

2.00 P.M.

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

MR. DEPUTY CHAIRMAN in the Chair.

GOVERNMENT RESOLUTION

**Approval of recommendations contained in third report of the
Railway Convention Committee (2009)**

and

The Budget (Railways) 2013-14

MR. DEPUTY CHAIRMAN: Now, we will have further discussion on the Government Resolution moved by Shri K. J. Surya Prakash Reddy on the 12th March, 2013 and general discussion on the Budget (Railways) 2013-14. When the House adjourned on the 12th March, 2013, discussion on the Government Resolution and on the Railway Budget had not commenced.

I now request Shri Balbir Punj to take the floor.

श्री बलवीर पुंज (ओडिशा): उपसभापति जी, मैं आपका बहुत आभारी हूँ कि आज आपने मुझे रेल बजट जैसे महत्वपूर्ण विषय पर बोलने का अवसर दिया। महोदय, 17 वर्ष के अंतराल के बाद जब कांग्रेस के किसी मंत्री को रेल बजट प्रस्तुत करने का मौका मिला और रेल मंत्री भी श्री पवन कुमार बंसल जैसे, जो समझदार, शालीन और मेरे अच्छे मित्र भी हैं और क्योंकि पवन जी को रेल मंत्रालय जैसा भारी-भरकम मंत्रालय मिला, तो स्वाभाविक है कि डा. मनमोहन सिंह और श्रीमती सोनिया गांधी की इन पर अति कृपा रही होगी, तभी वह मंत्रालय मिला, तो इस सबसे मुझे उम्मीद हुई कि रेलवे की हालत जो लगातार खराब होती जा रही है, उस हालत को सुधारने का एक अवसर इस रेल बजट से मिला है और रेल मंत्री जी बजट में कुछ ऐसा कहेंगे जिससे भारतीय रेल, जो पटरी से उतर गई है, वह पटरी पर वापस आ जाएगी, परंतु बजट भाषण सुनकर और इनके भाषण को मैंने बाद में पढ़ा भी, उससे मुझे बहुत निराशा हुई और लगा कि रेल को दोबारा पटरी पर लाने का एक अवसर जो हमें प्राप्त हुआ था, वह अवसर हमने खो दिया है।

महोदय, यू.पी.ए. का पहला बजट श्री लालू प्रसाद ने 6 जुलाई, 2004 को प्रस्तुत किया था। तब से लेकर आज तक के सारे बजट मैंने ध्यान से पढ़े और उन सभी में तीन बातें कॉमन पाईं। पहली तो यह कि हर बजट के अंदर वायदों की भरमार होती है, नए से नए वायदे किए जाते हैं। दूसरा, हर यू.पी.ए. के बजट में नए-नए संस्थानों और नए-नए प्रकल्पों की घोषणा होती है। In every Budget, there are announcements galore of new

schemes and new projects. और तीसरी बात यह है कि हर बजट में, पिछले बजट में जो वादे किए गए थे, उन वादों का क्या हुआ, शायद ही कभी कोई जिक्र होता हो। अफसोस की बात तो यह है कि श्री बंसल ने यू.पी.ए. की जो एक गौरवशाली परम्परा है, उसको बनाए रखा, कायम रखा।

महोदय, मैंने निवेदन किया था कि 2004-05 का बजट यू.पी.ए. का पहला बजट था, जो लालू प्रसाद जी ने प्रस्तुत किया था। उन्हें अपने बजट में पैरा नम्बर पांच में कहा था, मैं उन्हें उद्धृत करता हूँ, कोट करता हूँ, "There has been shortage of resources for investment on railways." उसके आठ साल बाद श्री पवन कुमार बंसल अपना बजट प्रस्तुत करते हैं और अपने बजट के पैरा नम्बर सात में यह कहते हैं, I quote:

"Indian Railways must remain financially sustainable so that resources generated can be ploughed back for efficient upkeep operations and maintenance of the system."

