

मैं आदरणीय मंत्री जी से इतना अनुरोध अवश्य करूंगा कि वह प्रधान मंत्री जी बात करें, जो स्वयं एक आर्थिक विद्वान हैं, वह कैबिनेट से भी बात करें और उनसे भी यही कहें कि आप फायदा मत लीजिए और जैसा भी बन सके इन पॉलिसीज को देश के हित में कीजिए। इस तरह से तो कंपनियों ही पैसा ले रही हैं, पैसा न तो हिमाचल को मिल रहा है और न ही चंडीगढ़ अथवा पंजाब को नहीं मिल रहा है, हर तरफ केवल सत्यानाश ही हो रहा है।

**श्री राम विलास पासवान :** सर, यह बात सही है कि जिस उद्देश्य से इस पॉलिसी को बनाया गया था, उसमें काफी खामियां हैं और उनका लाभ सही ढंग से ही मिल रहा है। इस संबंध में मैं प्रधान मंत्री जी एवं फाइनांस मिनिस्टर साहब को भी लिख चुका हूं और आपकी जानकारी के लिए मैं यह भी बात हूं कि हमारी जो स्मॉलस्केल इंडस्ट्रीज है, उनके लिए हमने कहा है कि एक्साइज ड्यूटी को 16% से घटा कर 8% कर दिया जाए। आपको मालूम ही होगा कि पहले जब एक्साइज ड्यूटी फैक्ट्री प्राइज के ऊपर भी लगती थी, लेकिन अब एक्साइज ड्यूटी को एमआरपी के ऊपर कर दिया गया है। इसका मुख्य कारण यह था कि क्योंकि यह माना जा रहा था कि इससे न तो प्राइस पर कोई सीलिंग लग रही है और न ही कंज्यूमर्स का फायदा हो रहा है।

दूसरा, स्मॉल स्केल इंडस्ट्रीज वालों के लिए एक करोड़ रुपये तक का एग्जम्पशन दिया जाता था, उस एक करोड़ को भी हमने बढ़ा कर पांच करोड़ कर दिया है। जो प्रश्न अभी आपने किया है, उसके संबंध में मैंने ऑलरेडी प्राइम मिनिस्टर साहब को लैटर लिख कर भेज दिया है।

**श्रीमती वृंदा कारत :** लेकिन शासन क्या ....(व्यवधान).... पासवान जी, आप कह रहे हैं कि ...(व्यवधान)...

**श्री सभापति :** अब छोड़िए ...(व्यवधान)... बस, अब अलग-अलग नहीं होगा ...(व्यवधान)... वृंदा जी, आप बैठ जाइए।

\*263. [The questioner (Shri Kalraj Mishra) was absent for answer vide page 24]

#### Beautification of Bhubaneswar Railway Station

\*264. MS. PRAMILA BOHIDAR:†  
SHRI B.J. PANDA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is proposed to beautify the Bhubaneswar railway station, develop more railway stations and improve passenger amenities on ECoR;

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† The question was actually asked as the floor of the House by Ms. Pramila Bohidar.

(b) if so, the details thereof; and

(c) the action plan of Government to augment the line capacity works of ECoR to handle increased freight traffic in the coming years?

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD): (a) to (c) A Statement is laid on the Table of the Sabha.

***Statement***

(a) Yes, Sir.

(b) In order to make perceptible improvement 15 stations, out of the declared model stations or important stations, on East Coast Railway have been identified to be modernized and given a facelift. These stations are Bhubaneswar, Cuttak, Puri, Brahmapur, Bhadrak, Visakhapatnam, Vizianagaram, Srikakulam, Rayagada, Duvvada, Titlagarh, Kantabanji, Kesinga, Bolangir and Sambalpur.

(c) A number of projects have been taken up under new lines, doublings and Railway Electrification which on completion would add to the capacity on various routes. Apart from these, a large number of traffic facility works are also in progress at an anticipated cost of Rs. 124 crore.

MS. PRAMILA BOHIDAR: Hon. Chairman, Sir, I would like to know from the hon. Minister whether any Railway Station in Orissa are being considered for beautification and augmentation in passenger amenities. I would also like to know whether the Ministry of Railways is considering private-partnership to maintain Railway Stations in Orissa.

