को यदि छोड़ दिया जाए, तो बाकी के क्षेत्र विशेषरूप से उत्तर प्रदेश वगैरह, बहुत ही उपेक्षित रहे हैं। इस मामले में उत्तर प्रदेश, बिहार व बाकी के अन्य प्रदेश भी काफी उपेक्षित रहे हैं। यदि उनकी तरफ भी ध्यान दिया जाता, तो ज्यादा अच्छा होता। इतनी बात कहकर मैं अपनी बात समाप्त करता हूँ। आपने मुझे बोलने का अवसर दिया, इसके लिए मैं आपका आभार व्यक्त करता हूँ।

PROF. SAIF-UD-DIN SOZ (Jammu and Kashmir): Mr. Deputy Chairman, Sir, I rise here to say that it is a very good Railway Budget, which Mamataji has presented. But before I offer my comments, I want to very briefly respond to some points made by Kalrajji. There are some areas, perhaps three areas, where all of us, cutting across party lines, agree. He mentioned a couple of areas. For example, in the area of safety, there cannot be any compromise on the question of safety. Second area is cleanliness, and, there cannot be any compromise on the question of cleanliness, and, third area is delay in trains. When we reach railway stations, the first words that come to our ears are “vilamb hai”, and, they say, “by four hours; by five hours”. There were many such occasions when I returned from the Old Delhi Railway Station to my home. Things have improved but with regard to these three areas, namely, safety, cleanliness and delay in trains, perhaps there is complete consensus in both the Houses.

I saw so many Railway Ministers working very hard. I rated Shri Madhavrao Scindia as one of the ablest Railway Ministers. He was not there for a long time. Once when I met him, I told him that these Budgets will come and go, and, there will be debates all the time on these figures of Railway earnings and expenditure; but if you want to have an impact, you declare that you will not accept delays in running the trains, thereby causing trouble. He agreed with me and tried quite a lot. This delay has been controlled, and, I think, we have improved the condition, at least, Rajdhani train to Jammu runs on time. These are three areas where all of us agree, and, Mamataji should take note that in all these three areas, she can make a contribution because she showed a culture and taste for the Railways. It is the Railway department which she sought for herself. She must then respond to the demands of the people of the country.

But Kalraj ji's comment with regard to comparing India with China is not acceptable to me for one good reason that we are a democracy. In fact, sometimes, I feel that we are the most transparent democracy in the world. We have a free Press and we salute it. Once we had moved a Bill in the other House that if there is defamation, and, it is not proved, the next day — it may be a Member of Parliament, it may be a Minister — that newspaper will publish an apology etc. in the same font etc. But we saw good reasons for that. We were prepared to move a Bill. I was one of the 40 MPs who held a seminar and said, “let us allow the Press to be free”, and, sometimes, you know, what kind of stories appear.

But it was a deliberate attempt by the Parliamentarians or the system to give Press full freedom; and this full freedom to the Press has made this democracy very transparent. So, when we are very transparent at an individual's freedom in India, you must know that we have

made a spectacular progress in this country. In spite of the fact that we have a democratic system, in comparing our system with China, will never be correct. When I went for the first time to see the Three Gorges Dam in China, I imagined after spending 4-5 hours there that it could happen only in China; it can never happen in India. 3,300 villages had to be bulldozed, including 33 cities to create that Gorge. Imagine, can you do it here? We are a democracy. We have to respect an individual's freedom. We have a system of courts, and sometimes terrible delay takes place in courts. We can reform our system, making it more efficient but we have to remain a democracy. We have no central authority here. So, in comparison with China, we are better off with our system. Our achievements in economic arena have been spectacular and our Railways have done very well.

Now, I come to the Budget Mamtaji presented a couple of days before. I say that it is a very good Budget. Mamtaji's concern for common people is reflected in the Budget. There are many areas in which her thinking has been reflected in this Budget and the comments of the Press that it is a pro-poor Budget, I accept this fact and congratulate Mamtaji for this. There has been no increase in passenger fares or freight charges. It is not an ordinary thing. It is a very big thing. That means it is the Railway Minister's perception that passenger fares should not be increased and she did not allow any increase in the fare. Congratulations for that. As far as expansion is concerned, Rs. 4,011 crores have been earmarked for expansion. It is a very good thing. There will be 54 new trains and 94 stations have been upgraded. These are the achievements of the Railway Minister. She has also promoted industry and health care. She will establish 522 hospitals. It is a very great idea. She has promoted industry also. This is her contribution this year. But, although she perhaps never mentioned 'Bengal' even once — I was not present in the other House when she presented Budget — she has sanctioned bounty to Bengal. I have no grudge. Bengal is also India. I am very happy. I will later come to the imbalance in the allocations, etc. Building a plant at Farraka and coach factory at Singur (*Interruptions*). I don't differ so violently on this. I say you have promoted industry. (*Interruptions*) I say your concern for Bengal is reflected in the Budget. I salute you for that. (*Interruptions*) Bengal is India. I don't grudge that. But you showed a lot of patience not to mention 'Bengal' and you have put our friends in the Left Party on the back foot. They had to hold their breath as to what they would say because you have made a net contribution there. So, I pay a tribute to you for that. (*Interruptions*) Yes, she put them on the back foot.

There was a widespread comment in the Press. I don't know. Sometimes, we don't have time to go through newspapers. There was a comment on this bounty. They called it a bounty for Bengal. In certain respects, it is unprecedented. And, you didn't make any show that it happened through your efforts. You allowed a cut. It may be small. It may be a small amount of money. You allowed a cut of Rs.100 per wagon for transportation of food. It is a very good gesture.

Then, I come to your gesture towards women. It's writ large in the Budget. You will appoint women guards and you will have creches for the children of women workers in the Railway Department. I congratulate you for that. These are reformative measures and these are positive situations in the Budget. There are so many good areas in the Budget. There is a feeling in my mind that it's a very good Budget and it serves the cause of the poor people of this country. But, there is an area which is worrying me. Since the hon. Minister, Mamataji, is here, she may take a little notice of what I have to say so far as finances are concerned. The Railways constitute the greatest national asset for this country. The Railways have to prosper and it will be our prayer all the time that the Railways should be prosperous. But, in the Railway Budget, it is mentioned that the Railways will borrow. It is very disappointing. But, borrowings all the time do not reflect the weakness of the system. Money is borrowed for investment; money is borrowed for development. So, that is not your weakness. But, I have taken notice because the Railways never borrow and these are market borrowings. So, I would wish that next time, this word does not appear because it will be misinterpreted outside Parliament and outside the precincts of the Railway Ministry. So, no borrowings for the next fiscal year! Please create some economy within the system. So, you don't borrow at all. You kindly look into the realm of finances. You have to be very sound because you are the greatest national asset. I have a worrying situation in my mind. The profit of your public sector undertakings in the Railways will dip by 30 per cent. And I saw this analysis in many newspapers. I don't know whether they are correct. Honourable Railway Minister, when you rise to answer the debate, at that time, I hope, you will throw some light as to whether the profits of the public sector undertakings in the realm of the Railways will dip by 30 per cent. Profit is a must for the Railways.

Then, I would suggest that you may kindly institute a kind of survey within your Ministry. It may not be a public show and ensure that there is a balanced railway development. What has happened over a period of long time is that the Railway Minister will look to the interests of his or her constituency. If Mamataji has done something for Bengal, I salute her for that. It is good. Bengal is part of India. But, we have to be sure that we also promote balanced regional development. Behaviour of some Members is gentlemanly. They can write letters. They can raise their issues about their constituencies politely. But, sometimes, polite people, gentlemen and women, suffer. Some Members have powerful voice in both Houses. They become Ministers and have greater influence. Therefore, I suspect, there isn't balanced development. Why not a coach factory in Srinagar? We don't have any public sector industries there. They talk of transportation of raw material. You have to ensure it. When you go on instituting these locomotive factories, coach factories, etc., you must have a system to understand whether you are ensuring balanced development.

So, don't depend only on the press; don't depend only on the comments of both the Houses of Parliament on the Budget, but do something as a safety measure, involve the senior Officers, the Chairman of the Board or other members the concerned Members and ensure a balanced development. Even if a State does not ask for a coach factory, you sanction it because you are Railway Minister who has a concern for the people of India. Therefore, I request you to kindly institute a survey. Even if some State has not asked for a locomotive factory, you sanction it so that they can receive that as a pleasant surprise. This can happen only when a necessary exercise is done by the Railways.

Now, I come to my last point. I suggest to this august House, not to the hon. Railway Minister alone, through the Deputy Chairman, who is in the Chair now, that you put Kashmir on the railway map of India. You will say it is already on the railway map of India. I beg to differ. Kashmir is not on the railway map of India. In this House, and in the other House also, I raised my voice all the time for rail development in Kashmir because if railways had been constructed there in time, that would have led to a great social development, national integration and an emotional integration. It is on record, what I spoke in the Lok Sabha at certain points of time, and here also. And I was wanting that rail should go to Kashmir. Now, I am grateful that the Railway Department, your predecessors also did, and you are conscious of that. Last year, the hon. Prime Minister went there, to Kazigunj, and Soniaji went there. They have shown the concern for railway development there. It is a very successful operation. Earlier, I thought it would be a Toy train, but, now, I say that it is a very good development in Kashmir. If there is anything in the development process which Kashmiris have celebrated, it is the railways! I never expected what has happened in Kashmir. Your coaches ply with full load. There is a good news that so far, there is no case of ticketless travel! ...*(Interruptions)*...

PROF. P.J. KURIEN (Kerala): But you have said that Kashmir is not on the railway map of India! ...*(Interruptions)*...

PROF. SAIF-UD-DIN SOZ: I am telling you why it is not on the map. That should be a surprise to you. No ticketless travellers! Peaceful people! They prove that Kashmiris are not for violence and I am telling this House, it is my conviction, it is my knowledge about Kashmir, that violence as an instrument of settling political issues has been given up by Kashmiris, that small fragment of population, because when there is a gun, it can silence any number of people. So, in Kashmir, I do not find people now looking to violence as an instrument of settling political issues. Yes, infiltration continues to be there. Maybe, the Pakistani Government does not have control on Lashkar-e-Toiba, Jaish-e-Mohammed and other outfits. Army will fight, and they are fighting brilliantly, and also, the paramilitary forces. And the people are fighting a battle against violence. Now, my knowledge is that militants are not welcome in Kashmir. Only the other day, I read in the newspaper that 25 people have infiltrated. The other successful stories from the



peace-loving people of Kashmir do not get reflected in the press. I do not want to waste the time of this House in stating how some people, sometimes, say that if a dog bites a human being, it does not make the news, but if a human being bites a dog, that becomes a news! That is, sometimes, the standard. So, many things, negative things, have been appearing in the press, but the pious stories that shown positive social development do not appear in press. I wish if some channels take this rail development in Kashmir on the television and show all the bogies packed to their capacity! Everybody purchasing the ticket. It is a peaceful travel.

Sir, Kashmiris have celebrated the train between Qazigund and Baramulla. But I am sad that Kashmir is not on the railway map of India. Unless Udhampur to Qazigund and then to Baramulla is connected by rail, Kashmir cannot be on the railway map of India. Yes, I congratulate the hon. Railway Minister, Km. Mamata Banerjee. She has sanctioned money. I raised it through Unstarred Question and she has answered it. I know tunnelling is difficult. But in modern days when there is modern technology, it is not a difficult thing now. Connect Udhampur to Qazigund, which is in national interest. It will be a great instrument of social development. It will be the greatest measure of national integration. We have delayed it much to our loss. It is not the loss of that State. It is the loss of the nation. So I make a strong plea. She can revisit the Railway Budget and she can raise this question before the Cabinet. Provide the funding, do the tunnelling and take the rail from Udhampur to Qazigund and also take notice of the celebrations that have taken place in the Kashmir Valley. The station is clean; people form a queue. There is no rowdism and there is no ticketless travel. You are earning good revenue in the Kashmir Valley. This is the cheapest transport in the Valley and also time saving. As I said, this was the greatest celebration for the people of Kashmir.

Let us hope that the hon. Railway Minister would take notice of what I have said that Kashmir has to be on the railway map of India. That will be a very great measure of national integration. Thank you.

SHRI PENUMALLI MADHU (Andhra Pradesh): Mr. Deputy Chairman, Sir, I am in full agreement with some of the major aspects referred to by Shri Kalraj Mishra and Prof. Soz. Both of them have raised a very important issue with which I am in full agreement. What is that? This Railway Budget is a budget for some preferred States. It is not a budget for India. This Railway Budget is very much discriminatory. Sir, I would like to bring to your notice that — not that I am very much politically opposed to the Congress Party or for that matter any other political party — people from different States, especially from those States which have been discriminated against, are talking about the Railway Budget which has been presented by the hon. Railway

Minister, Km. Mamata Banerjee. Whenever the Railway Budget is presented, different projects are sanctioned. It is obligatory on the part of the Minister to see the performance of the Railway in each area or for that matter even the backward areas also taken into consideration. Wherever the railway network is very low, those areas are also taken into consideration. But this Railway Budget has been presented without considering all these aspects. Sir, before I deal with the Railway Budget, I would like to mention what this Budget is.

This Budget, presented by the hon. Minister, is like putting politics before governance. What does it mean? It means to be funded for sheer politics. There is nothing wrong in pursuing politics. But pursuing politics, at the cost of governance, is not at all acceptable. If you look at the comparative earnings of each Railway Zone, in the previous Budget presented by the same hon. Minister, it brings out the basic discriminatory approach adopted by her. The Operating Ratio and the amount of money spent by the respective Zones are indicators of the performance of the Railways. To prove this, I would like to bring to your kind notice how the performances in three or four Zones have been. In 2008-09, when the Budget was presented, in respect of the Southern Railways, the Operating Ratio was that for every Rs.100 earned, Rs.112.60 was spent. So, the loss was Rs.554 crores. In the case of the Eastern Railways, the Operating Ratio was Rs.171.17 for every Rs.100 spent, and the loss was Rs.2,191 crores. In the case of the East Central Railways that is, Hazipur, it was Rs.105.20 and the loss was Rs.416.25 crores. In respect of the Northern Railways, that is, Delhi, for every Rs.100, Rs.109 was spent. So, the loss was Rs.425.20 crores. In the case of the South Central Railways, which I represent, for every Rs.100, Rs.75.70 was spent. This means that there was profit for the South Central Railways. The last year's earning was to the tune of Rs.2,304 crores. This is the profit which the South Central Railways is earning. But, in this Budget, due share and recognition to this Zone has not been given. Sir, apart from this, Andhra Pradesh is one of the States where the rail network is one of the lowest in the country. For every thousand square kilometres area, when we look at the rail network, Bihar has 36.22 route-kilometres; West Bengal has 44.60 route-kilometres; but Andhra Pradesh has 18.2 route-kilometres. After looking at this Budget, there is a general demand amongst all the political parties in Andhra Pradesh that we should demand for a Railway Minister hailing from Andhra Pradesh. It is generally seen that whichever State the hon. Minister represents, that particular State gets more funds. That is the reason why Members of Parliament, belonging to different political parties, soon after seeing the Budget, have raised this slogan. Whenever new projects are sanctioned, it is obligatory on the part of the hon. Minister to take into consideration the requirements of all the States of the country. It is true that Tamil Nadu

is a part of India. Karnataka is a part of India. Bihar is a part of India. It is also true that Jammu and Kashmir is also a part of India. Andhra Pradesh is also a part of India. So, the Budget should be an all-India Budget. It should not be a Budget for a few States. It should not be a discriminatory Budget.

I want to state that in view of the strategic importance, the Northeast Frontier Railway may be given the due importance. The neglected regions should also be given more funds. The Railway Minister has sanctioned the projects on her whims and fancies and against all established principles. It is objectionable. Sanctioning of projects to fulfill one's political needs is a harmful approach. It not only damages governance but it also amounts to spending huge funds for sheer political gains. The very purpose of development is defeated. In view of this, I propose, through you, Sir, that a Select Committee should be constituted which will decide on the allotment of projects and funds. Sanction of projects to the State to which the Railway Minister belongs has resulted in a lot of resentment amongst the people. Bihar and Tamil Nadu have got more projects and their neighboring States have been denied all this, which is attracting serious criticism. Sir, it is the normal practice that no new projects are announced in the Interim Budget. But in the last Interim Budget, some new railway projects were announced. But I want to state here that two new trains announced during the last Interim Budget have not yet started. One was supposed to run between Delhi and Hyderabad and the other between Machchlipattinam and Mumbai. When we questioned the Railway officials, they replied that rakes were not available. Sir, more and more trains are announced in every Budget without checking the availability of coaches. It is because of this that many new trains announced during the Budget have not yet been started.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI E. AHAMMED): The trains already announced by the Railway Minister in the last Budget will be running...*(Interruptions)*

SHRI PENUMALLI MADHU: For your kind information, the trains announced by Shri Lalu Prasad Yadav have not yet started. *(Interruptions)* I am not yielding.

SHRIMATI BRINDA KARAT (West Bengal): Sir, please do not allow this. His time should not be taken away by others.

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

SHRI PENUMALLI MADHU: Then, Sir, what is the most important aspect of this Budget? This Budget is totally different from the earlier Budgets. The core aspect of this Budget is PPP. Earlier, we never saw such proposals. The Railway Budget of 2010-11 does not exactly outline the kind of blueprint that the Railways were intended to put in place for achieving the goals set in the Vision 2020 document. I have read each word of the Vision 2020 document. What has been said in Vision 2020 has nothing to do with the Budget.