उपसभापति महोदय, लालू जी ने अपने पहले बजट में यह भी कहा था, मैं लालू प्रसाद जी को उनके 2004-05 के बजट में से कोट कर रहा हूँ।

I quote:

"I have had deliberations with the hon. Prime Minister and hon. Finance Minister who have been kind enough to assure that requisite funds will be made available in the course of this year."

अर्थात् रेलवे की दशा सुधरेगी, इसकी आर्थिक स्थिति सुधरेगी, यह केवल लालू जी का देश और सदन को आश्वासन नहीं था, उसके पीछे माननीय प्रधानमंत्री जी और तत्कालीन वित्त मंत्री जी, इन दोनों की भी शक्ति थी। लेकिन आठ साल बीत गए और रेलवे की हालत, प्रधानमंत्री जी और वित्त मंत्री जी के आश्वासन के बाद क्या है, उसे मैं श्री बंसल के शब्दों में ही सदन के सामने प्रस्तुत करता हूँ। श्री बंसल अपने भाषण में कहते हैं, "Mounting scarcity of resources continues to stare us in the face. Thin spread of funds has only compounded the problem. In fact, I find that many of the projects which would help railways in debottlenecking and decongesting its over-saturated network are not getting funded in a time bound manner." रेलवे की हालत खराब है, रेलवे बीमार है, यह भाव बंसल जी के भाषण में एक जगह नहीं, कई जगह मिलता है। उपसभापति महोदय, मैंने पहले निवेदन किया कि हर बजट में वायदों की भरमार होती है। यू.पी.ए. का जो बजट है, उसमें जो कुछ वायदे किए गए, उनका बाद में या तो बहुत कम जिक्र हुआ या जिक्र ही नहीं हुआ। उन्हें मैं सदन के सामने प्रस्तुत करता हूँ। लालू जी ने 2008-09

[श्री बलबीर पुंज]

के बजट में कहा था कि "LHB coaches with stainless steel ICF bogies will be provided in Mail and Express trains." यही वायदा फिर दोबारा से इस बार भी दोहराया गया है। "Modern technologies like GIS, GPS and RFID will be applied." जीपीएस के बारे में इस बार पवन जी ने अपने बजट में जिक्र किया है, लेकिन इन वायदों का होता क्या है, यह नहीं बताया है। सुश्री ममता बनर्जी जी ने 2009-10 के बजट में यह घोषणा की थी कि "Fifty world-class stations with international facilities will be built." भारत के अंदर एक स्टेशन आप ऐसा बता दीजिए, जिसके बारे में यह कहा जा सकता हो कि वह अंतर्राष्ट्रीय स्तर तो छोड़िए, सामान्य स्तर का भी हो। सभी स्टेशन्स की हालत कितनी खराब है, जो लोग रेल से यात्रा करते हैं, वे उनके बारे में जानते हैं। ममता जी ने यह भी कहा था कि "375 Aadarsh stations will be put." इस बार बंसल साहब उससे एक कदम आगे चले गए। उन्होंने कहा कि "Upgrading another 60 stations as Aadarsh stations in addition to 980 already selected." 980 स्टेशन्स के बारे में तो इनसे पूर्ववर्ती मंत्री कह गए कि आदर्श बनाए जाएंगे, उसके बाद उसके अंदर 60 स्टेशन बंसल साहब ने जोड़ दिए। वायदे पर वायदे होते गए, लेकिन कितने आदर्श स्टेशन बने और कितने विश्वस्तरीय स्टेशन बने, इसकी हमें कोई जानकारी नहीं है। उपसभापति जी, सुश्री ममता बनर्जी ने 2011-12 में वायदा किया था और 160 बहुउद्देशीय परिसर बनाने की घोषणा की थी तथा 584 विश्वस्तरीय, वर्ल्ड क्लास आदर्श स्टेशन विकसित करने की घोषणा की गयी थी। उन्होंने विशेष रूप से यह कहा था कि "New Delhi station will be elevated to world-class." महोदय, हममें से जो लोग नई दिल्ली स्टेशन से यात्रा करते हैं, वर्ल्ड क्लास की बात ही छोड़िए, यात्रियों को जो बहुत सामान्य सुविधाएं चाहिए, वे भी उस स्टेशन पर उपलब्ध नहीं होती हैं। उन्होंने जीपीएस बेस्ड फॉग सेफ्टी डिवाइस की घोषणा की थी, रियल टाइम ट्रेन इन्फॉर्मेशन और गो इंडिया स्मार्ट कार्ड की भी घोषणा की थी।