SHRI R. VELU: Sir, as far as beautification of railway station is concerned, Bhubaneshwar Railway Station is one of the stations among the 23 stations which have been selected for model stations. Sir, this year is the year of "serving the passenger with a smile" which means we also want to make every passenger enjoy the kind of aesthetic appearance of the stations etc., etc. So, we are taking up the beautification. What we had was that about 570 stations all over India were selected as model stations. But now this year we have gone one step further to infuse little more technological advancement in the kind of logistics we have at the stations, so, we have said that every division in the Indian Railways, namely 67 divisions, five stations would be selected in which we plan to provide very good circulating area, with a

tower light, facade of the station is also improved to give it a modern look the concourse and the platforms to be lighted up, the furniture in the retiring or waiting rooms to be upgraded and made modern, and the toilets to be upgraded etc. So, that way, Bhubaneswar railway station has already been taken up. In the Railway Zone, this year we have selected 15 stations. So, I would like to assure the hon. Member that Orissa, the East Coast Railway gets its due share and over the last three years in Bhubaneswar, we have spent about Rs. 7.85 crores for various developmental works in that station alone. So, I would request the hon. Member to see that whatever is being done is all being appreciated and fourteen more stations will also be taken up.

MS. PRAMILA BOHIDAR: Sir, what are the immediate plans on hand to meet the demand of increasing passenger traffic in Orissa due to fast industrialisation?

SHRI R. VELU: Sir, in Orissa, most of the tracks are all freight oriented. We appreciate that because it is one of the earning sectors for the Railways. In that direction, we are now spending about Rs. 124 crore towards creation of freight traffic facilities. Sir, I also want to inform the hon. Member that in that Railway, we are trying to give about 36 items in the various sections, as I mentioned about Rs. 124 crore. In addition to this, this year, the work underway includes laying of new lines-eight, gauge conversion of one line, doubling of twelve, electrification of one, all of this costing about Rs. 6,554 crore. So far, we have spent Rs. 2,785 crore. This year alone, you get a substantial allocation of Rs. 619 crore. That means we are definitely giving importance to the Railways in Orissa in terms of upgrading the infrastructure and to have better freight movement.

SHRI B.J. PANDA: Sir, I thank the hon. Minister for identifying 15 stations for beautification and also for all these projects for industrialisation. But I would like to bring to his attention that despite all this, Orissa remains to have one of the lowest track densities in the whole country, which is far below the national track density and even below the track density of neighbouring States. And, this has contributed to the backwardness of our State because our vast mineral resources have not been properly development. So, I thank him for all these efforts that have been taken. But still, I would like to urge you that our track density must be brought up, at least, to the national average. And, will

you agree to that? And, the second question that I want to ask you is that certain very key areas are being left out. For example, in recent times, we have got a lot of new projects which are coming and many of them are concentrated in the Jaipur area. Although all the stations have been taken up, the Jaipur-Keonjhar Road station has not yet been taken up. Would you assure us that you will take up the Jaipur-Keonjhar Road station because that is where most of the freight is going to start happening within two years?

SHRI R. VELU: Sir, one thing is, I think, in the whole railways, you have got the minimum number of stations. That is, out of 8055 stations, the number of stations that you have is only 278 stations. That being so, your railway is not the passenger-oriented Railways. Maybe, what he has mentioned is correct, because we have not developed such routes as called for. But, as per the National Policy on Transport, which was envisaged in 1980, the Committee went into the whole question. They prioritised the areas and laid down the criteria to be followed for laying the routes. As per that policy, the things to be taken into consideration are: the first is, for strategic reasons; the second thing is, for missing links; the third thing would be for developing the area of backwardness; the fourth thing would be, as you have said, to tap the minerals; and the fifth thing will be to connect various industrial sectors. If your proposal is coming in the fitness of things as per that Policy, we will definitely consider it.

SHRI B.J. PANDA: Sir, my second question.

MR. CHAIRMAN: There is no second question.

SHRI R. VELU: Sir, first of all, Keonjhar Road station has to qualify itself to become a modern station. There are three criteria to become a modern station. The first thing is that it should be a station of the State capital or it has to be a station of a Zonal headquarters, secondly it should be a model station and the third one is, it has to have importance from the tourist point of view or educational or cultural or from the religion point of view. If that station falls in any of these categories, I will definitely take it up. Or, therewise, if you still insist that it has potential for development, I will definitely consider.