3.00 P.M.

Sir, in Vision-2020, it is said, "Expand its route network at the rate of 2500 kilometres per annum." But in the Budget, it is said, "1,000 kilometres this year". It is because the Central Government has issued a directive in this regard. Although the Minister of Railways repeatedly spoke of the PPP mode to speed up the implementation of the infrastructure projects, but, in turn, she has not indicated any specific framework. The PPP mode is proposed, but there is no framework for that. Sir, I want to know whether this Vision-2020 tasks are approved by the Cabinet or not. I am asking this because the Central Government has issued a directive to all Departments dissuading them from presenting any White Paper in Parliament without the approval of the Cabinet. That is the reason why I would like to know whether this Vision-2020 document is approved by the Cabinet or not.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Mr. Madhu, you are given three minutes. There are two more speakers from your party. ...*(Interruptions)*...

SHRI PENUMALLI MADHU: Sir, owing to the tight financial position and in the absence of the necessary Budgetary support from the Finance Ministry, as per the statement of the Railway Ministry, most of the railway projects announced are going to be set up as joint-ventures or on PPP mode, which has no framework. In view of the peculiar character of the Indian Railways, it is not clear how these would fructify in the days to come.

Sir, since Independence, the Railways are working with a temporary and timely support from the Central Government.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Mr. Madhu, your time is over.

SHRI PENUMALLI MADHU: But, after adopting the economic reforms, the Government of India stopped its earlier financial support. Instead of asking for financial support from the Government of India, the Railways are resorting to PPP mode, which will have devastating effect in the functioning of the Railways. So, I propose to the Railway Minister to demand the Government of India for repayable financial assistance so that it can go ahead with its projects.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Okay, fine. ...*(Interruptions)*...

SHRI PENUMALLI MADHU: Then, changing accounting system with an eye on getting loans from private institutions, I strongly feel is not in the interest of the Railways. Sir, no private player would participate until and unless the proposal is in his advantage and the control is with him. Now, there are many areas where some piece of work has been handed over to the private parties. These areas are like cleaning and catering. Prof. Soz Saheb told that cleaning is...*(Interruptions)*...

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): There are two more speakers from your party.

SHRI PENUMALLI MADHU: After privatization of Cleaning Department in several areas, the quality of service has deteriorated many folds.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): That is all. Now, please conclude. There are two more speakers from your party. You are taking their time.

SHRI PENUMALLI MADHU: Madam Mamata Banerjee announced her plans to take up construction of hospitals, schools, colleges, sports academies on a war footing. ...*(Interruptions)*...

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Have consideration for your other Members.

SHRI PENUMALLI MADHU: The White Paper released recently by the Railways shows 1,12,000 acres of railway land is there. Now, the Minister proposes to handover all these lands to the private parties for different purposes. The proposed expansion is considered on the basis of attracting private investors. ...*(Interruptions)*...

THE MINISTER OF RAILWAYS (KUMARI MAMATA BANERJEE): Sir, this is absolutely wrong.

SHRI PENUMALLI MADHU: The Railway Minister said that surplus railway land would be used to set up 400 hospitals, 50 Kendriya Vidyalayas, 10 residential schools on the Navodaya School model, several degree colleges, and technical and management institutions of national importance. *(Interruptions)*

Sir, lands once handed over to the multi-functional complexes cannot be taken back. Till now, Railways have adopted one policy and that is not to hand over land for any permanent structures by private parties. Today, it is altered; it is intended to hand over for permanent structures which is very dangerous for the expansion of Railways. *(Time Bell rings)*

Coming to safety, the Minister has said...

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): No, you do not have time, please.

SHRI PENUMALLI MADHU: But, at that time, she did not reveal how she is going to bring down the number of accidents that have brought the Indian Railways bad name in the recent past. The reduction of Rs.580 crores to the Railways safety fund is a glaring example of the Minister's interest on railway safety. It did not find any concrete proposal in the Budget to bring down accidents because the Minister could not identify the main reasons behind accidents. *(Interruptions)*

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Mr. Madhu, please sit down. *(Interruptions)* After all, you are reading, do not do like this. *(Interruptions)* Remember that you are reading. Your party has given time. Mr. Madhu, please listen. *(Interruptions)*

SHRI PENUMALLI MADHU: There are 14 lakh employees. There are 2 lakh vacancies in the Indian Railways! No recruitment is taking place, you know that. The overloading of work is leading to these accidents.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Mr. Madhu, your party has given 15 minutes for you, not me. You have now taken 19 minutes! If you take more time, your own party Members would lose time. I am pleading for them; take your seat. (*Interruptions*)

SHRI PENUMALLI MADHU: Sir, I am concluding. The safety of Indian Railways is most important. (*Interruptions*) But the reason behind the accidents is not recognized by our hon. Minister. She has to recognize that. Unless the vacancies are filled, over-burdening of the railway workmen will continue. New trains, new lines are coming up but no recruitment. This is leading to accidents. I request the Railway Minister to recognize that. Thank you. (*Interruptions*)

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Thank you. Now, Dr. K. Malaisamy, your party has 19 minutes and there are two speakers.

DR. K. MALAISAMY (Tamil Nadu): I may take two-thirds of the time and one-third can be reserved for Mr. Anbazhagan.

Mr. Vice-Chairman, Sir, thank you for calling me as the first speaker of the AIADMK party. I am really happy and it is a privilege to speak on an organization namely the Railways which is a massive, gigantic and magnificent organization in all respects and it is said to be the second largest network in the world. It has got to transport on an average of 14 million passengers every day. It is an ideal transport for long travel and for bulk movement. Sir, it plays a very vital role in the economy of the country in terms of industry improvement and public transport. Sir, on the whole, this is a unique public sector organization in India.

Sir, I am very much inclined to speak more and more on railways depending on the time prescribed for me and, some more time you are likely to be gracious enough to give me, I am inclined to speak and come to the subject straightaway. Sir, as far as subject is concerned, I would like to compare it like this. A coin has two sides. Similarly, this Budget has both plus and minus. To be honest with you, many of the Press people and many of the Members have said that it is an innovative Budget, it is a positive Budget, it is a populist Budget and it is a people-friendly Budget. This is one side of the argument. Another side is, as Mr. Madhu and others have tried to say, it is a partial Budget, it is a political Budget, it has got an underlining meaning. Whatever it is, as far as I am concerned, I will try to go by the observation made by our great leader Madam Jayalalitha, who has said that it has got both plus and minus, it has got some highlights and some grey areas. As far as the highlights are concerned, in fact, I have read through it, there are as many as 38 items of plus points. As far as hon. Minister is concerned, she is not new to this portfolio. She held this *portfolio* earlier ably supported by Ahammedji and

Muniappaji. So, they know men and matters and they are very much keen on doing something constructively. As far as plus points are concerned, there is no increase of passenger fares, there is no increase in freight, etc. and it is a surplus Budget in the sense that unlike any State Government, unlike any Central Government, which will invariably go for a deficit Budget, here is a Budget which is a surplus Budget. Thirdly, Sir, it has got a lot of plus points, namely, to contain the price rise they have reduced Rs. 100 per wagon carrying foodgrains etc. Then there is concession to cancer patient and people accompanying cancer patients, journalists, students, etc. They will so for tourist trains, and infrastructure, and as usual new trains, extension of trains, etc. Sir, as far as plus points are concerned, it is well taken. This is the main point which I wanted to make.

Sir, coming to the other side, the grey side, I am inclined to say that the Annual Plan envisages Rs.41,426 crores which is the highest of the Budget ever we have seen. That is the Annual Plan. While it is on higher side, we are frightened to see the surplus you are able to earn is only Rs. 951 crores only. So, they have to depend upon the budgetary support. As far as the Finance Ministry is concerned, they have said 'no', they have given a big 'no'. If budgetary support is not going to be there, as far as surplus is concerned which is only Rs.951 crores, where do they get this huge money from? Are they going to outside borrowings or going to generate internal resources, etc.? I am interested to know how the finances are going to be managed. Sir, it is very unfortunate that the passenger revenue is on the decline. Over a period of time, it is going on declining. Somehow or the other, they are managing it. They estimated the passenger revenue at Rs.8121 crores but it has declined to Rs.6489 crores only. This is a matter of fact. I borrowed all these details from their Budget documentary only. Secondly, the operating ratio is slipping. This is another adverse factor. Thirdly, Sir, with reference to safety to which Mr. Madhu was very much particular, no appropriation has been made under this head. So, how they could manage? Sir, as far other countries are concerned, when we compare the passenger rate and the freight rate, it is on the increase. The Chair may kindly note that in India initially during the year 2003-04, it was at the ratio of .34:1. Now it has come down to 0.26 to one. Then China has 1.3:1, Germany and UK have got 1.5:1, Japan is 1.9:1. So, to match this world trend, the passenger rate has to necessarily go up whether you like it or not by another 10 to 15 per cent in future.

This is what I want to say. Sir, coming to certain projects — Mr. Madhu also pointed out — I appreciate the public interest, the welfare measures in the Railway Budget, I have got my reservations about some of the projects like bottling plant, parks, sports academy and museums? According to me, I am sorry to say that this is not your prime task purview. You have gone beyond your purview. They are going to be useful. But is it your prerogative to see those

museums, parks etc? It is not your basic function. It is the task of somebody. As such when you are in dearth of money, when there is stringency of finance, do you go for these kind of projects?

Coming to another aspect, we have already seen the plus and minus. I am trying to tell you how you can manage. Sir, as a student of management, I have been taught that any organization will have an objective and the organization will have structure manpower. The organization will have the operation. So, with the objective on the one side and operation on the other with manpower, it is up to you Madam, to think whether your organization is in perfect order, whether your manpower is okay, whether your system is okay, whether people are doing the right job, whether the right person has been given the right job. All these things need a review because you are already in dearth of finance. How do you manage? How do you generate funds? Your passenger revenue is coming down. They are on the decline. How are you going to manage? These are the things the House may be interested to know about. Sir, coming to services, when you give extension of services, when you operate new trains etc., we are told that in some areas enough occupancy ratio is not at all there. In such a situation, rationalization is necessary. Then, coming to subsidisation, whether Central Government or State Government, believe in giving things free is definitely against the public interest because public money should not be spent like this. That is my point. Sir, the important thing, we need service from Railways for the public. Service adequate must be timely, it must be equitable, it must be continuous, it must be efficient. Are you doing this kind of service? Sir, amenity-wise or infrastructure-wise, many times you are able to say that you are making a number of infrastructures. In all these things, are they well maintained, are they really doing service? That is my point. Sir, I am coming to the most important aspect of my observation, leave apart the introductory part of it, Madam, kindly listen to what I am going to say now. The Chair must permit me to finish off my important part because my friends from Tamil Nadu, including the DMK will watch whether I will speak about our Tamil Nadu. That is why I am very particular...

THE VICE-CHAIRMAN (PROF. P. J. KURIEN): Now you are speaking about Tamil Nadu.

DR. K. MALAISAMY: As far as Tamil Nadu is concerned, the Southern Railway has sent a proposal to the hon. Madam for Rs. 300 crores, listing out certain projects. Unfortunately, you have given only Rs. 798 crores. That means 25 per cent of the requirement sponsored by your own team, by your own Southern Railway; will be met and 75 per cent of the projects could not be carried out. That is my first point. Secondly, Sir, as far as BG conversion is concerned my friend Mr. Madhu may note, taking the case of Andhra Pradesh, Karnataka and Kerala, we are lagging very much behind in BG conversion in Tamil Nadu. Out of 8000 and add kilometre length, which is yet to be done by way of BG conversion, in the entire country nearly about 1000 kilometres is pending only in Tamil Nadu. What does it mean? It is nearly one-eighth of the total



length is pending in Tamil Nadu alone. I raised it in the Lok Sabha. I am raising it in the Rajya Sabha also. BG conversion is in T.N. very, very slow. The third point is, a project has been approved connecting the Egmore Railway Station with the Central Railway Station in Chennai. It is for a small distance. Three years have gone. Till now nothing has happened. Everyone feels that it is a dire need; it is the most important priority. There may be some technical snags there but you have got all *pandits* to sort out. Is it uncontrollable? Definitely, it is a controllable factor.

A time-frame should be fixed and they have to be completed in time. I am not going into the details. I am only mentioning the areas. As far as doubling is concerned — I have got all the details with me — the progress is very, very slow; it is dead slow.

The next point is, Madam, you have granted in the Budget 16 world-class stations. But, you have not given anything to Tamil Nadu. Coming to setting up of bottling plants also, Sir, the hon. Minister has proposed to set up six bottling plants in the country. But, nothing has been given to Tamil Nadu. Sir, out of 522 Outpatient Departments, Diagnostic Centres, etc., announced, just for the name sake you have given one or two to Tamil Nadu. You have talked about corridors everywhere. Tamil Nadu is considered as one of the important players. But, nothing has been done. Last but not the least, out of 19 electrification route projects, nothing has been given to Tamil Nadu. What I am trying to say, Madam, is, you are a very...

KUMARI MAMATA BANERJEE: Sir, survey will start with regard to corridors. It will cover. I have already announced. Please see my Budget speech.

DR. K. MALAISAMY: I will check up.

KUMARI MAMATA BANERJEE: Kindly check.

DR. K. MALAISAMY: What Madam says with authority is correct, I stand corrected.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIAPPA): Madam is always correct.

DR. V. MAITREYAN (Tamil Nadu): All Madams are always correct.

DR. K. MALAISAMY: Sir, in my conclusion, my earnest and honest appeal to the hon. Minister is this. Sir, Madam Jayalalitha is well known to you...*(Interruptions)*...

THE VICE-CHAIRMAN (PROF. P.J. KURIAN): Time is over. Please conclude.

DR. K. MALAISAMY: If you take care, we have no objection. Whatever neglect is done or being done to Tamil Nadu or whatever deficiency that Tamil Nadu is facing may please be addressed.

SHRI K.H. MUNIAPPA: We will take care of Tamil Nadu.

DR. K. MALAISAMY: So, I request the hon. Minister to kindly pay special attention to do something concrete so that our grievances are redressed. Thank you.

SHRI RANJITSINH VIJAYSINH MOHITE-PATIL (Maharashtra): Hon. Vice-Chairman, Sir, I thank you very much for giving me this opportunity to speak on the Railway Budget for 2010-11. I rise to support the Railway Budget presented by our hon. *Didi*.

Sir, may I take this opportunity to congratulate our hon. Railway Minister and her efficient colleagues for making the Indian Railways a truly people-friendly, socially committed and economically viable organization?

Sir, the Indian Railways provides itself as the nation's lifeline with a huge workforce of 14 lakhs employees, 17,000 trains running everyday by carrying 18 million passengers in the network of 64,015 route kms. Therefore, since Independence, the role of Indian Railways has been visualized as a harbinger of a balanced development, as an engine for inclusive growth and a symbol of national integration. This was emphasized by the hon. Railway Minister when she said in her Budget that she has made conscious efforts to give primacy to social responsibility against commercial viability.

Sir, the common man is happy with the performance of the UPA Government, because fares and freight charges have not been increased.

At the same time, so many amenities are made available to passengers. The objective of providing a safe, secured, affordable and comfortable rail services are always challenging. I am happy that despite several constraints, the Indian Railways has done a remarkable job. We must endeavour to do our best, so that the Indian Railways enjoy a place of pride in the socio-economic life of the nation.

Sir, the Railway Budget for 2010-11 has proposed Rs. 41,426 crores outlay. Allocation for new lines has been increased from Rs. 2,848 crores to Rs. 4,411 crores. Railways proposed to earn revenue through branding/advertising from Rs. 150 crores to Rs. 1,000 crores. The Railway Minister has announced to start 101 new suburban trains in Mumbai and holding railway recruitment exams in local languages. These are welcome steps.

I strongly believe that the step for not increasing fares has fulfilled the UPA Government's agenda of giving priority to common man. Besides, I strongly believe that the decision of giving railway exams in local languages would give more opportunities to youths.

The hon. Railway Minister is doing a commendable job. But, at the same time, I would like to bring some grievances and points for her kind consideration. I am sure the Railway Minister, being sensitive to the needs of the common man, would certainly pay attention to them.

New trains are being introduced to several destinations, to and fro, in Maharashtra. I thank the hon. Railway Minister for the same. India, with special reference to Maharashtra, is known for large-scale production of agricultural and horticultural produce. The transportation of the said

goods is a difficult job. Therefore, I request the Railway Minister to consider constructing cargo house and cold-storages for agricultural goods in Maharashtra, especially in the districts, like, Sangli, Satara, Solapur and Nashik, where land is surplus. Another area, which has been pending for a long time, is construction of a broad gauge coach factory. Instead of the narrow gauge coach factory at Kurduwadi Junction, Solapur District, a broad gauge coach factory is needed as both, land as well as work force, are there. If it is converted into a broad gauge coach factory, it will certainly help the labours and would contribute in the development of the area.

Hon. Railway Minister has considered the demand for new railway routes in Maharashtra. But the long-awaited demand of Lonand-Pandharpur route has not been considered. I appeal to the hon. Minister to consider the said route on priority.