श्री दिनेश त्रिवेदी जी को माननीय प्रधानमंत्री जी ने शाबाशी दी, उनकी पीठ ठोकी। प्रधानमंत्री जी ने उनके बारे में कहा कि वे बहुत अच्छा बजट लेकर आये हैं और दो दिन बाद कान पकड़कर उनके मंत्रालय से बाहर कर दिया। उन दिनेश त्रिवेदी जी ने अपने भाषण में कहा था, Upgradation of 920 stations as other stations और डिजास्टर मैनेजमेंट के तीन सेफ्टी villages at Bengalusu, Kharagpur and Lucknow और TPWS, i.e., Train Protection and Warning System, इन सबको किया जाएगा, परन्तु उन वायदों का क्या हुआ, उसके बारे में भी कोई ज्यादा जिक्र नहीं है।

सर, जब स्टेशन की बात कही जाती है, तो कोई भी स्टेशन भारत में इस स्तर का नहीं है, जिसको आप विश्व स्तरीय स्टेशन कह सकें। यूपीए-एक के मुक़ाबले में यूपीए-दो के कार्यकाल में स्थिति पहले से खराब होती गई है और एक शायर के लफ्ज़ों में कहूं, "उलटी हो गई सब तदबीरें, तेरी दवा ने न कोई काम किया, देखा! बीमार-ए-दिल ने, आखिर काम तमाम किया।"

प्रो. सैफुद्दीन सोज़ (जम्मू और कश्मीर): आपने शेर गलत पढ़ा है।

† [پروفیسر سیف الدین سوز: آپ نے شعر غلط پڑھا ہے۔]

श्री बलवीर पुंज: आप ठीक कर दीजिएगा। उपसभापति जी, मैं वायदों का जिक्र कर रहा था।

श्री रवि शंकर प्रसाद (बिहार): उपसभापति महोदय, बंसल साहब शेरों शायरी का काफी शौक रखते हैं, आपके जवाब में कोई शेरों शायरी हो जाए, तो अच्छा रहेगा।

रेल मंत्री (श्री पवन कुमार बंसल): अच्छा।

श्री बलवीर पुंज: सर, यात्रियों की सुरक्षा और रेल की सुरक्षा, इन दोनों के बारे में लालू जी से लेकर अभी तक वायदे होते आ रहे हैं। मैं सदन को दोबारा लालू जी के 2004 और 2005 के वायदे की ओर ले जाता हूँ। उन्होंने पैरा 8 में कहा था, मैं उनको कोट करता हूँ, "The biggest challenge that Indian Railway face today is ensuring safe transit of passengers. I would like to assure the hon. Members that safety in rail operations would be accorded the highest priority. उसके बाद बंसल जी ने भी अपने भाषण में वही दावा दोहराया और 8 साल के अंदर वही वायदा कि यात्रियों की सुरक्षा की जायेगी, परन्तु यात्रियों की सुरक्षा नहीं होती।

उपसभापति जी, रेलवे ने सुरक्षा को लेकर जुलाई, 2011 को काकोदकर कमेटी का गठन किया था और उसने अपनी 160 पृष्ठ की रिपोर्ट 17 फरवरी, 2012 में प्रस्तुत की। And, Mr. Deputy Chairman, Sir, the Kakodkar Committee had recommended the adoption of an advanced signalling system akin to the European Train Control System for the entire trunk route length of 19,000 kilometres within five years. The second major recommendation, Sir, was, all level crossings, both manned and unmanned, should be eliminated over the next five years. And, thirdly, the Committee had recommended for a switch-over from the ICF-designed coaches to the much safer LHB-designed coaches.