**श्री रुद्रनारायण पाणि :** सभापति महोदय, इस सरकार की कथनी और करनी में अंतर है। ....(व्यवधान).... मैं थोड़ी सी भूमिका बनाता हूँ। ...(व्यवधान).... दूसरे सदस्य बड़ी-बड़ी भूमिका बनाते हैं। ...(व्यवधान)....

**श्री सभापति :** मेरी बात सुन लीजिए। छोटी सी भूमिका बनाओगे, तो ट्रेन निकल जाएगी और क्वेश्चन नहीं हो जाएगा। ...(व्यवधान)....

**श्री रुद्रनारायण पाणि :** नहीं, नहीं महोदय, मैं क्वेश्चन पर जरूर आऊंगा। महोदय, इस प्रश्न का शीशेनाम है, अंग्रेजी में beautification of stations और हिंदी में हैं स्टेशनों को सुंदर बनाना। आप स्टेशनों को beautify कीजिए, क्योंकि हमारे रेल मंत्री कुछ कम रोमांटिक नहीं हैं। आप स्टेशनों को सुंदर बनाइए, वेलफेयर स्टेट में रेलवे स्टेशनों को अपग्रेड करना, modernize यह आपका फर्ज बनता है, आपका काम है, लेकिन आम जनता को परेशानी में मत डालिए। ...(व्यवधान)....

**श्री सभापति :** ठीक है, क्वेश्चन कीजिए। ...(व्यवधान)....

**श्री रुद्रनारायण पाणि :** महोदय, उड़ीसा में ईस्ट-कोस्ट रेलवे जो है, ECOR है, उसमें स्टेशनों में आम पैसंजरो को, गरीब यात्रियों को, छोटे से छोटे स्टेशन, कम दूरी के स्टेशन तक जाने के लिए रेलवे टिकट उपलब्ध नहीं होता है। क्या माननीय मंत्री महोदय को यह पता है कि कटक से कोई डेंकानाल जाएगा, डेंकानाल से कोई अंगुल जाएगा, तो स्टेट के स्टेशनों में टिकट नहीं मिलता है और जब टिकट नहीं मिलता है, तो अगले स्टेशन में गरीब आदमी, गरीब यात्री को बिना टिकट के रूप में पकड़कर उससे जुर्माना वसूलने का काम हो रहा है। रेलवे में भाड़ा नहीं बढ़ाएंगे, आपने ऐसा कहा था।.....(व्यवधान)....

**श्री सभापति :** जवाब सुनिए....जवाब होने दीजिए। .....(व्यवधान)....

**श्री रुद्रनारायण पाणि :** महोदय, इन्होंने कहा था कि भाड़ा नहीं बढ़ाएंगे, लेकिन ट्रेनों को सुपरफास्ट करके .....(व्यवधान)....

**श्री सभापति :** ठीक है, ठीक है, जवाब सुनिए। आप जवाब सुनना चाहते हो या नहीं? .....(व्यवधान)....

**श्री रुद्रनारायण पाणि :** तो रेलवे में एक प्रकार से चालूगिरी चालू हो गई है।.....(व्यवधान).... मेरा निर्दिष्ट सवाल है कि हमारे देश के छोटे-छोटे स्टेशनों में आम यात्रियों को टिकट नहीं मिलता है, उसके बारे में मंत्री महोदय स्पष्ट रूप से बताएं।

SHRI R. VELU: Sir, I think, I will try to answer the hon. Member. Though he has gone away from beautification, he does not believe in beautification, it does not matter. He is championing the cause of the

poor people. Today, for his kind information, the Indian Railways is cross-subsidising to the extent of Rs. 4,500 crores which we are losing by way of passenger fares because we charge less. In the successive three Railway Budgets that we have presented, we did not increase the passenger fares. Not even a single penny is increased. *(Interruptions)*

**श्री दिग्विजय सिंह :** सवाल क्या पूछा है और जवाब क्या दे रहे हैं? ....*(व्यवधान)*...

**श्री सभापति :** आप क्वेश्चन का जवाब सुनिए। ....*(व्यवधान)*.... गलत बात है। ....*(व्यवधान)*.... यह रिकार्ड पर नहीं जायेगा। आप बैठ जाइये। ....*(व्यवधान)*.... आप बोलिए। ....*(व्यवधान)*.... माननीय सदस्य, आप मेरी तरफ देखें, उधर नहीं देखें। ....*(व्यवधान)*.... मुझे देखते जायें। ....*(व्यवधान)*....