Besides electrification of Gondia-Ballarshah route, via Naghbir in Vidarbha, connecting Manmad with Daund in Northern Maharashtra, is not satisfying unless adequate budgetary support is allocated and time-bound monetary mechanism is put in place for completion of the project. Therefore, the same should seriously be considered.

Sir, there are six railway stations in the State of Maharashtra, which are earmarked for upgradation as ideal stations. They are Miraj, Nashik Road, Parbhani, Purna, Sangli and Solapur. Here, I would like to remind the hon. Railway Minister that, last year, she had announced, in her Budget Speech, that on the recommendations of the respective Members of Parliament one railway station, per Member of Parliament, would be developed as an ideal railway station. I would request the hon. Minister to fulfill her promise.

Then, for the 271 km, Wardha Yeotamal-Nanded, route, the Maharashtra Government has deposited 40 per cent of its share. The *bhoomi poojan* had been done by the then Minister. A budgetary provision of Rs. 35 crores had been done. As it is in process, I would like to request the hon. Minister to complete this project, as had been promised. This matter had also been raised by my colleague, Shri Vijay Darda.

Mr. Deputy Chairman, Sir, I thank you for having given me this opportunity to speak on the Railway Budget. The demands, which I have made here, are genuine and in the interest of passengers and convenient transportation. I shall be grateful to the hon. Minister if these demands are fulfilled.

With these words, I conclude, Sir.

**श्री आर.सी. सिंह** (पश्चिमी बंगाल) : सर, माननीय मंत्री महोदया ने पिछले साल जो बजट पेश किया था, वह 38 पन्नों का एक पुलिंदा था और इस साल वह 47 पेज का है और अगले साल तक वह अर्ध-शतक हो ही जाएगा। उन्होंने जो लोक लुभावन घोषणाएं पिछले साल के बजट में की थीं, अधिकांशतः पूरी नहीं हुई हैं और इस साल भी वही हथ्र होना है। मैं उदाहरण के तौर पर कह सकता हूं कि जो आदर्श अन्तर्राष्ट्रीय रेलवे

स्टेशन बनाने की बात थी, उसमें कोई खास प्रगति नहीं हुई। इसके साथ ही जो लम्बी दूरी की ट्रेनें थीं, ग्रीन टॉयलेट और हवाई जहाज जैसे vacuum toilet जैसी बातें कही गई थीं, वे सारी कोरी रह गईं। सर, 67 multi functional complexes का निर्माण अभी भी अधर में लटका हुआ है। जिन 120 नई ट्रेनों को चलाने की घोषणा की गई थी, वे पूरी नहीं हुई। रेलवे के operating ratio को 90.5 से बढ़ाकर 94.7 करने की घोषणा की गई थी, वह भी जैसी की तैसी धरी रह गई।

सर, मुझे ऐसा प्रतीत होता है, हालांकि बंगाल काफी खुश है और हम अपने को भाग्यशाली समझते हैं कि मंत्री महोदया ने छूट करके बंगाल को दिया है, लेकिन कहीं ये चुनावी बजट होकर ही न रह जाए। एक बात है कि कुछ परिवर्तन जरूर हो रहे हैं, स्टेशनों के रंग बदल रहे हैं। जहां पर लाल थे, वहां सभी जगह नीले हो रहे हैं। यह प्रगति जरूर हो रही है। माननीय मंत्री महोदया, खूब जोर-शोर से प्राइवेटाइजेशन की तरफ बढ़ रही हैं। इनसे अनुरोध है कि प्राइवेटाइजेशन की तरफ कदम न बढ़ाएं। मैं आपका ध्यान इस बात की ओर आकर्षित करना चाहूंगा कि तमाम काम पब्लिक प्राइवेट पार्टनरशिप मोड में करने के लिए कह रही हैं। रेल मंत्री जी ने कहा कि पैसेंजर लाइन बिछाने के कार्य में private investment के लिए दरवाजे खोले जा रहे हैं, जो प्राइवेटाइजेशन की तरफ ले जा रहा है। अभी तक रेलवे कंटेनर ट्रैफिक में privatization की स्वीकृति थी, लेकिन माननीय मंत्री महोदया ने उत्पादन करने वाली इकाइयों और वैगन निर्माण वाले काच बनाने वाली यूनिट्स, ऑप्टिक फाइबर केबल बिछाने का काम में भी प्राइवेट इन्वेस्टमेंट के रास्ते खोल रही हैं। इसके साथ ही हम सभी जानते हैं कि dedicated freight corridor भी पब्लिक प्राइवेट पार्टनरशिप के अधीन होने जा रहा है। इससे पता चलता है कि मंत्री महोदया ने अमित मित्रा कमेटी की सिफारिशों को स्वीकार कर लिया है। वे रेलवे को प्राइवेट करने पर तुली हुई हैं। ..(व्यवधान)...

KUMARI MAMATA BANERJEE: Sir, he is, absolutely, wrong.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): You please carry on.

**श्री आर.सी. सिंह:** मैं रेलवे मंत्री महोदया से प्रार्थना करता हूं या मांग करता हूं कि रेलवे को प्राइवेट करने से दूर रखें क्योंकि प्राइवेट इन्वेस्टर की रुचि केवल मुनाफा कमाने में होगी और वह सामाजिक दायित्वों को पूरा करने में सक्षम नहीं रहता है, जैसा कि हमने दूसरे क्षेत्रों में देखा है। मंत्री जी बिजनेस कल्चर की बात करती हैं और कहती हैं कि स्पेशल टास्क फोर्स बनाया जाएगा, जो यह देखेगा कि 100 दिनों के अंदर private capital attract कर सके। इससे साफ-साफ जाहिर होता है कि रेलवे को प्राइवेटाइजेशन की तरफ बढ़ाया जा रहा है। मैं एक बात याद दिलाना चाहता हूं कि पिछली बार मंत्री महोदया ने कहा था कि आरा में ताप विद्युत केन्द्र चालू किया जाएगा। इस बजट में उसका कहीं उल्लेख नहीं है। इसके साथ ही साथ मैं आपका ध्यान इस बात की ओर भी आकर्षित करना चाहता हूं कि रेलवे की क्षमता और दुर्घटनाओं में कमी लाने के लिए नए प्रयासों की तरफ कोई खास ध्यान नहीं दिया गया है। रेलवे सेप्टी फंड में 580 करोड़ की कमी इस बात को दर्शाती है कि मंत्री महोदया सुरक्षा के प्रति कितनी गंभीर हैं। पैरा-34 में मंत्री महोदया ने कहा है कि Anti Collision Device लगाया जाएगा। मैं पिछले दस-पन्द्रह सालों से Anti Collision Device के बारे में सुनता आ रहा हूं। इतने सालों के बाद भी केवल NF रेलवे में install किया गया है। अगर इसी गति से काम चलता रहा, तो सभी जोनों में से install करने में कई दशक लग जाएंगे। इसलिए मैं मांग करता हूं कि रेलवे सेप्टी फंड में और अधिक धन देने की आवश्यकता है।

साथ ही यात्रियों की सुरक्षा के लिए नई तकनीकों का इस्तेमाल करने की तरफ ध्यान आकर्षित करता हूं। महोदय, मैं एक हास्यास्पद तथ्य की ओर आपका ध्यान आकर्षित करना चाहता हूं। एक तरफ तो मंत्री महोदया

कहती हैं कि फंड की कमी है और दूसरी तरफ नॉन कोर सेक्टर्स में इन्वेस्ट कर रही हैं। मुझे समझ नहीं आता कि रेल मंत्री जी रेलवे के संसाधनों को बोटलिंग प्लांट, स्पोर्ट्स अकादमी, कल्चरल सेंटर्स, टेन इको पार्क और दूसरे डिपार्टमेंट में क्यों खर्च कर रही हैं। इससे मुझे यह लगता है कि अगले बजट में आई.पी.एल. की टीम खरीदने की कोशिश भी जरूर करेंगी। इसलिए मैं उन्हें सुझाव देना चाहता हूं कि रेलवे को मजबूत करने के लिए ..(व्यवधान) ..

**श्री बीरेन्द्र प्रसाद वैश्य (असम) :** स्पोर्ट्स के लिए होना चाहिए।

**श्री आर.सी. सिंह :** जरूर होना चाहिए, स्पोर्ट्स की मदद करना और स्पोर्ट्स टीम तैयार करना दोनों अलग बातें हैं। वह बड़ा अच्छा है, लेकिन इसकी जगह पर सेफ्टी डिवाइस लगाए जाएं, तो उससे बेहतर होगा। मैं सुझाव देना चाहता हूं कि रेलवे को मजबूत करने और विस्तार देने की तरफ आपको ध्यान आकर्षित करना चाहिए। सर, हमने पिछले सात सालों में केवल 10,419 रूट किलोमीटर ही बनाए हैं। अगर आप गणना करें तो यह एक साल में केवल 180 रूट किलोमीटर ही आता है। मंत्री जी एक साल में 1000 रूट किलोमीटर और 2020 तक 25 हजार रूट किलोमीटर बनाने की बात कर रही हैं, यह कैसे संभव होगा? वे खुद फंड की कमी का रोना रो रही हैं। इस कोर सेक्टर में इन्वेस्ट करने की जरूरत है, इसकी कमी है और इसके लिए वे पब्लिक प्राइवेट पार्टनरशिप के तहत करने जा रही हैं, जोकि प्राइवेटाइजेशन की तरफ एक कदम है। मैं उनका ध्यान इस तरफ आकर्षित करना चाहता हूं कि इस सेक्टर को और मजबूती प्रदान करें। हम सभी जानते हैं कि देश में रोजगार प्रदान करने वाला सबसे बड़ा सार्वजनिक क्षेत्र रेलवे है, लेकिन यदि आप इसमें वेकेंन्सीज को देखेंगे तो आश्चर्यचकित होंगे। मेरी जानकारी में 1 लाख 70 हजार पोस्ट वेकेन्ट पड़ी हुई हैं, इनमें से 90 हजार पोस्ट केवल रेलवे सेफ्टी से जुड़ी हुई हैं। मैं रेल मंत्री जी से पूछना चाहता हूं कि 1 लाख, 70 हजार पोस्ट क्यों खाली पड़ी हुई हैं? उनकी रिक्तियों को भरने के लिए कौन सा कदम उठाया जा रहा है? सर, इस संदर्भ में एक बात और याद दिलाऊँ चाहता हूं, जहां तक मेरी जानकारी है, पहले ड्राइवर्स सिक्स ऑवर्स ड्यूटी करते थे, अब उनको दस घंटे कंटीन्युअसली ड्यूटी करनी पड़ती है, मैं इसकी तरफ ध्यान आकर्षित करना चाहता हूं कि यह एक बहुत कठिन काम है। सर, मैंने हाल ही एक न्यूज में पढ़ा था, मैं बहुत आश्चर्यचकित हुआ कि जहां पर बड़े-बड़े वेंडर्स रहते हैं, विशेषकर दिल्ली में जो मेन ट्रेन्स हैं, प्लेटफॉर्म पर मिली-भगत करके, उनको डाइवर्ट किया जाता है और स्मॉल वेंडर्स को उसमें कोई गुंजाइश नहीं दी जाती है। इसकी तरफ भी ध्यान आकर्षित करना चाहता हूं कि अगर इस तरह की घटनाएं हो रही हैं, तो मंत्री महोदया इसको रोकने के लिए भरसक प्रयास करें। इस बजट से पता चलता है कि वित्तीय स्थिति में गिरावट आई है। नेट रेवेन्यू में बी.ई. में 8,121 करोड़ रुपए से कम होकर 6,489 करोड़ रुपए होने का अनुमान है और बी.ई. में 642 करोड़ रुपए कैपिटल फंड के लिए प्रदान किए गए हैं, लेकिन इन सबसे कुछ भी उपलब्ध नहीं कराया जा सकता है। जब आप 2008-09 का बजट देखेंगे तो पाएंगे कि कैपिटल फंड के लिए 3,065 करोड़ रुपए का प्रावधान था और मंत्री जी ने बाजार से 9,120 करोड़ रुपए व्यवस्था करने का प्रस्ताव दिया है, जिससे पता चलता है कि रेलवे को बाहरी स्रोतों पर आश्रित होना पड़ रहा है। मेरा मंत्री महोदया से अनुरोध है अपने फंड की उगाही की जाए। मैं कुछ जरूरी मांगों की तरफ माननीय मंत्री महोदया का ध्यान आकर्षित करना चाहूंगा। एक बात बताता हूं, मैं उत्तर प्रदेश के मऊ जिले में गया था, वहां पर मऊ शहर रेल के दो तरफ बसा हुआ है, लेकिन वहां पर रेल का ओवर ब्रिज या अंडर ब्रिज नहीं है। मैं उनसे गुजारिश करता हूं कि इस बात की बहुत आवश्यकता है कि इसको ध्यान में लेकर विशेष तरीके से पूरा किया जाए।

मैं उनसे गुजारिश करता हूं कि प्राथमिकता के आधार पर उन्हें इसे पूरा करना चाहिए।

सर, मैंने एक बात और देखी कि जहाँ पर एक लाख से ज्यादा TVUs हैं, वहाँ पर ओवरब्रिज की कोई व्यवस्था नहीं है। ऐसी कई जगहें हैं। जैसे जीटी रोड पर आसनसोल में, मानकर स्टेशन पर, अंदाल स्टेशन के

नजदीक। रानीगंज में, जहाँ इस पार से उस पार जाने के लिए फुट ब्रिज बनाना था, बर्दवान ईस्ट केबिन में, इसी तरह से गोलसी और पराज के बीच 83 नंबर गेट के बगल में, मानकर ईस्ट केबिन पर, पानागढ़ में, जहाँ मिलिटरी बेस है, वहाँ भी ओवरब्रिज की व्यवस्था नहीं है, राजबाँध और दुर्गापुर के मायाबाजार वगैरह में इस प्रकार के ओवरब्रिज की व्यवस्था करने की जरूरत है। मैं मंत्री महोदया का ध्यान इनकी तरफ आकर्षित कराना चाहता हूँ कि उन्हें इन सब की तरफ जरूर देखना चाहिए।

[उपसभाध्यक्ष (श्री कलराज मिश्र) पीठासीन हुए]

सर, मैं एक बात और कहना चाहता हूँ कि बर्दवान स्टेशन के बगल में एक ट्राएंगुलर रोड बनता है, जहाँ बहुत ज्यादा एक्सीडेंट्स होते हैं। वहाँ रेलवे के कुछ क्वार्टर्स हैं। अगर उनको हटा कर उस रोड को चौड़ा किया जाए, तो एक्सीडेंट से बचा जा सकता है और उस रेलवे क्वार्टर्स में जो लोग रहते हैं, उनकी सुरक्षा की व्यवस्था हो सकती है।

सर, जब माननीय श्री रामविलास पासवान जी रेल मंत्री थे, तो उस समय कहा गया था कि बर्न स्टैंडर्ड कंपनी, जो वैगन बनाती है, उसका रेलवे में merger किया जाएगा। पिछली बार भी मंत्री महोदया ने इस बात को कहा था, लेकिन इस बार के बजट में कहीं इसका उल्लेख नहीं है।

सर, पिछली बार उन्होंने यह भी कहा था कि हिन्दुस्तान केबल्स, जो फाइबर केबल्स बना सकता है, वह आज बीमार पड़ा हुआ है। रेलवे में फाइबर केबल की जरूरत है। इसलिए हिन्दुस्तान केबल्स को रेलवे के साथ merge करने की बात कही गई थी। इसके लिए एक विशेष टीम verification करने के लिए गई थी, लेकिन बजट में इसका कोई उल्लेख नजर नहीं आया। इसको रेल में मर्ज कर लेना चाहिए था।

सर, मैं एक बात और कहना चाहता हूँ। जब हिन्दुस्तान आजादी की लड़ाई लड़ रहा था, तो हमारे देश में उत्तर प्रदेश के बलिया, बंगाल और महाराष्ट्र में, तीन जगह आजादी घोषित कर दी गई थी। देश आजाद होने के पहले बलिया को जब आजाद घोषित किया गया था, तो चित्तू पांडे उसके प्रधान मंत्री बने थे। इसलिए उनके नाम से एक विशेष ट्रेन बलिया से दिल्ली के लिए या कोलकाता के लिए या मुम्बई शहर के लिए दी जानी चाहिए। मैं इसकी तरफ उनका ध्यान आकर्षित करना चाहता हूँ कि पिछले साल भी उन्होंने कहा था, इसलिए उन्हें इस बार इसे देना चाहिए था।

इसके बाद मैं यह कहना चाहता हूँ कि कैफियत ट्रेन को आजमगढ़ से नहीं, बल्कि इसको थोड़ा और बढ़ा कर मऊ से, जहाँ टर्मिनल घोषित करना चाहिए, वहाँ से इसे चालू करना चाहिए।

सर, माननीय मंत्री महोदया ने हैदराबाद में एक नई ट्रेन दी है, इसके लिए मैं उनको बधाई देता हूँ, लेकिन उर्दू के जो famous poet हैं, मकदूम साहब, उनके नाम पर उस ट्रेन को दिया जाना चाहिए। इसके लिए मैं उनसे आग्रह करना चाहता हूँ।

मैं एक बात और कहना चाहता हूँ कि केरल को टर्मिनल घोषित किया जाए। (समय की घंटी)

