

श्री ईश्वर सिंह: सर, उसी से संबंधित है। यह भी सुरक्षा का ही एक सवाल है।

श्री सभापति: पहले आप उस सवाल को पढ़िए।

श्री ईश्वर सिंह: सर, मैंने यह बात नक्सलवाद पर ही कही कि जो गाड़ियाँ बाहर खड़ी होती हैं, उनमें अक्सर चोरी होती है, डकैती भी होती है। उस हिसाब से यह उसके साथ ही जुड़ा हुआ प्रश्न है। उनकी सुरक्षा की क्या व्यवस्था है?

कुमारी ममता बनर्जी: सर, माननीय सदस्य ने जो क्वेश्चन किया है, it is a general question. The Railway is a passenger-friendly transport. यह सब से cheaper है और यह सबसे भी super भी इसीलिए है कि यह गाँव-गाँव से होकर निकलती है और गाँव-गाँव तक जाती है। We have more than one billion population, and we cannot give security to each of them. रेलवे का route length लगभग 65 हजार किलोमीटर है। यह गाँव-गाँव से होकर जाती है। For every inch, we cannot give them security. We have a few R.P.F. officials. But they do not even have the power to lodge FIRs. They only take care of properties, assets, etc. It is the job of the State Government. In respect of Naxalism and other issues, on 21st January, there was a meeting of the police officials of various State Governments with the Railway D.G. We have requested the State Governments to take steps to avert such type of incidents. But what can we do? We can only appeal to all the State Governments. And the passengers are very good. लेकिन, कभी-कभी ऐसा होता है कि अगर कोई आदमी रात में कहीं जाता है, हम उनका नाम नहीं ले सकते हैं, कोई उसकी सीट को forcefully occupy करता है और अगर इसमें कोई मारपीट भी करे तो कोई न कोई नुकसान हो जाता है। This is a natural problem, a genuine problem. सबको मिलकर दिल से इसका हल निकालना चाहिए। When I reserve a seat, it is my duty to occupy that seat, लेकिन अगर कोई उसको forcefully capture कर ले और ऐसे में किसी को कोई RPF वाला धक्का दे और अगर वह गिर जाएगा तो यह भी एक इश्यू बन जाता है और अगर उसकी पिटाई होगी तो वह भी एक इश्यू बन जाता है। इसके लिए सब को सोचना चाहिए कि everybody is having the right. So, they have to take care of that aspect also. And, as regards security, whatever we can do within our limitations, within our jurisdiction, we do it.

SHRI RAJEEV SHUKLA: Sir, I would like to know this from the hon. Minister. It is necessary that she gets co-operation from the States where the Naxal activities are going on. In case any State Government is not co-operating, then, what measures can be taken?

KUMARI MAMATA BANERJEE: According to the Constitutional provisions, we do raise the issue and talk to the concerned State Government. At the level of the D.G., the Member (Staff), the Chairman, Railway Board, etc., we do take up the matter with State Governments. We always give information to them. And, if there are cases where they are not taking action, we talk to the Home Minister and the Home Secretary here seeking their co-operation.

Non-availability of wagons

***402. SHRI T.K. RANGARAJAN:** Will the Minister of RAILWAYS be pleased to state:

(a) whether non availability of wagons has led to restriction of coal and power production in the country during 2009-10;

(b) if so, the reasons therefor; and

(c) if not, the details of supply of rakes *vis-a-vis* demand by Coal India during 2009-10?

THE MINISTER OF RAILWAYS (KUMARI MAMATA BANERJEE): (a) to (c) A Statement is laid on the Table of the Sabha.

Statement

(a) to (c) No, Sir. The loading of coal on Indian Railways from all sources grew by 7.23 % in 2009-10 over previous year. The supply of wagons per day *vis-a-vis* demand from Coal India Limited Companies for the year 2009-10 is tabulated below:—

(In terms of 8 wheeler wagons)

Year	Offer	supply	loading	left behind	loading + left behind
2009-10	10602	9296	9254	2782	12036

SHRI T.K. RANGARAJAN: Sir, in his reply to part one of my Question, the hon. Minister has denied categorically that non-availability of wagons has led to any restriction of coal and power production in the country. However, in reply to my Unstarred Question No. 2458 on 19.04.2010, the Coal Minister had stated, and I quote, “Against a target of 166.5 rakes per day, average availability of rakes has been 157 rakes per day”. This means there is a shortage of 9.5 rakes which further means that we are not able to supply 2000 tonnes of coal per day to the power plants resulting in a loss of 1500 MW of power. Sir, I need your protection. My first supplementary question to the hon. Minister is this. Who is correct? Is it the Minister of Coal or the Minister of Railways?