Mr. Deputy Chairman, Sir, it is really sad that the Government has not taken the Kakodkar Committee recommendations seriously. The hon. Minister has mentioned them in passing. While referring to the recommendations of the Kakodkar Committee and the Sam Pitroda Committee, he says, and I quote him from his speech, "While some of the recommendations of these two Committees have been taken up for implementation, the rest are under active consideration of the Ministry". The Report, Sir, was submitted in February, 2012. More than a year has passed, and the recommendations are still under consideration of the Government,

†[Transliteration in Urdu Script]

[श्री बलबीर पुंज]

whereas, at this point of time, they should, in fact, have been implemented. Could there be more casual approach on the part of the UPA-II Government to the vital issue of security and safety of passengers and of the railway property?

सर, इस तरह की केजुअल एप्रोच का परिणाम क्या होता है, वह हमें अभी इलाहाबाद के कुम्भ मेले में देखने को मिला। वहां पर 40 लोगों की जान गई और कुम्भ का मेला भारतीय संस्कृति और परम्परा का एक बहुत बड़ा अवसर होता है। सभी लोग जानते हैं कि विश्व की सबसे बड़ी संख्या इस मेले में इकट्ठी होती है।

मैं माननीय रेल मंत्री जी से यह पूछना चाहूंगा कि मेले के आरम्भ होने से पहले रेलवे ने क्या प्रबंध किए हैं और क्या आप उनका जायज़ा लेने के लिए गए थे? अगर आप वहां गए थे तो उसके बाद यह हादसा कैसे हुआ अगर नहीं गए थे तो क्यों नहीं गए थे?

दूसरी बात यह है कि कुम्भ मेले में जो इतनी बड़ी त्रासदी या दुर्घटना हुई, इसका मुझे दुख है। मैं इसको दुर्घटना नहीं कहूंगा, बल्कि 40 लोगों की हत्या कहूंगा। आपने अपने भाषण में उसका जिक्र करते हुए कहा, and I quote, Sir:

"I am particularly pained that such an incident happened despite the most meticulous planning..." that is the word you have used "...and the efforts put in by the Railways to take care of the comforts, safety and other requirements of the pilgrims."

अगर आपकी मटिक्युलस प्लानिंग का यह हाल है और उससे 40 लोग मरते हैं, अगर आपकी प्लानिंग केवल साधारण हो, ऑर्डनेरी हो तो सब रेलवे के यात्रियों का क्या हाल होगा? इसको मटिक्युल प्लानिंग कहते हैं।

उपसभापति जी, सच्चाई तो यह है कि वहां स्टेशन पर कोई ठीक से प्रबंध नहीं था और लोगों की लाशें घंटों तक ऐसे ही पड़ी रहीं। आप दवाई की तो बात ही छोड़िए, वहां लोगों को पानी पिलाने वाला भी कोई नहीं था और उनको हॉस्पिटल ले जाने वाला भी कोई नहीं था। आप इसको मटिक्युलस एफर्ट्स कहते हैं, मटिक्युलस प्लानिंग कहते हैं। बंसल साहब, अगर आप लाल बहादुर शास्त्री जी से प्रेरणा लेते तो आप इस दुर्घटना के बाद त्यागपत्र दे देते। परन्तु आपके कांग्रेस में प्रेरणा स्रोत श्री लाल बहादुर शास्त्री नहीं हैं, आपकी प्रेरणा स्रोत तो दूसरे सदन में बैठती हैं, इसलिए मैं आप से यह उम्मीद भी नहीं करता।