**उपसभाध्यक्ष (श्री कलराज मिश्र) :** आपका समय समाप्त हो गया है।

**श्री आर.सी. सिंह :** सर, एक मिनट। उसे टर्मिनल घोषित किया जाए और रेलवे का एक जोन केरल में स्थापित किया जाए।

मैं ये कुछ बातें कहना चाहता हूँ और यह उम्मीद करता हूँ कि ममता जी जो महिला बटालियन बनायेंगी, उनकी ट्रेनिंग और रहने की व्यवस्था आसनसोल में की जाएगी।

सर, एक ट्रेन, जो बाँकुड़ा को रानीगंज से जोड़ेगी, उसमें सिर्फ कोयला जाता है, उसको strengthen करके आसनसोल से बाँकुड़ा के लिए एक ट्रेन दी जाए। मैं यह बात भी कहता हूँ।

आखिरी बात मैं यह कहना चाहता हूँ कि सबसे पहले रविन्द्रनाथ टैगोर जी के परदादा, ठाकुर द्वारकानाथ जी ने रानीगंज से कोयला का व्यवसाय शुरू किया था। उस रानीगंज स्टेशन को हिन्दुस्तान का एक धरोहर घोषित किया जाए।

इन्हीं चंद बातों के साथ, आपने मुझे समय दिया, इसके लिए आपको धन्यवाद देते हुए मैं अपनी बात समाप्त करता हूँ। धन्यवाद।

SHRI M.V. MYSURA REDDY (Andhra Pradesh): Mr. Vice-Chairman, Sir, the time at my disposal is short and that is why I will limit myself to the South-Central Railways. This South-Central Railways gets the highest earning among all the zones in the country, but the allocations are not satisfactory. For example, Sir, in 2006-07 the income was Rs.5769 crore but the allocation was Rs.923 crore; in 2007-08 the income was Rs.6830 crore but the allocation was Rs.1611 crore; in 2008-09, the income was 7791 crore but the allocation was Rs.2741 crore and in 2009-10 the income was Rs.8500 crore but the allocation was Rs.3092 crore. The network in the South-Central Railway is also very poor and lowest in the country. Andhra Pradesh has got only 8.2 route km. per thousand sq. km against 44.69 km of West Bengal and 31.67 km of Tamil Nadu. Sir, one problem with this South-Central Railways is that major portion of South-Central Railway before its formation was with the Southern Railways. Whatever funds were allocated to Southern Railways, they were spent only in Southern Railway's portion of Madras State, not in Andhra Pradesh. That is why the network in South-Central-Railways is very poor and lowest in the country. Even with this lowest route network, the earnings are higher because of its freight traffic. In the South-Central Railways, the passenger trains' connectivity is also very lowest and poor. Even our representations were neglected and not taken care of. Instead of removing this inequality, adequate funds were not allocated to the South-Central Railway Board. The successive Railway Ministers and the Railway Board also show step-motherly treatment to this South-Central Railways. In spite of our representations to Ministers and also to the Railway Board, nobody is bothered about this network. Sir, if you see the Budget speech, this time the South-Central Railway got many projects on papers. In Telugu a saying is there which means heaven in hand. If you see the Socially Desirable Rail Connectivity Proposals, it is proposed to update the surveys for the following lines and thereafter these lines will be processed through the Planning Commission for necessary approval. It is cleverly and intelligently drafted to fool the people of Andhra Pradesh. Almost six projects were given. They are Bhadrachallam-Kovvur, Bhadrachellam Road-Vishakapatnam, Krishna-Vikarabad, Mantralayam Road-Kurnool, Nizamabad-Ramagundam and Hyderabad to Gazwal-Jagityal. Another proposals are surveys. The following surveys are proposed to be taken up: Diddalur-Bakrapet, Bapatala-Nizampatnam-Reppalle, Pagidipalli-Shankarpalli and Vijayanagaram-Palasa via Rajam. It seems to me that

surveys will be updated. But I may not see all these projects. My son also will not see; my great son also may not see. My great grandson only will see these projects. The proposals will be updated; surveys will be updated. The Railway Budget speech of the hon. Minister is only about the updating of the surveys and services to be taken up.

There is no need to mention that also. But, on cost-sharing basis, three-four projects were taken up on 50:50 per cent basis, namely, Nadikudi - Srikalahasti, Bhadrachalam Road - Kovvur, Manuguru - Ramagundam, and Akkanapet - Medak - Medchal. I do not think Andhra Pradesh Government will pay their share. But the only thing is that Bhadrachalam - Kovvur may be taken up because Singareni Collieries will pay the amount. But, I am asking the hon. Minister, through you, Sir, on cost-sharing basis, if Kolkata was given MMTS, and when Andhra Pradesh is ready to give cost-sharing of MMTS in Hyderabad, then why it was not sanctioned, or, why it was not announced. In fact, it may be in Hyderabad City. Now, Telangana brothers may have the luxury of having this facility if the State is divided. But, till now, it is the capital of Andhra Pradesh. Thus, I am asking the Minister why this was not announced on cost-sharing basis. Even the State Government is interested in this project.

Sir, the next point is regarding the pre-Budget meetings with Members of Parliament at zonal level. This is a big farce, and also it is a ritual. Just four or five days before the Budget, these meetings are held at zonal level with the MPs. But, I do not know whether officials are really taking care of our representations or not. It is my personal experience. It appears to be a small incident to quote in this august House and I am afraid it will waste the time of my hon. colleagues. *(Time-bell rings)* But, since it is the *izzath* of the Members of Parliament, I thought I would mention this point. In this zonal meeting, I requested for two trains to halt at my native place, Yerraguntla in Cuddapah district of Andhra Pradesh, that is, Train No.2707 - Tirupati-Hazrat Nizamuddin, and Train No.1043 - Kurla-Madurai Express. I represented this on 14th September, 2006, to the G.M. in writing. He said that he would look into it. *(Time-bell rings)*. Sir, within a minute, I will complete.

**उपसभाध्यक्ष (श्री कलराज मिश्र):** आपका समय खत्म हो गया है।

SHRI M.V. MYSURA REDDY: In 2007 also, the same request was made. Then, they said that it would be sent to the Railway Board because that proposal was to be accepted by the Railway Board and they were recommending this request. After that, I gave it to the Railway Minister in 2008. Again, I wrote a letter to GM, SCR. In the last meeting also, when I wrote this letter, they said that it would be forwarded. Already, they said in one meeting, in 2007, that they had forwarded this letter to the Railway Board. But, in this meeting, they are telling that it will be again forwarded.

THE VICE-CHAIRMAN (SHRI KALRAJ MISHRA): Please conclude.



SHRI M.V. MYSURA REDDY: That means, they have not at all sent this recommendation to the Board. It is my personal experience. Many Members of Parliament may be sending their proposals to the Board, but it is not being considered by the Board. The Board is responsible to the Parliament. At least, they should seriously consider our proposals and they should be redressed properly. Thank you, Sir.

**श्री ललित किशोर चतुर्वेदी (राजस्थान):** माननीय उपसभाध्यक्ष महोदय, आपका बहुत-बहुत धन्यवाद।

माननीय रेल मंत्री महोदय ने वर्ष 2010-2011 के लिए जो रेल बजट प्रस्तुत किया है, यह भी पिछले वर्ष के समान ही एक लोक-लुभावन बजट है। इससे उन्होंने सभी को खुश करने की कोशिश की है। किन्तु, एक बात अगर आप ध्यानपूर्वक देखेंगे तो पाएँगे और जिसकी चर्चा कुछ माननीय सदस्यों ने भी की है कि माननीय मंत्री महोदय के सामने पश्चिमी बंगाल का चुनाव एक तारे के समान दिख रहा है। मैं उनको अग्रिम बधाई देता हूँ। उन्होंने संघर्ष किया है। कल महिला आरक्षण विधेयक पास हो गया और आज यह रेल बजट आया है। सर, मैं यह बात क्यों कहना चाहता हूँ? क्योंकि चाहे मातृभूमि गाड़ियाँ हों, चाहे कर्मभूमि गाड़ियाँ हों, चाहे दूरांतो गाड़ियाँ हों या चाहे पैसेंजर गाड़ियाँ हों, आप यह देख लीजिए कि 6 मातृभूमि गाड़ियों में से 2 पश्चिमी बंगाल को मिली हैं। इसी प्रकार, तीन कर्मभूमि गाड़ियों में से एक, तीन दूरांतो गाड़ियाँ, 13 लम्बी दूरी की गाड़ियाँ और 3 पैसेन्जर गाड़ियाँ पश्चिमी बंगाल के लिए हैं। संस्कृति एक्सप्रेस भी पश्चिमी बंगाल के लिए है। जब रेलवे स्टेशन की नयी इमारत बनाने की बात आयी तो इसके लिए पश्चिमी बंगाल के बालीगंज स्टेशन को लिया गया। अगर नया नाम देकर भगत सिंह के नाम पर कालीबाड़ी स्टेशन का नामकरण हुआ तो वह भी पश्चिमी बंगाल में ही है। ..(व्यवधान).. इसी प्रकार, रेल कोच फैक्ट्री सिंगुर में, सवारी डिब्बा कारखाना काचरापाड़ा में, रेल अनुसंधान केन्द्र पश्चिमी बंगाल में, उन्नत लोको पायलट प्रशिक्षण केन्द्र बेलीघाटा में, उन्नत रेल प्रशिक्षण केन्द्र मालदा में, माल डिब्बा कारखाना बर्दवान और हल्दिया में और दोहरीकरण की पाँच योजनाएँ इत्यादि भी पश्चिमी बंगाल के लिए ही हैं। मैंने उनका सारा भाषण आद्योपांत पढ़ा है। ऐसा दिखता है कि पश्चिमी बंगाल का चुनाव उनकी आँखों के सामने है। जैसा मैंने अभी कहा कि मैं उनको अभी से बधाई देता हूँ क्योंकि उन्होंने एक तरफ तो संघर्ष किया ही है। कल महिलाओं के लिए कानून भी आ गया और निर्माण के कार्य में भी पश्चिमी बंगाल को सामने रख कर उन्होंने किस प्रकार की बात की है, वह इस बात का द्योतक है। पता नहीं राजस्थान उनके ध्यान में क्यों नहीं आता? पश्चिमी मध्य प्रदेश और गुजरात, ये दीदी की नजरों में केवल मात्र सर्वे के लिए हैं। आप पूरे भाषण को पढ़ जाइए, उसमें केवल अद्यतन सर्वे की बात है। ऐसा लगता है कि यह बजट दीर्घगामी विकास को दृष्टि में रखकर नहीं अपितु तात्कालिक नजरिये का लेखा-जोखा है।

माननीय मंत्री महोदय ने कुछ घोषणाएँ की हैं। घोषणाएँ तो सदा होती हैं। पूर्ववर्ती मंत्री भी घोषणाएँ करते रहे हैं, लेकिन ये घोषणाएँ गर्त में डूब गयीं। मैं माननीय मंत्री महोदय से पूछना चाहता हूँ कि लम्बी दूरी की गाड़ियों में जो 26 कोच लगाने की घोषणा की गयी थी, उसका क्या हुआ? लम्बी दूरी की गाड़ियों में, जिनमें 26 से कम कोचेज थे, उनमें 6 जनरल कोच लगाये गये, उसका क्या हुआ? क्या वह वादा पूरा हो गया? 26 कोचेज को accommodate करने वाले platform की लम्बाई बढ़ायी जाएगी, यह आश्वासन था, उसका क्या हुआ? उन्होंने अपने भाषण में जो घोषणाएँ की हैं, उनका वादा करने की बात तो कही है, किन्तु मैं उनसे इस बारे में कुछ सवाल करना चाहता हूँ। महिला स्पेशल और युवा स्पेशल ट्रेनों की जो बातें कही गयी थीं, उनके पालन का क्या हुआ? मैं आपके भाषण में से आपको ही quote कर रहा हूँ। उन्होंने स्वयं इस बात को स्वीकार किया है कि green toilets की योजना क्रियान्वित नहीं हो सकी। इसीलिए मेरा उनसे निवेदन है,

4:00 P.M.

जब उन्होंने यहाँ और लोक सभा में भी अपना बजट भाषण दिया, तो उसमें दीर्घकालीन विकास को दृष्टि में रखते हुए कुछ और addition करें।

पिछले बजट में उन्होंने इज्जत योजना की घोषणा की थी। इसमें 1500 रुपये से कम मासिक आय वाले लोगों को 100 किलो मीटर प्रतिदिन यात्रा करने के लिए रियायत दी गयी थी। 1500 रुपये का मतलब है, 50 रुपये रोज कमाने वाला। जो 50 रुपये रोज कमाने वाला व्यक्ति है, वह 100 किलो मीटर कहाँ जाएगा? मैं चाहता हूँ कि जब माननीय मंत्री महोदया अपना जवाब दें तो वे यह बताने का कष्ट करें जिससे सत्यता प्रकट हो जाएगी। इज्जत के नाम की योजना में देश भर में कितने टिकट खरीदे गये, अगर वे इसके आँकड़े भी देंगी तो बहुत अच्छा होगा।

मैं एक-दो बातों के लिए आपको बहुत धन्यवाद देना चाहता हूँ। पहला धन्यवाद तो इस बात का कि आपने लाभप्रदता के प्रतिफल की दर के बजाए सामाजिक उत्तरदायित्व के पक्ष को तरजीह देने वाली एक नई विचारधारा को जन्म दिया है, लेकिन आपने डिटेल्स नहीं बताए। मैं आपको केवल कुछ बिन्दु बताना चाहता हूँ। यह सोशल बात है, बात नम्बर एक है पिछड़े क्षेत्र की, जिसमें झारखंड भी आएगा, छत्तीसगढ़ भी आएगा, उड़ीसा भी आएगा। दूसरी बात, नक्सलवाद से मुकाबला। आज जिस क्षेत्र में नक्सलवाद फैला हुआ है, अगर वहाँ विकास हो जाता है, रेलें चली जाती हैं तो नक्सलवाद का मुकाबला किया जा सकता है। यह भी एक सोशल फंक्शन है। माननीय मंत्री महोदया इस बारे में बताने की कृपा करेंगी। इसी प्रकार से आतंकवाद से पीड़ित क्षेत्र हैं, निश्चित रूप से उसके बारे में भी आप बताने की कृपा करें और सबसे बड़ी बात मैं कहना चाहता हूँ कि प्रशासनिक रूप से प्रदेश जिले क्यों बनाते हैं, जिला केन्द्र क्यों बनाते हैं, क्योंकि प्रशासनिक रूप से वे सारे प्रदेश को उन क्षेत्रों से, जिला केन्द्रों से कंट्रोल कर सकें। क्या माननीय मंत्री महोदया इस बात को बताने की कृपा करेंगी कि हिन्दुस्तान में जितने जिला केन्द्र हैं, उनको जोड़ने के लिए, जो प्रशासनिक दृष्टि से बहुत आवश्यक है, वे कुछ करेंगी? उन्होंने लाभप्रदता के प्रतिफल की दर के बजाए सामाजिक उत्तरदायित्व की बात जो कही है, वह इन बातों को पूरा करने से ही प्रकट होगी। यह होगा तो राजस्थान में, पश्चिमी उत्तर प्रदेश में, उत्तर गुजरात में और सौराष्ट्र में, यहां जो आज योजना में कमी दिखती है, वह पूरी हो सकेगी।

एक बात का और मैं धन्यवाद देना चाहता हूँ कि इन्होंने बिना चौकीदार वाले रेलवे समपारों को, क्रॉसिंग्स को पांच सालों में परिवर्तित करने की घोषणा की है। माननीय मंत्री महोदया, मैं निवेदन करना चाहता हूँ कि काम पूरा नहीं होगा। उन पर छोटा टोल टैक्स लगाइए। वैसे तो वामपंथी भाई प्राइवेट पार्टनरशिप की बात आते ही नाराज हो जाते हैं। मैं जानता हूँ कि प्राइवेटाइजेशन नहीं करना है, पूरा प्राइवेटाइजेशन संभव भी नहीं है। किन्तु यदि छोटा-छोटा टोल टैक्स लगा दिया, योजना बना ली, तो आपकी की हुई घोषणा निश्चित रूप से पूरी हो जाएगी। छोटा टोल टैक्स किसी को अखरेगा भी नहीं, जो पूंजी लागत है, वह भी पूरी हो जाएगी और संधारण की व्यवस्था भी हो जाएगी।

एक धन्यवाद और आपको देना चाहता हूँ रेलवे कर्मचारियों के आवास के लिए। मैं रेलवे कमिटी का सदस्य था। मैंने लगातार दौरे किए और जो हालत देखी है मैंने आवासों की, कर्मचारियों के आवासों की, वह इतनी बुरी थी कि शायद उसमें जानवर भी नहीं रह सकते। आपने घोषणा की दस वर्षीय योजना की, उसका भी मैं स्वागत करता हूँ। रेलवे की आज जो वर्तमान स्थिति है, वह मुझसे और आपसे छिपी हुई नहीं है। सभी लोग इसकी पीड़ा भोग चुके हैं। मैं राजस्थान के बारे में निवेदन करना चाहता हूँ। पिछले दो महीने में सुरक्षा की स्थिति क्या बनी है, कैसी पीड़ा भोगी है हमने। बांसको स्टेशन के फाटक पर आश्रम एक्सप्रेस पटरी से उतर