SHRI R. VELU: Sir, I would appeal and request the hon. Member to kindly request those people to buy tickets and travel. *(Interruptions)*

**श्री रुद्रनारायण पाणि :** सभापति महोदय, यह गरीब जनता का अपमान है। ....*(व्यवधान)*....

**श्री सभापति :** ठीक है। ....*(व्यवधान)*....

**श्री रुद्रनारायण पाणि :** ....*(व्यवधान)*.... वहां टिकट एवेलेबल नहीं हैं। ....*(व्यवधान)*....

**श्री सभापति :** ठीक है। ....*(व्यवधान)*.... आप बोलिए। ....*(व्यवधान)*....

SHRI RUDRA NARAYAN PANY: You are unable to supply railway tickets.

SHRI R. VELU: The other point mentioned was that we are fining those people. In fact, Sir, if the fining procedure is followed strictly, the revenues also increase. That does not mean that only a poor man alone travels without ticket. Even a man who can afford also travels without a ticket. *(Interruptions)* How can you say, "You don't charge"? I cannot differentiate. That way, your request cannot be complied with. *(Interruptions)* Sir, on the question of beautification and amenities, for the last three years, expenditure was 181 crore, 233 crore and 256 crore. This year, we have allotted a substantial amount of Rs. 353 crores for passenger amenities and beautification. *(Interruptions)*

MR. CHAIRMAN: Now, Shri V. Narayanasamy, the most beautiful man: *(Interruptions)*

SHRI V. NARAYANASAMY: Sir, first of all, Shri Jairam Ramesh seems to be controlled by this House. *(Interruptions)*

श्री अमीर आलम खान : सभापति महोदय, ....(व्यवधान)....

श्री सभापति :आप बैठ जाइये।....(व्यवधान).... आप बैठिये तो सही।....(व्यवधान).... आप बैठिए, बैठिए, बैठिए। ....(व्यवधान).... आप पहले बैठ जाइये। ....(व्यवधान).... आप बैठिए।....(व्यवधान)....

SHRI V. NARAYANASAMY: Sir, I have a small question. (*Interruptions*) I am very happy that the Minister, is ...(*Interruptions*)...

SHRI B.K. HARIPRASAD: Sir, what he has said? (*Interruptions*) Sir, he should withdraw his words. He said that he is the \* of the House. (*Interruptions*)

MR. CHAIRMAN: I will take it up. नहीं, नहीं। ....(व्यवधान).... मैं रिकॉर्ड देख लूंगा। यदि ऐसा कोई वर्ड होगा, तो मैं निकाल दूंगा। ....(व्यवधान).... आप बोलिए। ....(व्यवधान)....I will go through the record. If necessary, this sort of word will be expunged.

SHRI V. NARAYANASAMY: Sir, the hon. Minister said that the Government is spending Rs. 124 crores in that sector, in the ECR area, for creating infrastructure, doubling the line and all. I would like to know from the hon. Minister, in this Rs. 124 crores, what is the percentage of the share of the income which you have been deriving from freight charges from that sector, the ECR sector.

Whether it is commensurate with the income generated by you. I feel that you are not spending even more than five per cent of the income generated in that sector. Therefore, are you satisfied with Rs. 124 crores? I would request you to increase the allocations.

SHRI R. VELU: Sir, it is a good question raised by the hon. Member. As I mentioned earlier, this is a freight-oriented railway. We have taken into consideration all those requirements because we do not want to curtail the relevant expenditure, necessary expenditure, in that sector. So, these Rs. 124 crores only relate to 36 items related to traffic facilities plan head. As and when we want to increase it, we can do it. There is no limit for that. I assure the Member that there is no fixed percentage. We wanted to increase the freight, a kind of loading. Whatever amenities and facilities, track requirement, etc., we want to do more for these things.

MR. CHAIRMAN: The Question Hour is over. माननीय सदस्य ने \* शब्द यूज किया है, वह अनपार्लियामेंट्री है। मैं उसको एक्सपंज करता हूँ।

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\*Expunged as ordered by the Chair.