उपसभापति जी, जिस दिन रेल मंत्री, श्री पवन कुमार बंसल अपना रेलवे बजट प्रस्तुत कर रहे थे, लगभग उसी समय मध्य प्रदेश के विदिशा जिले में गुलाबगंज स्टेशन पर एक भयंकर दुर्घटना हुई। एक पांच साल का मोहम्मद अली नाम का लड़का और इकरा नाम की आठ साल की उसकी बड़ी बहन, दोनों रेल की पटरियां पार कर रहे थे, वे पटरियां

इसलिए पार कर रहे थे क्योंकि उस स्टेशन पर वर्षों तक कहने के बाद भी फुट ब्रिज की व्यवस्था नहीं की गई थी, वे दोनों बच्चे रेल की चपेट में आ गए और मौके पर ही उनका देहांत हो गया। वहां के स्थानीय लोगों में गुस्सा आना स्वाभाविक था और वहां पर हिंसा हुई तथा उसमें दो निर्दोष रेल कर्मचारियों की जलकर हत्या हुई। मैं यहां इस पूरी दुर्घटना का जिक्र इसलिए कर रहा हूं कि रेलवे लोगों की सुरक्षा को लेकर कितना उदासीन है, यह इससे प्रतिबिंबित होता है।

उपसभापति जी, रेलवे के रिकार्ड के अनुसार 31,846 लेवल क्रॉसिंग हैं, जिनमें से 13,350 पर रेलवे का कोई कर्मचारी तैनात नहीं है और न ही कोई बैरियर है। एक RTI के जवाब में सरकार ने कहा है 2011 और 2012 के अंदर 131 रेलवे दुर्घटनाएं अनमेन्ड क्रॉसिंग्स के ऊपर हुई हैं। I would say the Minister has been honest enough to admit and concede this sad fact in his Budget Speech and I quote him, "40 per cent of the accidents and 60 per cent of the fatalities are accounted for by the level crossings." उपसभापति जी, रेल मंत्री जी ने रोग तो पकड़ा और नब्बू पर हाथ तो रखा, परन्तु उसका उपचार करने का साहस नहीं दिखाया। उन्होंने एक वायदा जरूर किया कि 12वीं पंचवर्षीय योजना में, जिसका एक साल बीत गया है, हम 10,797 रेलवे क्रॉसिंग का प्रबंध करेंगे। परन्तु एक साल में क्या हुआ, इसके बारे में उन्होंने कुछ नहीं कहा।

उपसभापति जी, हम जानते हैं कि 12वीं पंचवर्षीय योजना आरंभ हो चुकी है। 2012-13 से लेकर 2016-17 तक, इस साल पांच साल के काल खंड में रेलवे को इन्टरनल रिसोर्स जनरेशन IRG से 1,05,000 हजार करोड़ रुपये का प्रबंध करना है।

उपसभापति जी, 2012-13 इस पंचवर्षीय योजना का पहला वर्ष था और इनको आई.आर.जी. (इन्टरनल रिसोर्स जनरेशन) से केवल 10,000 करोड़ रुपये की ही उपलब्धि हुई। इसका यह अर्थ है कि आने वाले अगले चार वर्षों में रेलवे को 95,000 करोड़ रुपये का प्रबंध करना होगा, जिसका यह अर्थ होता है कि पहले साल में 10,000 और बाकी चार सालों में 23,000 करोड़ रुपये प्रति वर्ष की उपलब्धि इस हैड के नीचे करनी होगी। मुझे यह समझ में नहीं आता कि अगर एक साल में 10,000 करोड़ रुपये करना है तो बाकी चार सालों में 23,000 करोड़ रुपये प्रति वर्ष कैसे हो जाएगा? यह संभव नहीं लगता। इससे अनुमान लग सकता है कि रेलवे का भविष्य क्या होगा?