गई। कनकपुरा रेलवे स्टेशन पर मालगाड़ी ले जाने वाले इंजन का पावर फेल हो गया। वह कई घंटे पड़ा रहा, नया इंजन लगाना पड़ा, क्योंकि वह वजन उठाने में सक्षम नहीं था। जोधपुर-लूनी के बीच इंजन में आग लग गई। मेडता रोड पर गाड़ी जंक्शन स्टेशन पर आने के स्थान पर लूप लाइन पर चली गई। बीकानेर से नागौर आने वाली मालगाड़ी के दो टुकड़े हो गए। निवाई स्टेशन से पहले बान्द्रा एक्सप्रेस का इंजन फेल हो गया और अभी हाल ही में 2 मार्च, 2010 को फिशप्लेट खुल गई और मंडोर एक्सप्रेस के साथ हादसा होते-होते बचा। मैंने यह किस्सा तो केवल राजस्थान का कहा है, कृपया देखने की कृपा करें, क्योंकि इसी प्रकार की घटनाएं होती रहती हैं - कहीं पटरी में क्रेक आ जाता है, कहीं फिशप्लेट अटक जाती है। इसका कारण क्या है? कारण है कि सारी व्यवस्था ओवर स्ट्रेच है।

इस overstrained व्यवस्था पर विचार किया जाना चाहिए। आज कर्मचारी असंतुष्ट हैं, दूसरी तरफ अधिकारी लोग अपनी जिम्मेदारी भूलकर उन क्षेत्रों में रुचि ले रहे हैं, जहां से कुछ प्राप्ति हो सकती है। उत्तर पश्चिमी रेलवे के जनरल मैनेजर को रंगे हाथों पकड़ा जाना, वर्क्स मैनेजर के खिलाफ भ्रष्टाचार के आरोपों में कार्यवाही होना, कार्मिक निदेशक के यहां छापे में 2.5 करोड़ रुपए से अधिक की संपत्ति का पाया जाना, ये घटनाएं किस बात को परिलक्षित करती हैं? ये इसी बात को परिलक्षित करती हैं कि पिछली UPA सरकार के समय इस सारे वातावरण को या तो प्रश्रय दिया गया या अनदेखा किया गया। आज UPA सरकार बहुत ढोल बजा रही है, रिवाड़ी-फुलेरा लाइन के बारे में मैं आपको याद दिलाना चाहता हूं कि बहुत साल पहले इसके आमान परिवर्तन के मामले में भ्रष्टाचार को लेकर मैंने अधिकारियों से कुछ मुद्दों पर स्पष्ट जानकारी चाही थी, लेकिन वह जानकारी मुझे आज तक नहीं मिली। ऐसे वातावरण में आपको नयी रोशनी लाने के लिए आमूलचूल परिवर्तन करने होंगे। आपका स्वभाव अच्छा है, आपका व्यवहार मधुर है, आप कुछ करना चाहती हैं।

उपसभाध्यक्ष महोदय, अब मैं Vision 2020 की चर्चा करना चाहता हूं। मैं परमात्मा से प्रार्थना करता हूं कि आपका Vision 2020 सफल हो, किन्तु मैं आपसे कहना चाहता हूं कि जब तक backup ठीक नहीं होगा, जब तक उसके लिए सार्थक प्रयत्न नहीं किए जाएंगे, तब तक Vision 2020 पूरा नहीं हो सकेगा। आपने प्रति वर्ष एक हजार किलोमीटर नया रेल पथ बनाने की घोषणा की है, लेकिन इन अधिकारियों के साथ यह नहीं हो सकता है। मैं आपसे निवेदन करना चाहता हूं कि UPA के 6 सालों में इन चार चीजों के लिए - New railway lines, doubling, electrification और आमान परिवर्तन, इनके क्या targets रहे, इन targets के बारे में आप बताने की कृपा करें। मैं आपको पूरे आंकड़े नहीं बताना चाहता, मैं कुछ उदाहरण आपको दे रहा हूं कि वर्ष 2008-09 में नई रेलवे लाइनों के लिए भौतिक लक्ष्य 543 किलोमीटर का था, जो घटकर 377 किलोमीटर रह गया, लेकिन केवल 357 किलोमीटर पूरा हो पाया। इसी तरह दोहरीकरण में 1,000 किलोमीटर के भौतिक लक्ष्य के मुकाबले 363 किलोमीटर की उपलब्धि हुई। इसी तरह पुलों के पुनर्निर्माण के लिए 1,656 किलोमीटर के बजाय 1,388 किलोमीटर के लक्ष्य की प्राप्ति हुई। यह तो मैंने केवल एक वर्ष का जिक्र किया है। मैं माननीय मंत्री महोदय से निवेदन करना चाहूंगा कि अपने बजट भाषण के उत्तर में वे बताएं कि इन चारों क्षेत्रों में पिछले 6 साल के लक्ष्य क्या थे? What were the physical targets? Financial targets तो वही बने रहे, लेकिन physical targets पूरे नहीं हुए। आपके लोगों की इस प्रकार की मनःस्थिति है। Cost management, economic management, berth management, कोटा पूरा न होने से लक्ष्य पूरे नहीं होते। आपको बहुत कोशिश करनी पड़ेगी। आपकी काबिलियत पर मुझे विश्वास है, लेकिन मेरा निवेदन है कि कहीं Vision 2020 का आपका सपना, केवल सपना ही न रह जाए, आपको इसे पूरा करने के लिए प्रयास करना पड़ेगा।

उपसभाध्यक्ष जी, अब मैं Public Private Participation की भी चर्चा करना चाहूंगा, आपने यह विषय छोड़ दिया था। मैं dogmas में विश्वास नहीं करता। निश्चित रूप से सभी क्षेत्रों में privatisation अच्छा नहीं है, लेकिन निर्माण के अंदर Public Private Participation किया जाना चाहिए। जो economically viable

projects हैं, commercially viable and economically viable हैं, उनको अतिरिक्त साधन देने की आवश्यकता है। प्राथमिकताओं के आधार पर निश्चित अवधि में काम पूरा किया जाए और प्रतिबद्धता के साथ पूरा किया जाए। Dedicated Freight Corridor और local transport development क्यों नहीं किया जा सकता? मुझे जानकारी मिली है कि Dedicated Freight Corridor के फाइनैस के लिए जापान के साथ जो समझौता हुआ, उसके लिए भी आपके अधिकारियों का नकारात्मक दृष्टिकोण है, negative attitude है। जब तक यह negative attitude नहीं बदला जाएगा, तब तक यह काम नहीं हो सकता है। मैं आपकी इस बात से सहमत हूँ कि हमें व्यावसायिक संस्कृति अपनाने की आवश्यकता है। मैं जानता हूँ कि हमें रेलवे का पूरा privatisation नहीं करना चाहिए, किन्तु आपने देखा होगा कि स्थिति क्या बन गई थी। मैं PWD में 6 सालों तक मिनिस्टर रहा हूँ, स्थिति यह बनी कि सड़कों के विकास के लिए हमने जिस प्रकार निजी निवेशकों का सहयोग लिया, उससे आज सड़कों का जाल बिछ गया है। इसलिए मैं कहना चाहता हूँ कि यदि आप निर्माण के क्षेत्र में किसी भी प्रकार का सहयोग PPP के माध्यम से करेंगी, तो आपका भी भला होगा, हमारा भी भला होगा और निर्माण भी होगा।

अब मैं आमान परिवर्तन की चर्चा करना चाहता हूँ। आपने कहा कि हम 2012 तक आमान परिवर्तन कर देंगे, यह बहुत आवश्यक है। मीटरगेज और ब्रॉडगेज की दोहरी व्यवस्था बहुत नुकसान कर रही है। आपने जो 800 किलोमीटर का लक्ष्य रखा है, वह अपूर्ण है। इसके पूरा होने से हमारा मंतव्य पूरा नहीं होगा, इसको बढ़ाने की कृपा करें। दोहरीकरण में आपने 700 किलो मीटर का लक्ष्य रखा है, किन्तु जिस प्रकार का सिस्टम है, मुझे नहीं लगता है कि यह काम पूरा होगा। मुझे तो बड़ा आश्चर्य होता है, जब मैं दिल्ली से अहमदाबाद की लाइन को देखता हूँ। बान्दीकुई-अलवर बचा हुआ खंड है, बाकी दोहरीकरण हो गया है। माननीय मंत्री महोदय, मैं स्पेशल कोट कर रहा हूँ कि अगर बान्दीकुई से अलवर के बीच में दोहरीकरण हो जाए, जिसका रिटर्न 14 परसेंट है, यह आपका विभाग मानता है और आपने भी माना है, तो दिल्ली से अहमदाबाद बड़ी शान से डबल लाइन पर ट्रेनें चलेंगी। आपने घोषणा तो नहीं की। बड़ी कृपा होगी, आप मेरी बात को वहां tally करेंगी और tally करने के बाद अगर 14 परसेंट रिटर्न है, तो निश्चित रूप से इस लाइन का दोहरीकरण करने की आवश्यकता है।

आप जानते हैं कि 60 प्रतिशत क्षेत्र में भार का वहन लगातार सड़क परिवहन से किया जा रहा है। यह एक competition है, इस competition में रेलवे को उतरना पड़ेगा। मेरा निश्चित विश्वास है कि आप इस नाते से लगातार प्रयत्न करने लगेंगी।

महोदय, मेरा एक और विषय है, जिस पर आपने पिछली बार भाषण में अपना उत्तर दिया था — “इतने पुराने पोजेक्ट छोड़ गए, इतना करोड़ रुपए चाहिए, कैसे पूरा होगा?” ऐसा क्यों होता है? यह इसलिए होता है, क्योंकि जिस समय बजट बनाया जाता है, उस समय जन प्रतिनिधियों की, सांसदों की, विधायकों की और किसान प्रतिनिधियों की राय नहीं ली जाती है और उन्हें विश्वास में नहीं लिया जाता है। मेरा आपसे निवेदन है कि जब इस प्रकार की अद्यतन या सर्वेक्षण का प्रस्ताव हो या दूसरा प्रस्ताव हो, तो all these should be taken into confidence. इस नाते से मैं कहना चाहता हूँ और राजस्थान की दो-चार लाइनों को quote कर रहा हूँ— अजमेर-कोटा-पुष्कर-मेडता, देवली-टोंक सकतपुरा, बारां-शिवपुरी, अलवर-पलवल पूरी तरह economically viable है, इसका रिटर्न इतना होगा कि सारी कीमत भी इससे वसूल हो जाएगी और आपका जो विजन है, दस वर्ष का, 2020 में करने का, इनको प्राथमिकता से पूरा करने की बात भी हो जाएगी।

महोदय, मैं आपके माध्यम से रेल मंत्री महोदय को रेल विद्युतीकरण के बारे में बताना चाहता हूँ। आपने 11वीं पंचवर्षीय योजना में 3500 किलो मीटर मार्ग के विद्युतीकरण का लक्ष्य रखा था, उनमें से 2300 किलो मीटर पूरा हो गया है। दो वर्ष में 2000 किलो मीटर कैसे होगा? यह बात मेरी समझ में नहीं आती है। आपको यह

upto date करना पड़ेगा। सवाई माधोपुर-जयपुर के बीच का विद्युतीकरण का सर्वे आप करवा चुकी हैं, क्या हुआ? यह बहुत महत्वपूर्ण है। राजस्थान की राजधानी जयपुर को इस लाइन के electrification के सहारे देश के अन्य हिस्सों से जोड़ा जा सकता है। अगर आप study करेंगी, तो आपको लगेगा कि इसका विद्युतीकरण एकदम आवश्यक है। मैं एक और बात, अनारक्षित डिब्बों और ट्रेनों, की चर्चा करना चाहता हूँ, जिसकी चर्चा आपने भी की थी। इसको दिन में चलाइए। बहुत passengers हैं। बाडमेर-जोधपुर-आगरा और अहमदाबाद-दिल्ली के बीच में दिन में अनारक्षित डिब्बों वाली गाड़ियां चलनी चाहिए। दुरंत सेवाओं का भी थोड़ा विस्तार करने की आवश्यकता है।

महोदय, मेरा एक निवेदन है कि आपने कोलकाता-अजमेर एक्सप्रेस वाया कटनी-भोपाल साप्ताहिक चलाने की बात की है। इतना अवश्य है कि इसको सप्ताह में तीन बार भी चलाएंगी, तो काम पूरा नहीं होगा। उसी प्रकार उदयपुर-चित्तौड़-कोटा-बारां-बीना-कटनी होकर कोलकाता के लिए नई ट्रेन प्रारंभ की जाए, इसके लिए भी मैं आपसे निवेदन करना चाहता हूँ। अंत में, मैं अपनी ओर से कहना चाहता हूँ कि यात्री सुविधाओं की चिंता करने की आवश्यकता है। “जनता आहार भोजन” की चर्चा की गई है। महोदय, मैं आपके माध्यम से माननीय मंत्री महोदया को फिर याद दिलाना चाहता हूँ, पिछली बार भी मैंने याद दिलाई थी, मुझे समझ में नहीं आती है कि जो छोटे-छोटे वेन्डर्स हैं, जो स्टेशन पर आते हैं, उनको कहा कि नहीं, यहां चूल्हा नहीं जलाओगे, घर से बासी सब्जी लाओगे, ठण्डी चाय लाओगे, ठण्डे पकोड़े लाओगे, बासी खिलाओगे, इससे स्वास्थ्य का क्या होगा? आपने कहा है कि योजना पर पुनर्विचार कर रहे हैं। आप पुनर्विचार कीजिए। इस प्रकार से छोटे वेन्डर्स को हटाने की जो प्रक्रिया बड़ी जोर से चल रही है, इसकी चर्चा मैंने पहले भी की थी, फिर आपसे चर्चा करना चाहता हूँ।

मैंने तो रेलवे बोर्ड से सूची भी मांगी थी कि कृपया मुझे बताया जाए कि कहां-कहां केटरिंग की व्यवस्था है, किंतु मुझे सूची नहीं दी गई, क्योंकि अगर सूची दे दी जाती, तो आखिर मैं भी उस कमेटी में चर्चा करता, कुछ बात करता। मेरा आपसे निवेदन है...(समय की घंटी).. एक मिनट बस.. तो मेरा यही निवेदन है कि आपने 94 स्टेशनों को आदर्श स्टेशन और 10 नए स्टेशनों को विश्व-स्तरीय बनाने की घोषणा की है। इस साल तो ठीक है, किंतु पहले से ही पांच सालों के लिए यह घोषणा क्यों नहीं हो जाती, ताकि पब्लिक पार्टिसिपेशन वाले भी आएँ, और लोग भी आएँ, जिससे आपका भी फायदा हो और उनका भी फायदा हो।

माननीय मंत्री महोदया, थोड़ा स्वच्छ पेय जल की भी चिंता कीजिए। बॉटलिंग प्लांट तो आप लगा रही हैं, किंतु बड़े दुख का विषय है कि पीने का पानी गरीब आदमियों को खरीदना पड़ रहा है। आप public hydrants की व्यवस्था कीजिए और हरित शौचालय बनवाइए।

महोदय, एक बात और कहकर मैं अपनी बात समाप्त करूंगा। आजकल सुरक्षा के नाम पर स्टेशनों पर जाने की रोक लगी हुई है। जो आश्रित हैं, अशक्तजन हैं, वृद्धजन हैं, अगर उनके साथ स्टेशन पर कोई नहीं जाएगा, तो उनका क्या होगा, यह विचार करने की बात है।

**उपसभाध्यक्ष (श्री कलराज मिश्र) :** समाप्त कीजिए।

**श्री ललित किशोर चतुर्वेदी :** माननीय मंत्री महोदया, कुलियों की संख्या भी बढ़ाई। वे बहुत कम हो गए हैं और अनाप-शनाप पैसे चार्ज करते हैं। उसी तरह से मैंने रिक्तता की चर्चा की है....

**उपसभाध्यक्ष (श्री कलराज मिश्र) :** ललित जी, समाप्त करें।

**श्री ललित किशोर चतुर्वेदी :** आप उन रिक्त स्थानों को भी भरने की कृपा कीजिए। मैंने अपनी बातें कुछ सुझावों के रूप में आपके सामने रखीं और कुछ बातें मैंने आपसे निवेदन कीं, जिनका उत्तर आप मुझे देंगी। मंत्री महोदया ने मेरी बातों को ध्यान से सुना और महोदय, आपने मुझे बोलने की इजाजत दी, इसके लिए धन्यवाद देते हुए मैं अपनी बात समाप्त करता हूँ।

SHRI PRAVEEN RASHTRAPAL (GUJARAT): Thank you very much, Mr. Vice-Chairman. Sir, I am here.....(*Interruptions*)...

THE VICE-CHAIRMAN (SHRI KALRAJ MISHRA): You have got twenty minutes.

SHRI PRAVEEN RASHTRAPAL: Sir, I was told 'twenty minutes'.

THE VICE-CHAIRMAN (SHRI KALRAJ MISHRA): Yes, twenty minutes are shown in the list.

SHRI PRAVEEN RASHTRAPAL: Sir, I am speaking here on behalf of Congress Party, coming from the State of Gujarat. I will obey the discipline of the Party and the UPA Government, as a whole, because now-a-days, there are Ministers who are not obeying the discipline of the Government in spite of being in the Cabinet! I will not make that mistake. Once you join a Government, you are supposed to obey the hon. Prime Minister of the country and the decision taken in the Union Cabinet. I will not go into the details of this thing. ...(*Interruptions*)...