KUMARI MAMATA BANERJEE: Sir, can I reply to this? The Government is one family; it is the collective responsibility of everybody. You cannot differentiate between one Minister and the other. It is the performance of the whole Government. I think that Minister is correct from his point of view and I am also correct from my point of view. *...(Interruptions)...* Let me reply.

SHRI T.K. RANGARAJAN: No, no, Minister. Sir, I need your protection. Sir, the House needs your protection. *...(Interruptions)...*

KUMARI MAMATA BANERJEE: I shall reply. *...(Interruptions)...* I also need your protection, Sir.

SHRI T.K. RANGARAJAN: In all the States, power projects are suffering. People are suffering. Agriculture is suffering. *...(Interruptions)...*

MR. CHAIRMAN: One minute please. If that is the...

KUMARI MAMATA BANERJEE: How do power projects come in here? Is it because supply of rakes isn't there? *...(Interruptions)...* Power is a different sector. Sir, whatever we plan...*...(Interruptions)...*

SHRI T.K. RANGARAJAN: No. Coal.

KUMARI MAMATA BANERJEE: Okay. You are saying the power sector is suffering because of coal shortage and that rakes are not being made available for movement of coal. That is absolutely wrong. I want to tell you that the Railways have done very well in this regard. They have met all their commitments. Sir, Coal India Ltd. had asked for 10,602 wagons per day. They were not able to load 2782 wagons and used 9254 wagons. The overall average growth in loading of coal on TR in last 3 years is 8.1 per cent.

SHRI T.K. RANGARAJAN: Are you saying that the Coal Ministry is wrong?
...(Interruptions)...

KUMARI MAMATA BANERJEE: Sir, I did not say that. ...(Interruptions)...

MR. CHAIRMAN: No, this is not the time for a discussion. Ask your second supplementary.

SHRI T.K. RANGARAJAN: My second supplementary is that the Railway Ministry has taken...

SHRI SITARAM YECHURY: Sir, there is a contradiction between the two Ministers.

MR. CHAIRMAN: If there is, then, there is a procedure for raising it.

SHRI SITARAM YECHURY: Sir, what we are requesting you is...(Interruptions) I am not blaming her. ...(Interruptions)... I am raising an entirely different issue. ...(Interruptions)... My query is directed against you, Sir, not against her. It is not the Minister. It is the Chair; if two Ministers give contradictory statements, the House must know the truth. ...(Interruptions)...

KUMARI MAMATA BANERJEE: There is no contradiction.

MR. CHAIRMAN: You are right, Mr. Yechury. If there is a contradiction between answers given in this House — it is a valid question — it can be raised with the Chair and the Chair will ascertain the position. That is all.

SHRI SITARAM YECHURY: That is all I wanted to say, Sir.

SHRI T. K. RANGARAJAN: My second supplementary is this. Sir, the nation should not suffer because of the differing stands taken by the Ministries. The Railway Ministry has taken over the wagon manufacturing unit, Bharat Wagon Limited, a CPSU, and it also very kindly assured in Parliament in 2009 that the Railways are going to take over the two wagon manufacturing public sector units in West Bengal, Burn Standard and Braithwaite and Co. These units are running, at present, on much less capacity because of lack of capital and adequate orders. So, will the Minister kindly assure full capacity utilization of these units? Will adequate orders and necessary funds not be more useful than financial investment of railway in stadiums, hospitals and cold storages, etc.?

KUMARI MAMATA BANERJEE: Sir, it is not related to this question. It is a separate question. You asked about the two PSUs, Burn Standard and Braithwaite and Co.

Sir, Railways are considering the take over of these units. It is under consideration. It is with the Ministry of Heavy Industry. It is in process. We will take over these units.

SHRI T.K. RANGARAJAN: No, no. Madam, you have assured this House... *(Interruptions)*...

MR. CHAIRMAN: Please do not interject.

KUMARI MAMATA BANERJEE: What does it mean when I say it is under consideration? Please let me know.... *(Interruptions)*...

MR. CHAIRMAN: No, no; I am sorry. You cannot widen the discussion. The supplementaries have to be related to the question itself.

KUMARI MAMATA BANERJEE: Sir, as I said, it is under consideration. It is under process. What more do you want?