रेलवे के विकास के लिए दूसरा साधन ग्रास बजटरी सपोर्ट (जी.बी.एस.) है और 12वीं पंचवर्षीय योजना में 1,44,000 करोड़ रुपये की उपलब्धि होनी चाहिए। यह 2012-13 के अंदर 24,000 करोड़ की हुई और 2013-14 के बजट के अंदर 26,000 करोड़ रुपये की होने की उम्मीद है। इसका यह अर्थ हुआ कि पंचवर्षीय योजना के पहले दो वर्षों के अंदर 50,000 करोड़ रुपये की होगी और जो बाकी राशि है, वह हम लोगों को अगले तीन साल में उपलब्ध होनी चाहिए, जिसका अर्थ 31,000 करोड़ रुपये प्रति वर्ष होता है, लेकिन 31,000 करोड़ रुपये प्रति वर्ष का जो लक्ष्य है, वह वर्तमान परिस्थितियों में असंभव लगता है।

[श्री बलबीर पुंज]

उपसभापति जी, रेलवे कितनी अस्वस्थ है, मैं इसका एक उदाहरण देना चाहता हूँ। रेलवे का जो दिल्ली और मुम्बई का रूट है, यह सबसे पुराना और व्यस्ततम रूट है। 1384 किलोमीटर के इस रूट में जो रतलाम है, वह लगभग मध्य में पड़ता है। यह मुम्बई से 653 किलोमीटर और दिल्ली से 731 किलोमीटर दूर रेलवे लाइन के ऊपर भैरोगढ़ नाम का एक पुल है, जो करीब 120 किलोमीटर लम्बा है। अंग्रेजों ने इसका निर्माण 1890 के अंदर कराया था और इसकी आयु सौ वर्ष रखी गई थी। सौ वर्ष 1990 में पूरे हो गए और इस पुल की जो आयु थी, वह समाप्त हो गई। 2003 और 2004 में जो रेलवे के इंजीनियर्स थे, उन रेलवे के इंजीनियर्स ने इस पुल को अनसेफ डिक्लेयर किया और कहा कि इसका 2003 और 2004 के अंदर रीहैबिलिटेशन होना चाहिए। उसके बाद, रेलवे की भाषा में, जो पुल गिरने से एक स्टेज ऊपर होता है, उसे डिस्ट्रेस ब्रिज कहते हैं, इसको 2003 और 2004 के अंदर डिस्ट्रेस ब्रिज घोषित कर दिया गया। तब से लेकर आज तक उस पुल के ऊपर से पचास गाड़ियां, जिसमें दिल्ली-मुम्बई की राजधानी, शताब्दी चलती हैं, उनको कम स्पीड पर किया जाता है, परन्तु उससे यात्रियों पर और रेलवे पर हमेशा खतरा बना रहता है। उसके लिए जो धन चाहिए था, वह 2011 में उपलब्ध किया गया, लेकिन मैं नहीं जानता हूँ कि वैकल्पिक नया पुल कब तक बनेगा और रेलवे के यात्री कब तक अपनी जान को खतरे में डालकर उस पुल का उपयोग करने के लिए अभिशप्त होंगे?

Sir, I was talking about the finances of the Railways and the Operation Ratio, that is, OR, which is a well-established measure of financial health of an industrial entity. It is basically a ratio of expenditure to earnings. And, the Indian Railways have seen it dropping from a healthy 78.75 per cent, in between 1960-61, to almost 98.34 per cent. It is, now, hovering around 90 per cent. In plain words, what I want to say is, out of every hundred rupees earned, the Railways can spare only ten rupees for replacing over aged assets, such as, locomotives, coaches, wagons, worn-out tracks, not to mention, for laying new lines, and for initiating other projects that are in the pipeline.