SHRI BIRENDRA PRASAD BAISHYA: Sir, we are discussing the Railway Budget. ...(*Interruptions*)...

**उपसभाध्यक्ष (श्री कलराज मिश्र) :** वैश्य जी, कृपया आप शांत रहें।

SHRI PRAVEEN RASHTRAPAL: Sir, I am going to touch some of the points which my previous colleagues have not touched. In fact, when the Budget discussion was started by our hon. Member, Kalraj Mishraji, he had taken the correct line because he did not mention about this train or that train. The account of a train which is announced and not started even after ten years, and of various projects which are announced but are not completed, we should take from the Railway Ministry, and also from the Planning Commission, whether the announcements which were made on various occasions are implemented or not. Let me request, on behalf of this House, the hon. Railway Minister to produce an Action Taken Report on all the last five Budgets and let the people in this country know whether the assurances given during the course of last five Budgets were implemented or not, and, particularly, the assurances directly connected with the common people, with the poor people, including the low-paid employees of the Railways. In the previous Budgets also, the then Minister made an announcement, a very laudable announcement, that 25 per cent stalls on the railway stations would be given to the weaker sections of the society. And during my speech, I requested the hon. Minister to give the details, to give five names, in Gujarat, where you have given an opportunity to a man belonging to a Scheduled Caste or a Scheduled Tribe. That is not done, Sir! That is not implemented! This should stop.

Sir, I am going to touch some of the issues which are concerning the employees, which are concerning the Railway services, which are concerning the Western Railway, as a whole, and which are also concerning my State and my own constituency. I am referring to some of them

only because I am not much interested in a particular corner. Otherwise, I am elected from Patan and I am very much concerned about the issues of North Gujarat. But I will put here, first, the problems of the State.

As the hon. Member of the BJP in the this Session pointed out in a Special Mention... (*Interruptions*). He raised a very pertinent issue regarding transport of salt manufactured by Gujarat. In the country, we are manufacturing or producing more than 60 per cent salt which is an essential commodity, which is a perishable commodity. It is not sent by trucks or steamers. It can be dispatched only by the railway. The Government of Gujarat is requesting for railway rakes, but we don't get. It will be a loss to the salt industry and it will be a loss to all other States who require salt for household purposes and also for industry. So, my first request is that the Railway should provide sufficient railway rakes for the salt industry in Gujarat.

The second thing is about a very general problem for entire Gujarat. Gujarat is one of the most organised States as far as the railway is concerned. Some of you, who know history, know that Gujarat had many Princely States; 350 small and big Rajwadas, among whom were the Maharaja of Baroda, the Maharaja of Bhavnagar, the Maharaja of Jamnagar, the Nawab of Junagadh, the Maharaja of Rajkot, the Maharaja of Porbunder and the Maharaja of Kutch. They had their own railway network right up to the small village of the State. As a result, the railway network is there in Gujarat from the very beginning. Nothing new has been done during the last many years but for starting this train or that train. In the Western Railway, Gujarat is the only State where you have broad gauge railway line, meter gauge railway line and narrow gauge railway line also. Today, Gujarat is the only State where we have got narrow gauge railway line, which, the Western Railway Department has declared would be removed as early as possible. But they are not doing it. One main problem of Gujarat is, as a matter of policy, the Railway Department has converted all meter gauge railway into broad gauge railway. Now I just want to know from the Railway Board, not from the Minister because the Ministers come and go, have they got complete figures of which meter gauge lines were converted into broad gauge; what were the railway services available to people of that area when meter gauge was in existence? When they started conversion, the railway was completely closed. The people suffered before conversion because no railway facility was available because the conversion work was going on. That work went on at some places for one year and at some places for two years. For example, Patan to Ahmedabad broad gauge conversion took three-four years. After the conversion was over, there was no railway service. After laying down the railway track, they said, "First we will take trial of the goods train". They took one-two years for trial. Now goods trains have started, but no passenger train has started. The rail fare from Ahmedabad to Patan is Rs. 20/- to 21/-,

and the bus fare is Rs. 40/- to Rs. 50/-. The people of that historical town are suffering right now. This situation is not only in my Constituency. It is all over Gujarat; Bhavnagar, Mehsana to Ambaji. Shri Kalraj Mishra rightly thanked the Railway Minister for starting Tirthkshetra Train. It is a good idea because people travel all over the country. I wanted her presence, but she is going.

I would also congratulate the Railway Minister for connecting all religious places with the rest of India. Now the famous *Shakti Peeth* of India, where the heart of Devi Durga was thrown, is at Ambaji. At all other *Shakti Peeths*, it was either the hand or the leg or the ear that was there. But the heart of Goddess was cut by the demon and thrown into pieces, and this fell at Ambaji. That is what the *Shashtra* says. Ambaji is one of the most pious places for all the Hindus all over the country. Sir, there was a train from Mehsana to Tharanga to Ambaji. Tharanga is a place which is associated with Jainism. It is also associated with Buddhism because the only Buddhist relic, which was the most authentic one, was found from the Tharanga hill. Now that train is not working. So, the *Theertha Sthal* of Ambaji is not connected to other parts of the country by train. Now, my main demand is that Ambaji should be connected to Rameswaram; Ambaji should be connected to Kali; and, Ambaji should be connected to Bhatinda. People from all over the country would like to visit Ambaji. Another point is also related here. You will go there *via* Siddhpur. Siddhpur is the only vedic place where *Mathru Sradh* is performed. It is a 2,500-year-old place. Vadnagar is a 3,500-year-old place. Patan is a place which was established by a king exactly 1200 years ago. Now, these historic places are not connected by broad gauge railway line. Hence I would request that this should be done. No doubt, it is not that Gujarat is not getting anything; I have gone through the details. Here, I would request the Railway Board officials to kindly refer to the *Gujarat Samachar* dated 9th March, 2010. I would also give a copy of that particular article to them. In that, a Social Activist has written completely about the Railway Budget with reference to Gujarat. He says: "We have got eight new railway lines. We have got upgradation of Ahmedabad, upgradation of Surat, upgradation of small stations like Dahod, Himmatnagar and Jamnagar. You have also given us some new lines - Karagora and Santalpur line; Dholera, Suthrapada, Mahuva, Hazira Tina and Porbunder. So, we are thankful to the Railway Ministry for giving us some new lines. But one very serious thing which I was also not aware, as Member of Parliament, is that you have given 12 new railway lines in this Budget presuming that you will start within five or six months. But I have come to know only today, after reading this newspaper, that during the last 20 years, you have closed down 46 railway lines which had been running since Independence. These lines, which were already there, have been closed down. I do not want to waste the time of the House by reading the list of 46 railway lines. The first among them is Ankleshwar-Jhagadia-Rajpipla. This line was there. But it has been closed down. These are also historic places. Now, Rajpipla was an old State. Jhagadia is in



Baruch, and Ankleshwar is now the oil producing asset of the ONGC. And the last is Veraval-Somnath. Again, this is a historic place. Veraval, where Lord Krishna sacrificed his life...*(Interruptions)*

SHRI PENUMALLI MADHU: You talk about the people living there.

SHRI PRAVEEN RASHTRAPAL: I am talking about the religious importance. Lord Krishna sacrificed his life at Veraval. And, I need not say about the importance of Somnath...*(Interruptions)* I am pleading for the common people.

You belong to a party which has thrown away the religion. I belong to a party which gives equal importance to religion and ideology too. I will give you a list of this afterwards. Forty-six railway lines which were in operation in Gujarat have been closed by the Railway Ministry during this period. I come to new railway lines which are very important for Gujarat. One is from Patan to Bhiladi. If north Gujarat is connected with Bhiladi in Rajasthan, then, we can go up to Bhatinda without any problem. The Ahmedabad-Delhi line will be released of the entire pressure if people can go directly from Banaskantha, Kutch, Viramgam and so on. Via Bhiladi, we go to Punjab and we go to Delhi. Similarly, Viramgam, Bechrajee and Makrana, I would like to have a line from Bhavnagar to Botad and a Mehsana-Taranga-Ambaji line. Another major problem in Gujarat, as we came to know through the reply of the hon. Labour Minister, is the migration of workers; even from Gujarat, 90 lakh people have gone to other States; they were taken by contractors. The figure about Maharashtra is two crores. The figure about Andhra Pradesh was one crore and twenty one lakhs. These figures pertain to migrant workers alone. In Gujarat, 50 years ago, because of drought and other problems, a lot of people migrated from Saurashtra. Chaturvedi very rightly pointed it out and I must thank him. He is a leading MP from Rajasthan. He spoke about Gujarat and Saurashtra. Many people from Bhavnagar, Amreli, because of drought, have gone to Bombay in search of their livelihood sixty or seventy years ago. They are in thousands. They come back to their native places for marriage, for other things, for taking care of their agriculture or for their children's education. There are no trains. But between Bombay-Ahmedabad, there are a lot of trains. There are trains which are coming to Ahmedabad and waiting there for six to seven hours. But they are not taken up to Palanpur. I have been requesting for many years now. If a train can be made to halt at Ahmedabad for seven hours, it can also go up to Palanpur. That means, it will touch Mehsana, Siddhapur and Palanpur. And from Palanpur, it can go to Bombay. And they do not have to spend even a single naya paisa. Such demands have been there but the Railways are not taking care of these things.

Then, take this survey. Many hon. Members have pointed it out and I do not want to talk much about that. Survey! Survey! Survey! What is the survey and what are you doing? Let me

request you. Please give a list of all the surveys to this House. How many surveys are going on at this moment? How much time will you take to complete your surveys? Then, how much time will you take to complete the work if it is accepted? I have another request to the Railway Board. You have undertaken the work of conversion of meter gauge into broad gauge. What happened to the meter gauge coaches? Please help me in this. Where are those coaches? You must have sold out those things. Is that income reflected in the Railway Budget or not? I am talking about the coaches which are now not in use, because broad gauge trains require new coaches. What is your assessment? If you convert a meter gauge train into a broad gauge train, how many new railway coaches will you require? I am not only talking about Gujarat but about the whole of the country. How many meter gauge coaches are in spare and lying in shunting yards? Are the shunting yards' income going in x, y or z's pocket or into the pocket of the Railway Ministry? What happened to the railway planks of meter gauge which were removed... *(Interruptions)*

SHRI E. AHAMMED: Sir, this is not correct. *(Interruptions)*

**श्री प्रवीण राष्ट्रपाल:** आप उन डिब्बों का क्या करोगे ? Once it has become useless, you should take a decision. It is national property

**उपसभाध्यक्ष (श्री कलराज मिश्र) :** प्रवीण जी, आपके पास तीन मिनट बोलने का समय रह गया है।

SHRI PRAVEEN RASHTRAPAL: All right, Sir. There is a demand and this is not only for my State. I want to make this demand and it is for the State of Uttar Pradesh. Sir, Lord Buddha was born in Lumbini. People come to Lumbini from all over the world. Lumbini is the birthplace of Lord Buddha. They go to Bodh Gaya.

SHRI PRASANTA CHATTERJEE (West Bengal): Sir, no Cabinet Minister is here. Such an important discussion is going on in the House. ...*(Interruptions)*...

SHRI PRAVEEN RASHTRAPAL: Sir, Lumbini is 19 kilometres away from the Indian railway station. ...*(Interruptions)*... I made that demand four years ago.

**उपसभाध्यक्ष (श्री कलराज मिश्र) :** वे अभी आ रहे हैं।...*(व्यवधान)*..

SHRI PRASANTA CHATTERJEE: Has the Cabinet Minister taken his permission?

SHRI P. RAJEEVE (Kerala): Sir, all Cabinet Ministers, including the Railway Minister is not present here. ...*(Interruptions)*...

SHRI PENUMALLI MADHU: If the Cabinet Minister is otherwise busy, let us take up this discussion tomorrow. ...*(Interruptions)*...

**उपसभाध्यक्ष (श्री कलराज मिश्र) :** सुबोध जी, किसी कैबिनेट मिनिस्टर को बुलवाइए।...*(व्यवधान)*.. अभी आ रहे हैं।

SHRI PRAVEEN RASHTRAPAL: Let me complete. At least, allow me to complete. Then, you can decide. My four minutes will be lost unnecessarily. अभी मेरा मेन प्वाइंट तो बाकी है।  
...(व्यवधान)

Sir, about Lumbini, when I wrote a letter to the Railway Minister, the reply given to me was that this matter can be decided only by the Ministry of External Affairs. I know it that a letter from the Railway Minister cannot go to the Government of Nepal. That letter has to go from the Ministry of External Affairs. But, this is an internal matter. The Railways must see to it that a direct railway line from the Indian border up to Lumbini is constructed.

**श्रीमती माया सिंह (मध्य प्रदेश) :** उपसभाध्यक्ष जी, आप कुछ करिए। ....(व्यवधान) ..

**श्री विजय कुमार रूपाणी (गुजरात) :** सरकार गंभीर नहीं है। ..(व्यवधान) ..

**उपसभाध्यक्ष (श्री कलराज मिश्र) :** अभी आते हैं। ..(व्यवधान) .. Some Cabinet Minister should be here. ..(व्यवधान) .. आप बैठिए अभी आते हैं। ..(व्यवधान) ..

**श्री ललित किशोर चतुर्वेदी :** आप 5 मिनट का ब्रेक कर दीजिए। ....(व्यवधान) ..

**उपसभाध्यक्ष (श्री कलराज मिश्र) :** आप बैठिए, अभी आ जाएंगी। ....(व्यवधान) ..

**श्री प्रवीण राष्ट्रपाल :** मुझे न्याय देना बाबा....(व्यवधान) ..

SHRI PRASANTA CHATTERJEE: I don't know whether this is the UPA Government's Budget or the Railway Minister's Budget. ...*(Interruptions)*... Because the Minister is also ...*(Interruptions)*...

THE VICE-CHAIRMAN (SHRI KALRAJ MISHRA): The Cabinet Minister should be here. ...*(Interruptions)*... आ बैठिए, अभी आ जाते हैं। ..(व्यवधान) ..

**श्री ललित किशोर चतुर्वेदी :** आप 5 मिनट का ब्रेक कर दीजिए। ....(व्यवधान) ..

SHRI PRAVEEN RASHTRAPAL: Sir, what are your orders? ...*(Interruptions)*...

**श्री एस.एस. अहलुवालिया (झारखंड) :** उपसभाध्यक्ष महोदय, रेल मंत्रालय के बजट पर डिस्कशन हो रहा है और उस सदन में रेल मंत्रालय का उस सदन में दिन में सब कुछ पास हो गया। अभी अगर रेल मंत्री महोदय किसी ट्रेजरी बैंक के मैम्बर के किसी वक्तव्य पर नाराज होकर, यहां से गुस्से में आकर चली गईं, तो उसके लिए सदन जिम्मेवार नहीं होना चाहिए। ये उनका घर का मामला है, वे इसे घर में सुलट कर आएंगी।  
...(व्यवधान) ..

**वाणिज्य और उद्योग मंत्रालय में राज्य मंत्री (श्री ज्योतिरादित्य माधवराव सिंधिया) :** अहलुवालिया जी, एक मिनट। ....(व्यवधान) ..

**श्री एस.एस. अहलुवालिया :** यह गलत नहीं है, एकदम सही है। ....(व्यवधान) .. वे अभी नाराज होकर गई हैं। ....(व्यवधान) ..

**श्री ज्योतिरादित्य माधवराव सिंधिया :** अहलुवालिया जी, आप गलत कह रहे हैं। वे नाराज होकर नहीं गईं। ....(व्यवधान) ..

**उपसभाध्यक्ष (श्री कलराज मिश्र) :** श्री सुबोध कांत सहाय कैबिनेट मिनिस्टर हैं। ....(व्यवधान) .. Shri Subodh Kant Sahay is the Cabinet Minister. ...*(Interruptions)*...

**श्री एस.एस. अहलुवालिया :** मैं यह नहीं कह रहा हूँ कि वे कैबिनेट मिनिस्टर नहीं हैं।..(व्यवधान)..

SHRI JYOTIRADITYA MADHAVRAO SCINDIA: The Cabinet Minister is represented by Shri Subodh Kant Sahay, and the Minister of State in the Ministry of Railways is here. ...*(Interruptions)*...

SHRI S.S. AHLUWALIA: I am aware of that he is a Cabinet Minister and they have a collective responsibility. But I am also aware as to why she left. ...*(Interruptions)*... I am also aware as to why she left. ...*(Interruptions)*... She left because a Member from the Treasury Benches said that there is an indisciplined Cabinet Minister. That is why she left. That is my point. ...*(Interruptions)*...

SHRI K.H. MUNIAPPA: No, no; that is not correct. ...*(Interruptions)*...

**उपसभाध्यक्ष (श्री कलराज मिश्र) :** सिंधिया जी, आप बैठिए।..(व्यवधान)..

SHRI PRASANTA CHATTERJEE: You adjourn the House for some time. Let the Minister come. ...*(Interruptions)*...

SHRI S.S. AHLUWALIA: Why don't you call the Minister? ...*(Interruptions)*... You call the Railway Minister. We want the Railway Minister here. That is our point. Is there any other job than the discussion on the Railway Budget? Call her inside the House. ...*(Interruptions)*...