SHRI V. HANUMANTHA RAO: Sir, not only for coal, there is a big demand of rakes for cement also in the Nalgonda District, Jaggayyapeta and Visakhapatnam. There is a big shortage of rakes for carrying cement, chilli, cotton, etc. Sir, through you, I want to know from the hon. Minister as to when the supply of rakes would be improved in that area.

KUMARI MAMATA BANERJEE: Sir, the main question is related to coal supply. Sir, we have four lakh wagons, and we use it for various purposes. Yes, I admit that the demand is more. For that, we need more coaches; we need more wagons. For that, I expressed my views at the time of the reply of the Budget. We need more wagon industry and we need coach factories also. You can purchase the cloth from the market, but you cannot purchase wagons from market because it is not available there. That is why we have decided to set up more and more coach factories and wagon industry so that more wagons are made available.

SHRI BIRENDRA PRASAD BAISHYA: Sir, due to lack of infrastructure in the North-Eastern Region, transportation is a very big problem there. There is no proper connectivity in the North-Eastern Region. So, we have to totally depend on the railway transportation. Due to shortage of wagons and rakes, the North-Eastern Region is suffering a lot. Sometimes, due to shortage of wagons, our region does not get supply of essential commodities like food, etc., at proper time.

MR. CHAIRMAN: Please put your question.

SHRI BIRENDRA PRASAD BAISHYA: Sir, due to shortage of rakes, there is difficulty in transporting infrastructure materials like cement, steel, etc., to the North-Eastern Region. Sir, I want to know from the hon. Minister as to when she is going to increase supply of wagons and rakes to the North-Eastern Region.

KUMARI MAMATA BANERJEE: Sir, whatever we plan for wagons for material supply, we plan it on yearly basis. Sometimes, it is yearly because we divide it into four quarters. So, what happens during the peak season is, everybody demands wagons from the Railways. Obviously, they need more wagons at that time. For that, we need more wagons. We give special attention to the North-Eastern Region. We always give them protection, and whatever they want, according to our capacity, Sir, we are willing to give them. We always give it to the North-Eastern Region.

श्री आर.सी. सिंह: सभापति जी, विभिन्न पावर कंपनियों की डिमांड के हिसाब से Coal India के 167 rakes की सप्लाई देने की बात थी, लेकिन उनको 157.7 rakes दिए गए हैं, जिसके चलते हजारों टन कोयला विभिन्न जगहों पर पड़ा हुआ है और उसमें आग लगने की संभावना है। क्या मंत्री महोदया rakes की संख्या बढ़ाकर, उस कोयले की सप्लाई कराने की व्यवस्था करेंगी?

कुमारी ममता बनर्जी: क्या अपने किसी विशेष जगह का नाम लिया है? Which place?

श्री आर.सी. सिंह: Coal India.

कुमारी ममता बनर्जी: हमारा एक yearly plan होता है, इसको पावर मिनिस्ट्री, रेल मिनिस्ट्री और कोल मिनिस्ट्री एक साथ पूरा करते हैं और इसके मुताबिक हम उनको rakes सप्लाई करते हैं। मैंने आपको बताया है कि Coal India दो हजार wagon के ऊपर लोडिंग प्रतिदिन नहीं कर सकती। वे जो 180 rakes चाहते हैं, जो मिटिंग में फिक्स हुआ था, उनको हम 179 से 180 rakes देते हैं। अगर अचानक कोई कहे कि हमें अभी चाहिए, तो मैं यह कहना चाहती हूँ कि आज हमें खाने की भूख लगी है, तब क्या हम खाने की सारी चीजों के लिए अभी कहेंगे, इसको तो पहले से तैयार करके रखना पड़ेगा। There must be some planning; there must be some management. क्या कैपेसिटी है, इसको देखना पड़ेगा। Sometimes, because of unloading problem, because of some strike and because of some mismanagement problem, we face some problems. It is not with the Railways. रेलवे ने जितना कमिट किया है, उसको पूरा किया है।

श्री आर.सी. सिंह: मैं इससे agree नहीं कर पा रहा हूँ, average supply 157 है।

MR. CHAIRMAN: It is over now. Question No. 403.

Facilities to passengers in trains

*403. PROF. ANIL KUMAR SAHANI: Will the Minister of RAILWAYS be pleased to state:

(a) whether railways were to provide essential services like medical and communication facilities and catering services in trains and whether these facilities have not been provided;

(b) whether stale food is being served in trains like Rajdhani Express;

(c) if so, the reasons for not providing the facilities to railway passengers as committed; and

(d) the action Government proposes to take to improve the services like security arrangements and deployment of escort security on board the trains, to check the increasing cases of looting, dacoity and murders on trains?