**उपसभाध्यक्ष (श्री कलराज मिश्र) :** अहलुवालिया जी, आप बैठिए।..(व्यवधान)..यहां कैबिनेट मिनिस्टर हैं, सुबोध कांत सहाय, MOS हैं।

SHRI S.S. AHLUWALIA: Sir, the point is, रेलवे मिनिस्टर सुडान के साथ या अफ्रीका के साथ डिस्कशन कर रहे होते तो मैं समझता कि रेलवे मंत्री व्यस्त हैं, यहां नहीं आ सकते।..(व्यवधान)... वे सेन्ट्रल हाल में बैठी हुई हैं। वे यहां नहीं बैठ सकती? यह कैसे होगा? आप उनको बुलाइए ...*(व्यवधान)*...

**उपसभाध्यक्ष (श्री कलराज मिश्र) :** कैबिनेट मिनिस्टर यहां थीं, वे अभी-अभी किसी आवश्यक कार्य से गई हैं और।..(व्यवधान).. एक मिनट।..(व्यवधान)..

**श्री एस.एस.अहलुवालिया :** गई क्यों ...*(व्यवधान)*.. यह भी बताइए ...*(व्यवधान)*... किसी आवश्यक कार्य से गई हैं...*(व्यवधान)*...मालूम है...*(व्यवधान)*...

**श्री ज्योतिरादित्य माधवराव सिंधिया:** एम.ओ.एस. कर सकते हैं...*(व्यवधान)*... यह कैसी बात है...*(व्यवधान)*...यह प्रथा बिल्कुल नहीं है...*(व्यवधान)*...केवल कैबिनेट मिनिस्टर को ही बैठना है...*(व्यवधान)*...

**उपसभाध्यक्ष (श्री कलराज मिश्र) :** एम.ओ.एस. हैं, कैबिनेट मिनिस्टर सुबोध कांत सहाय हैं...*(व्यवधान)*...ऐसा नहीं है...*(व्यवधान)*...आप बैठ जाएं...*(व्यवधान)*..एम.ओ.एस.हैं ...*(व्यवधान)*... सुबोध कांत सहाय हैं...*(व्यवधान)*... उनको सूचना दे दी जाती है...*(व्यवधान)*.. कैबिनेट मिनिस्टर को सूचना दे दी जाती है...*(व्यवधान)*...

SHRI JYOTIRADITYA MADHAVRAO SCINDIA: The MOS is here, the Cabinet Minister can authorize his or her MOS. ...*(Interruptions)*...

SHRI S.S. AHLUWALIA: It is a temporary arrangement. *(Interruptions)*

**उपसभाध्यक्ष (श्री कलराज मिश्र):** यहां एम.ओ.एस. हैं, वे सुन रहे हैं..(व्यवधान)..कैबिनेट मिनिस्टर हैं..(व्यवधान)..आप बैठ जाइए..(व्यवधान)..अभी कैबिनेट मिनिस्टर को सूचना दे दी जाती है..(व्यवधान)..एक कैबिनेट मिनिस्टर यहां बैठे हैं..(व्यवधान)..एम.ओ. एस. यहां बैठे हैं..(व्यवधान)..वे सुनेंगे और अपना भाषण करेंगे..(व्यवधान)..

[श्री उपसभापति पीठासीन हुए]

SHRI S.S. AHLUWALIA: Mr. Deputy Chairman, Sir, I was submitting that one of the speakers from the Treasury Benches, while speaking said that they were disciplined Members but the Cabinet Ministers were indisciplined. After Listening to this, the Railway Minister left the House; and she is now sitting in the Central Hall. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Mr. Ahluwalia... *(Interruptions)*

SHRI JYOTIRADITYA MADHAVRAO SCINDIA: This is not acceptable. This is not the case. *(Interruptions)*.. यह अंदर की सोच है..(व्यवधान)..विचारधारा है..(व्यवधान)..यह सही बात नहीं है..(व्यवधान)..

**श्री एस.एस. अहलुवालिया :** सर, जो अभी हुआ..(व्यवधान)..दूसरी बात..(व्यवधान)..मंत्री जी आपको..(व्यवधान)..दूसरी बात है कि जब रेल बजट डिसकस हो रहा हो..(व्यवधान)..तो उस टाइम रेलवे मंत्री का उपस्थित रहना उचित है..(व्यवधान)..पहली बात..(व्यवधान)..सुनो ..(व्यवधान)..

**श्री उपसभापति :** मैं बताता हूं..(व्यवधान)..

**श्री विजय कुमार रूपाणी :** वे सेंट्रल हॉल में बैठी हैं..(व्यवधान)..

**सड़क परिवहन और राजमार्ग मंत्रालय में राज्य मंत्री (श्री महादेव एस. खंडेला) :** सुन तो लीजिए ...*(व्यवधान)*..

**श्री एस.एस. अहलुवालिया :** ठहर जाइए, मुझे मालूम है..(व्यवधान)..आप कितने मंत्री हैं..(व्यवधान)..मुझे मालूम है..(व्यवधान)..

**श्री उपसभापति :** अहलुवालिया जी, मुझसे बोलिए, उनसे क्या बोल रहे हैं ..(व्यवधान)..

**श्री एस.एस. अहलुवालिया :** मैं कह रहा हूं कि मंत्री जी के अनुपस्थित होने का कारण कोई विशेष कारण हो सकता है ..(व्यवधान).. चलिए, अगर उस डिपार्टमेंट का..(व्यवधान).. जिसका डिसकस होना है..(व्यवधान).. वन मिनट ..(व्यवधान)..

SHRI K.H. MUNIAPPA: The hon. Minister has told me, and she has authorized me. *(Interruptions)*

MR. DEPUTY CHAIRMAN: I know, Mr. Ahluwalia, let us not make it an issue.

SHRI S.S. AHLUWALIA: Sir, I am making it. I have just come from the Central Hall to the House. The Cabinet Minister if she were sitting and holding a meeting with the Railway Board Chairman or with some other Railway companies, I can understand that she is busy. But she is sitting in the Central Hall! If she were in the other House, that too is understandable.

**श्री उपसभापति :** देखिए, अहलुवालिया जी, वहां पर बैठी थीं, She was here when the debate started.

SHRI S.S. AHLUWALIA: Yes, she was here.

**श्री उपसभापति :** चाय पीने के लिए गई हैं, एम.ओ.एस. हैं ...**(व्यवधान)**... She will come. Now, carry on Mr. Rashtrapal.

PROF. P.J. KURIEN: Sir, I would like to submit.

SHRI S.S. AHLUWALIA: Why?

**श्री उपसभापति :** देखिए, रेलवे मिनिस्टर एम.ओ.एस. हैं, अगर यहां पर एम.ओ.एस. भी नहीं रहते हैं, I would have understood and asked the Minister to come. Now, she might have gone on an important work.

SHRI S.S. AHLUWALIA: Sir, how can it be?

MR. DEPUTY CHAIRMAN: Yes, in other cases we have allowed. *(Interruptions)* हम message भेजेंगे, do not stop the discussion. *...(Interruptions)...* Ahluwaliaji, if any new Member is talking like this, I can understand it. *...(Interruptions)...* Let us not make it a serious issue. *...(Interruptions)...* She was here. *...(Interruptions)...* If she has not come, *...(Interruptions)...* Till I was here she was here. *...(Interruptions)...* After that also she was here. *...(Interruptions)...* Only for 15-20 minutes she must have gone. *...(Interruptions)...* Chair is not prepared to buy this argument. *...(Interruptions)...*

SHRI S.S. AHLUWALIA: Can these Ministers explain to me why the Railway Budget is separated from the General Budget? *...(Interruptions)...*

MR. DEPUTY CHAIRMAN: No, no.

SHRI S.S. AHLUWALIA: If they do not know...*(Interruptions)...*

MR. DEPUTY CHAIRMAN: This is not correct. *...(Interruptions)...*

**श्री ज्योतिरादित्य माधवराव सिंधिया :** इनकी बात सुन लीजिए ... **(व्यवधान)** ...

MR. DEPUTY CHAIRMAN: Let us not take debate to that level. *...(Interruptions)...* आप बैठिए ... **(व्यवधान)** ... Let us not say whether any Minister knows about the Budget or not which is not correct. *...(Interruptions)...* It is reflecting on the Minister, therefore, please, do not do it. *...(Interruptions)...* Please do not do that. Tomorrow anybody can be a Minister. *...(Interruptions)...* Please do not do that. *...(Interruptions)...* Ahluwaliaji, there are certain systems. *...(Interruptions)...* Please sit down. *...(Interruptions)...*

SHRI S.S. AHLUWALIA: She was insulted. *...(Interruptions)...* She was insulted by the Treasury Benches. *...(Interruptions)...*

MR. DEPUTY CHAIRMAN: Nobody has insulted. *...(Interruptions)...* शर्मा जी, आप यहाँ क्यों आ रहे हैं? शर्मा जी, आप यहाँ आकर अहलुवालिया जी को बता रहे हैं, अहलुवालिया जी आपको बताएंगे ... **(व्यवधान)** ...

SHRI S.S. AHLUWALIA: "I am leaving this House", she said.

SOME HON. MEMBERS: No, no. ...*(Interruptions)*...

**श्री एस.एस. अहलुवालिया** : वे कह रहे हैं कि मेरा छक्का फिर निशाने पर लगा ...*(व्यवधान)*...

MR. DEPUTY CHAIRMAN: There is nothing like that. ...*(Interruptions)*... It is being done just to obstruct the debate.

**श्री एस.एस. अहलुवालिया** : मैं normal ही बोल रहा हूँ ... *(व्यवधान)* ...

SHRI JYOTIRADITYA MADHAVRAO SCINDIA: The MoS can listen to the debate when the Cabinet Minister is not present. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Mr. Jyotiraditya Scindia, no, no. ...*(Interruptions)*... Please sit down. ...*(Interruptions)*...Mr. Madhu, please sit down.

SHRI JYOTIRADITYA MADHAVRAO SCINDIA: The MoS is present. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Please sit down. I am on my legs. ...*(Interruptions)*... Ahluwaliaji, please sit down. ...*(Interruptions)*... Look, the rules are very clear. The Cabinet Minister, when Budget discussion is there, should be present. It is not that ...*(Interruptions)*... Mr. Madhu, what is this? ...*(Interruptions)*... When I am speaking, please do not interrupt. Give that much courtesy to the Chair. ...*(Interruptions)*... When the debate started the Cabinet Minister was here. MoS is also equally responsible for the Department which they handle. ...*(Interruptions)*... They are equally responsible. ...*(Interruptions)*... It is the practice that showing the dignity there should be a Cabinet Minister. ...*(Interruptions)*... Let me complete. It is not necessary that during the entire debate the concerned Cabinet Minister should be sitting in the House. It is not, for the first time, that a Cabinet Minister during the Budget discussion has gone out.

DR. V. MAITREYAN (Tamil Nadu): The Minister has been insulted, Sir. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: No, no. Nowhere has it been recorded. ...*(Interruptions)*... Why are you reading too much into it? This is not correct. ...*(Interruptions)*...

**श्री एस.एस. अहलुवालिया** : राष्ट्रपाल जी ने क्या बोला, उस रेकार्ड को दिखाइए ... *(व्यवधान)* ... ट्रेजरी बेंच से कैबिनेट मिनिस्टर के बारे में क्या बोला गया, वह दिखाइए, जिसके कारण वे चली गईं। ... *(व्यवधान)*...

**श्री उपसभापति** : अगर वह unparliamentary है या उन्होंने ऐसा कुछ कहा है, that will be looked into. मधु जी, यह आपने क्या बात कर दी है ...*(व्यवधान)* अहलुवालिया जी, यह क्या है, कल इतना अच्छा माहौल बना कर आज उसे क्यों बिगाड़ रहे हैं ...*(व्यवधान)*

**श्री एस.एस. अहलुवालिया**: मैं आज का भी माहौल अच्छा बना दूंगा।

MR. DEPUTY CHAIRMAN: No, please sit down. Now, I have called Mr. Praveen Rashtrapal. Please speak.

SHRI PRAVEEN RASHTRAPAL: Let me complete.

SHRI TIRUCHI SIVA (Tamil Nadu): This is a reference about MoS. *(Interruptions)*

**श्री उपसभापति:** आप बोलिए, बोलिए ...**(व्यवधान)** Mr. Rashtrapal please continue.

SHRI PRAVEEN RASHTRAPAL: Sir, I will start from where I have left. *(Interruptions)*

MR. DEPUTY CHAIRMAN: आप अब जल्दी कंप्लीट कीजिए ...**(व्यवधान)** आप लोग भी क्या करते हैं ...**(व्यवधान)**

Rules are very clear. Rules are clear. *(Interruptions)*

SHRI TIRUCHI SIVA: Sir, he mentioned about MoS. Kindly listen to me. It is very offensive. *(Interruptions)*

MR. DEPUTY CHAIRMAN: What MoS? No, no, I have spoken about it. I have spoken more than you, what else do you want? *(Interruptions)* Please, I have given my ruling. *(Interruptions)* What are you doing? You people are not...*(Interruptions)*...

PROF. SAIF-UD-DIN SOZ: I have a point of order. *(Interruptions)*

MR. DEPUTY CHAIRMAN: What is this, Mr. Soz? I have given my ruling. What are you doing? I have given my ruling. राष्ट्रपाल जी, आप बोलिए ...**(व्यवधान)**

SHRI S. S. AHLUWALIA: I will quote.

SHRI JYOTIRADITYA MADHAVRAO SCINDIA: The Minister can authorize the MoS. *(Interruptions)* I do not agree with you. *(Interruptions)* This is not right on your part. *(Interruptions)*

SHRI S. S. AHLUWALIA: No, this is not correct. The MoS has to be entitled...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Mr. Scindia, what is this? *(Interruptions)* Mr. Scindia, I have already spoken from the Chair that MoS can be here. They are responsible. *(Interruptions)* I don't agree with them. Why are you unnecessarily speaking? *(Interruptions)* क्या बात है, भई ...**(व्यवधान)** आप बोलिए, बोलिए ...**(व्यवधान)** आप इतना कोऑपरेट करते हो, आज आप क्यों ऐसा कर रहे हो ...**(व्यवधान)** अहलुवालिया जी, आज क्या आप लंच पर नहीं गए थे? Please, what is this? You always cooperate. Why are you wasting an hour?

SHRI S. S. AHLUWALIA: I want to tell you something. I want to tell you why the Railway Budget is different from the General Budget. Why is it not part of the general finances, *i.e.* General Budget? It was in the Ackworth Committee Report 1924. That is why it was separated.



The importance of the Railway Budget is this. That does not mean... अरे, आप क्या बात कर रहे हो, आपको इसके बारे में पता ही नहीं है ..(व्यवधान) सुन लीजिए, तंग मत करिए ...(व्यवधान)

**श्री उपसभापति:** अरे, यह क्या बात है, अब छोड़ो भी ...(व्यवधान) We are supposed to know everything. Don't say पता ही नहीं. अरे भई, आप डिस्कशन चाहते हो या नहीं? ...(व्यवधान) आप बताइए कि आप डिस्कशन चाहते हो या नहीं? ...(व्यवधान)

SHRI S. S. AHLUWALIA: That is why Railway Budget is debated... *(Interruptions)*...

MR. DEPUTY CHAIRMAN: That has not been questioned by anybody.

SHRI S. S. AHLUWALIA: Now, you say that it is like a Short Duration Discussion.

MR. DEPUTY CHAIRMAN: No, no, nobody has said. Only you are saying it. *(Interruptions)*  
Mr. Ahluwaliaji... *(Interruptions)*

SHRI K. H. MUNIAPPA: I am also a senior Member. I know you very well. You must have your limitations. I am also in the Council of Ministers. You should give due respect.

MR. DEPUTY CHAIRMAN: Mr. Ahluwalia, *(Interruptions)* Mr. Muniappa, please... *(Interruptions)*...

SHRI S. S. AHLUWALIA: Why is she missing? You must call the Railway Minister.

MR. DEPUTY CHAIRMAN: When the House is in order... *(Interruptions)*... Do you want a discussion? *(Interruptions)* This is very unfortunate. When a matter is settled ... *(Interruptions)*...

SHRI S. S. AHLUWALIA: Why will the Minister not come? You tell me. When the Railway Budget is going on... *(Interruptions)*...

MR. DEPUTY CHAIRMAN: That is not correct. That is not correct.... *(Interruptions)*... That is not correct... *(Interruptions)*... That is not correct... *(Interruptions)*... No, no. That is not correct.

SHRI S.S. AHLUWALIA: Can the Finance Minister run away from the House when the discussion on General Budget is in progress? ... *(Interruptions)*...

SHRI JYOTIRADITYA MADHAVRAO SCINDIA: Sir, you have given a ruling. They are bound to obey that... *(Interruptions)*...

**श्री उपसभापति:** नहीं, नहीं ...(व्यवधान)... इसे prestige का मामला मत बनाइए! ...(व्यवधान)... इसे hold कर लीजिए ...(व्यवधान)... यह अच्छा नहीं है! ...(व्यवधान)... It is not good... *(Interruptions)*... आप इस विषय में क्या बोलना चाहते हैं? ...(व्यवधान)...

SHRI S.S. AHLUWALIA: You are talking of Railway Budget... *(Interruptions)*...

SHRI JYOTIRADITYA MADHAVRAO SCINDIA: The Chair has given its ruling... *(Interruptions)*...

SHRI SHARAD ANANTRAO JOSHI (Maharashtra): Sir, there is a procedural flaw...(Interruptions)... He is aware of the rules...(Interruptions)...He is aware of the importance of the Railways...(Interruptions)..Hon. Railway Minister was present ...(Interruptions)... We are not talking of the Railway Minister at all...(Interruptions)...Any Cabinet Minister...(Interruptions)...I want guidance on this subject...(Interruptions)...I am not talking of the hon. Railway Minister, Sir. I am talking of the necessity of the presence of any Cabinet Minister all the time in the Rajya Sabha. That was the point raised.

MR. DEPUTY CHAIRMAN: He is there...(Interruptions)...

SHRI PRASANTA CHATTERJEE: The Railway Minister is not present all the time...(Interruptions)...

MR. DEPUTY CHAIRMAN: Mr. Prasanta Chatterjee, this is not for the first time when the Cabinet Minister was not in the House. Whenever the Opposition reminded of that, we have called. Sometimes it happens...(Interruptions)...From the Chair ...(Interruptions)...Please listen to me...(Interruptions)...

SHRI PRASANTA CHATTERJEE: But the Cabinet Minister was not there ...(Interruptions)...

MR. DEPUTY CHAIRMAN: Please listen to me ...(Interruptions)...The Chair also gave direction...(Interruptions)...

THE MINISTER OF FOOD PROCESSING INDUSTRIES (SHRI SUBODH KANT SAHAY): Mr. Deputy Chairman, Sir, Mr. Antony was here, Ku. Mamata Banerjee was here and I was here. All the three Cabinet Ministers were here...(Interruptions)...First, Mr. Antony left, then, for a short time, she had gone...(Interruptions)...

SHRI S.S. AHLUWALIA: Sir, he was on his Roaster Duty...(Interruptions)...

MR. DEPUTY CHAIRMAN: She has gone for a short time...(Interruptions)...

SHRI PENUMALLI MADHU: Sir, even when she was present, she was not listening to us...(Interruptions)...

MR. DEPUTY CHAIRMAN: Mr. Madhu, what is this?...(Interruptions)...Are you interested in the debate, or, you want to hold this debate on technicalities? Tell me...(Interruptions)...I would like to appeal to the House and wanted to know from you whether you are interested in having general discussion on the Railway Budget, or, are you interested to hold on the discussion on technical points. ...(Interruptions)...

SHRI PENUMALLI MADHU: Sir, we want to co-operate with you...(Interruptions)...

SHRI BIRENDRA PRASAD BAISHYA: Sir, I am saying that we are the sufferers ....(Interruptions)...Whenever we are trying to speak, some disruptions will be there...(Interruptions)...We want your protection...(Interruptions)...

**श्री उपसभापति:** राष्ट्रपाल जी, अब आप अपनी बात complete कीजिए। ...**(व्यवधान)**... I appeal to the Treasury Benches to co-operate...**(Interruptions)**...

SHRI BIRENDRA PRASAD BAISHYA: We are the worst sufferers...**(Interruptions)**...

SHRI PRAVEEN RASHTRAPAL: Sir, I resume my speech...**(Interruptions)**...

SHRI PENUMALLI MADHU: Sir, I have a point to make...**(Interruptions)**...We all agree with your ruling...**(Interruptions)**...

MR. DEPUTY CHAIRMAN: Kurianji, you should take control of the Treasury Benches...**(Interruptions)**... मधु जी, आप बोल चुके हैं ...**(व्यवधान)**... अब आप क्या बोलना चाहते हैं? ...**(व्यवधान)**... What you want to say, Mr. Madhu? ...**(Interruptions)**...You are wasting the time of your colleagues...**(Interruptions)**...

SHRI PENUMALLI MADHU: Sir, we agree with your observation. We are totally in agreement with you...**(Interruptions)**...But the spirit is: When the discussion is taking place, the spirit is to present in the House and listen to the speeches, not to avoid the hon. Member...**(Interruptions)**...

MR. DEPUTY CHAIRMAN: No Minister avoids to listen to a Member...**(Interruptions)**...

SHRI PENUMALLI MADHU: If the Minister has any work, she can go out ...**(Interruptions)**...But, avoiding to listen the speeches is not proper...**(Interruptions)**...

**श्री उपसभापति:** अब तो हो गया न? ...**(व्यवधान)**... अब आप बैठिए। ...**(व्यवधान)**... Mr. Madhu, please sit down...**(Interruptions)**...Mr. Rashtrapal, you go ahead with your speech ...**(Interruptions)**...Hon. Members, don't disturb the House further...**(Interruptions)**... We have already lost a lot of time...**(Interruptions)**...

SHRI PRAVEEN RASHTRAPAL: Sir, I was saying that the birth place of Lord Buddha should be connected with a direct railway track. If necessary, the Railway Minister should meet the hon. Minister of External Affairs and take up the matter at the highest level in Nepal.

Now, I am coming to the problems of Railway employees. Sir, in the last 10 or 15 years, because of development, many Broad Gauge, many new railway lines...

**श्री उपसभापति:** राष्ट्रपाल जी, आपके 20 minutes पूरे हो गए हैं। ...**(व्यवधान)**... आपकी पार्टी ने हमें 20 minutes लिख कर दिया है। ...**(व्यवधान)**...

**श्री प्रवीण राष्ट्रपाल:** नहीं, सर, मेरा जो टाइम इस में गया, वह तो ...

**श्री उपसभापति:** नहीं, इसमें आपका टाइम नहीं गया है। हमने उसको पास किया है।

**श्री प्रवीण राष्ट्रपाल:** मेरा कितना टाइम बाकी है?

**श्री उपसभापति:** आपका कोई टाइम नहीं गया है। हमारे अनुसार आपका कोई टाइम नहीं गया है।

5.00 P.M.

**श्री प्रवीण राष्ट्रपाल:** सर, मेरा कितना टाइम बाकी है?

**श्री उपसभापति:** बाकी तो आपकी पार्टी का टाइम है, आपका नहीं है।

**श्री प्रवीण राष्ट्रपाल:** नहीं, सर। मुझे बोला था...

**श्री उपसभापति:** आपके 20 minutes हैं, यहाँ लिख कर दिया गया है।

**श्री प्रवीण राष्ट्रपाल:** वह टाइम पूरा नहीं हुआ है।

**श्री उपसभापति:** 20 minutes पूरे हो गए हैं।

**श्री प्रवीण राष्ट्रपाल:** वह तो इस गड़बड़ में हुआ।

**श्री उपसभापति:** उस गड़बड़ को निकाल कर। ...**(व्यवधान)**... उस गड़बड़ को निकाल कर।  
...**(व्यवधान)**...

**SHRI PRAVEEN RASHTRAPAL:** Sir, I have got two points only.

**MR. DEPUTY CHAIRMAN:** Please complete them quickly.

**SHRI PRAVEEN RASHTRAPAL:** When the work in the Railways has increased, the staff strength in Railways has not increased proportionately. I want that appropriate staff in Class III and Class IV is increased. For example, it was announced that all Railway crossings will be manned and at every railway crossing you will require three or four employees for 24 hour duty. So, you must recruit Class III and IV employees. You require drivers, guards, technical staff, etc. So, that increase should be there. Before two years, I put a Question to the Railway Minister about the backlog vacancies of SC/ST. It was admitted by the Railway Ministry that there is a backlog to the extent of 12,000 employees in the promotion quota.

So, there was a backlog of 12,000. I asked them why they were not filling up those vacancies. After one year, I got a reply that they had converted that promotion quota backlog into direct recruitment. How can you take away the right of a senior employee to get a promotion in his service? I would like to know under what rule they had converted the quota of promotion backlog into the direct recruitment. They say that they want young man. You cannot say 'young' or 'old'. For Governors you are taking aged people. For so many other things you are taking aged people. And, for Railways you are saying that you want young boys. *(Interruptions)* What about the man who has put in 20 years of service. He should be promoted. A class-II officer is entitled to become a class-I officer. He should be promoted. So, that conversion of promotion quota backlog into direct recruitment is an injustice to the people belonging to the Scheduled Castes. This injustice should be undone as early as possible. *(Interruptions)* Last, but not the least, Ahmedabad is surrounded by three small stations — Maninagar, when we come from South; Sabarmati, the most historical place in the life of Mahatma Gandhi, this railway station

comes when we go from Delhi to Ahmedabad; and Gandhigram, when you come from Sourashtra to Ahmedabad, this is the last small station. So, Gandhigram, Maninagar and Sabarmati, which is just near to the Sabarmati Ashram of Mahatma Gandhi and the Sabarmati Jail where freedom fighters were housed in those days and it is like a heritage, should be selected for development and should be converted into a place where people should be happy to see that this is the place that belonged to Mahatma Gandhi. Mahatma Gandhi was a leader who travelled only by the lowest class in the railways. (*Time-Bell rings*)

MR. DEPUTY CHAIRMAN: Conclude please.

SHRI PRAVEEN RASHTRAPAL: Okay, Sir, I am concluding. So, these three stations may be included in the upgradation programme of the Union Railway Ministry. Once again, I would like to remind that there are two common problems in Gujarat. Meter gauge should be converted into broad gauge. All services, which were there in the meter gauge, may be restored for the State of Gujarat.

Thank you, Mr. Deputy Chairman, Sir.

MR. DEPUTY CHAIRMAN: Shri P. Rajeeve. You have eight minutes.

SHRI P. RAJEEVE (Kerala): Thank you, Sir, I would try to complete within the stipulated time.

The main thrust of this Budget is also on privatization. Most of the proposals are to be started under the PPP Scheme. It was reported that the Government has constituted a PPP Board, under the chairmanship of the President of the Confederation of Indian Industries, for monitoring the PPP projects.

Then, the hon. Minister has stated, in her speech, that the Ministry is always in favour of Government-controlled Railways and is against privatization. But the reality is against this statement. The hon. Minister has emotionally responded to the remarks, made by colleague, Mr. Madhu, regarding the commercial utilization of the railway lands. The Minister has stated that it is not true. But I would like to draw the attention of the Minister to pages 38 and 39 of the White Paper. It says that the Railways Land Development Authority was constituted in 2007 to generate revenues for commercial development of vacant land. I quote, "During the period, under review, 129 sites, totaling 3,568 acres of railway land were entrusted to the Authority for commercial utilization. Out of these, 11 sites were finalized and contract was awarded for two sites. One site costs Rs. 1,052 crores. Tenders for another 24 sites at Bandra were floated for more than Rs. 3,000 crores." Then, how is the Minister saying that the statement made by colleague, Mr. Madhu, is not true?

This is mentioned in the White Paper published by the Ministry of Railways, Government of India. That is a reality. The hon. Minister has declared a target of 1000 kilometre new railway lines every year. I appreciate this. China has also constructed 1000 kilometre new lines every year. But

for the development of railways, the Government of China had allotted Rs.14,000,00 crores for two years as a part of the stimulus package. But the approach of the Indian Government is entirely different. Actually, the Convention Committee on Indian Railways had recommended that the Central Government should give 100 per cent budget allocation for infrastructure development in Railways. But, now, the Government is trying to privatise railways, which is one of the prestigious institutions of our country.

Sir, I would like to congratulate the hon. Minister for not increasing the passenger fares. That is good. But what is the reality? Without increasing the passenger fare, the Railway is trying to increase its revenue by using *tatkal* system. The hon. Minister had introduced some minor changes in the last Budget, but that was not sufficient to address the real issues. I quote from the White Paper: “The *tatkal* system had the effect of reducing seat availability through normal route in convincing the public, but, at the same time, enhancing passenger earnings without increasing the fares.” It is the short cut of the approach of the railways to increase the fares. Actually, this is cheating the people. You are declaring not to increase the railway fares but you are trying to increase the revenue by another way.

Now, I congratulate the hon. Minister for not increasing the freight charges. But I would like to invite the attention of the Minister to the White Paper which says that freight tariff in Indian Railways is among the highest in the world. This is the highest in the world. The hon. Minister also stated that *tatkal* system had also been introduced in freight charges. That is another way of increasing the revenue, without increasing the freight charges. This is another way of cheating the people — not increasing the fare but using the *tatkal* system for increasing the revenue from freight charges.

Sir, the manpower shortage is a serious problem. I am quoting from the report of the Comptroller and Auditor General of India. I quote: “there were many vacancies among safety category staff strength in all zones.” In the last Budget, there was a reduction of more than thousands of vacancies. In this Budget, it is reported that vacancies will increase. But we do not find any proposal to fill up the vacancies in a time-bound manner. Then, how would you ensure the safety of railways without filling up the vacancies, especially, in the safety section? Sir, it is also noted that the Railway Safety Fund has not been properly utilized. These are not my words. It is mentioned in the White Paper which has been prepared by the Ministry of Railways. I quote: “With the limited provisions of ROBs and RUBs, a substantial portion of the railway safety fund remains unutilized which is a cause of concern.” One does not find anything in this Budget which can address these issues effectively. The problem is, the Minister and the Ministry have concentrated on other issues like hospitals, creches, etc. The hon. Minister stated that she

expected an increase in revenue from Rs.150 crores to Rs.1,000 crores from non-core business. The core business has been neglected. The Ministry has no interest in strengthening the core business. Rather, it is indulging in non-core business. It is also stated that the operating ratio is decreasing. In the last Budget also, it was on the decrease. In this Budget also, it is decreasing. Decreasing operating ratio means that the surplus cash reserves are decreasing. Then, wherefrom would the hon. Minister find money for these types of declarations?

Sir, as regards the optical fibre cables, while participating in the last Budget speech, I had pointed out some contradiction between the speech of the Minister and the Annual Report of the Railway. In the last Budget speech, the hon. Minister had mentioned about a special mechanism, under the leadership of Mr. Sam Pitradio, for the proper utilisation of optical fibre cables, but nothing has been mentioned in this Budget regarding that. But if you could find time to go through the annual reports of the railway of the last year and this year, we find there is no significant change regarding the optical fiber. Then, what has happened to the Budget proposals of the last year? I expect a clear response from the Minister.

Then, Sir, there is one more point. I appreciate the Minister for extending the concession given to the media persons to their minor children. I demanded it in my last Budget speech and I am grateful that this time, the hon. Minister has allowed this. But what is the effect of these concessions? You are decreasing the general seats. There is no concession even for senior citizens in *Tatkal* seats. You are decreasing the general seats and increasing the *Tatkal* seats. So, there is no point in declaring more and more concessions. There is no effect of this. Actually, these are all gimmicks. It is all trying to fool the common man and the society of our country. ...(*Time-bell rings*)...

Sir, because of the shortage of time, I would now like to raise some important points regarding my State Kerala in just one or two minutes. ...(*Interruptions*)...

The prime demand of the State regarding the formation of a peninsular Railway Zone with its headquarters in Kerala is not considered by the Ministry in this Budget also. But I congratulate the hon. Minister and the Minister of State, Shri E. Ahammed, for including Palaghat Coach Factory in this Budget. But in the Railway Budget, 2007-08, an announcement was made for setting up a wagon factory in Kerala as a joint venture company with Steel Industries Kerala Ltd. It was shocking that while announcing five new wagon factories in this Budget, nothing has been mentioned regarding this. Earlier there was a proposal for setting up Chennai-Bangalore-Coimbatore-Kochi High Speed Corridor, but the dismal fact is that this also did not find a place in this Budget. Sir, this is a serious discrimination against the State of Kerala.

I am grateful to the Minister for allowing new trains for Kerala including Duranto and Janshatabdi Express. But I regret to say that the other trains declared in this Budget are actually not new ones. Some trains as Shornur-Nilambur are already running in these routes temporarily. It is only a regularization and some trains as Kannur-Kozhikode are only extensions of the existing trains but it is introduced as 'new trains' in this Budget. The long-standing demand to start new trains to Bangalore from North and South part of Kerala has not been considered by the Ministry. New MEMU service has not been considered.

There is a proposal for new survey for Chengannur-Trivandrum via Addor-Kottarakkara. But there was an old survey conducted for Kayankulam-Trivandrum via Addor-Kottarakkara. What has happened to this? Like this, according to the vision 2020, in Kerala, Railway conducted 13 surveys. Among these, three surveys would be presented to the Planning Commission for consideration. Then, what happened to the other surveys? I want to know whether it has been kept in the cold storage forever.

I would like to congratulate the Minister of State who is from our State for having included 5 km Ernakulam-Kumbalangi line in the proposed 700 kilometre New Doubling Project, that is, 0.7 per cent of this scheme.

I request the hon. Minister to include the State of Kerala in the Suburban Railway map of India. I also request for building up of a new Railway Station at Nedumbassery and construct a new ROB/RUB at Edappilly near Amrita Institute of Medical Science.

With these words, I conclude. Thank you, Sir.

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**MESSAGES FROM LOK SABHA**

- (i) **The Appropriation (Railways) Bill, 2010.**
- (ii) **The Appropriation (Railways) No. 2 Bill, 2010.**
- (iii) **The Appropriation (Railways) Vote on Account Bill, 2010.**

SECRETARY-GENERAL: Sir, I have to report to the House the following messages received from the Lok Sabha, signed by the Secretary-General of the Lok Sabha:-

(1)

"In accordance with the provisions of rule 96 of the Rules of Procedure and Conduct of Business in Lok Sabha, I am directed to enclose the Appropriation (Railways) Bill, 2010, as passed by Lok Sabha at its sitting held on the 9th March, 2010.

The speaker has certified that this Bill is a Money Bill within the meaning of article 110 of the Constitution of India."