Sir, Mr. Bansal has targeted an Operating Ratio of 87.8 per cent. But, according to the proposed figures, it seems that it would be totally impossible to achieve at the end of 2013-14. At present, the contribution of the Railways to the GDP is almost one per cent. With little efforts, initiative, and imaginative thinking it should be possible to increase the contribution of the Indian Railways to the GDP to 2.5 per cent. In short, India has a growing demand for power and steel. And, for that, coal is a very vital raw material. But we cannot carry coal at the required speed because normally there is a slow turn around and we are not able to send this raw material at proper time either to the steel plants or to the power plants.

The Railway Minister has claimed, in his Budget Speech, "Money saved is money earned". But, he says nothing, in his entire Budget Speech, where that money would be saved from.

उपसभापति जी, रेलवे की आमदनी के दो स्रोत हैं। पहला तो पैसेजर्स से और दूसरा फ्रेट से जो पैसा मिलता है, वे उसके स्रोत हैं। यह बहुत अफसोस की बात है कि एक के बाद एक जो रेल मंत्री हुए, उन्होंने फ्रेट को सोने का अंडा देने वाली मुर्गी समझा और बंसल जी भी उस परम्परा में अपवाद नहीं रहे। उन्होंने भी जो फ्रेट रेट थे, उनको इस बार 5 प्रतिशत से ज्यादा की दर से बढ़ा दिया। इसके दो परिणाम होंगे कि जो बल्क मूवमेंट्स हैं, बल्क गुड्स हैं, जैसे सीमेंट, स्टील, नमक, ऐसी अन्य जो बहुत सारी चीजें हैं, उनके दाम बढ़ेंगे, it will have a cascading effects on the inflation. इसका एक दूसरा प्रभाव यह पड़ेगा कि फ्रेट के मामले में पहले से ही रेलवे जो है, वह रोडवेज और ट्रक्स को अपना ट्रैफिक लूज कर रहा है। रेल मंत्री जी ने जो तरीका अपनाया है, उस तरीके के कारण वे सोने का अंडा देने वाली इस मुर्गी की एक बार में ही हत्या करके सारे अंडे निकालने की कोशिश कर रहे हैं। परन्तु यदि एक बार मुर्गी मर जाएगी तो फिर अंडे हमेशा के लिए मिलने बंद हो जाएंगे।

उपसभापति जी, इन सब का क्या प्रभाव पड़ा है, मैं इसके आंकड़े देख रहा था। 2001 से अभी तक 450 बार फ्रेट रेट बढ़ाए गए हैं, 450 times since 2001! उस फ्रेट के बढ़ने का यह असर हुआ कि जहां-जहां कोयला पैदा होता है, जैसे छत्तीसगढ़ में, अगर आप छत्तीसगढ़ से पंजाब के Ropar Power Plant तक कोयला ट्रांसपोर्ट करें, तो उसकी कोस्ट ज्यादा है। यदि आप ऑस्ट्रेलिया से मुम्बई पोर्ट पर लाएं तो, it is cheaper to transport coal from Australia to Mumbai Port, rather than transporting it from the mines, within India, to the Ropar Power Plant. इसका क्या प्रभाव पड़ रहा है? 2001 में रेलवे की कुल फ्रेट ट्रैफिक में जो भागीदारी थी, वह 60 प्रतिशत थी, जो आज 30 प्रतिशत से कम रह गई है। अगर आप इसी तरह से किराए बढ़ाते गए, तो यह और भी कम हो जाएगी। आज रेलवे का जो फ्रेट रेट है, वह 2400 रुपये प्रति टन है, जबकि सड़क से जो पड़ता है, वह 2100, 2200 रुपये है। यात्रियों को सुरक्षित और सस्ते किराये पर ले जाना, फ्रेट को तेजी से एक जगह से दूसरी जगह सुरक्षित पहुंचाना, ये सब रेलवे की कोर एक्टिविटी हैं। इस पूरे सदन में इस बात को यूनेनिमिटी होगी कि रेलवे इन दोनों फंक्शन्स में, दोनों कोर एक्टिविटीज में पूरी तरह से असफल रही है। मैं नहीं जानता कि उसके बाद भी एक के बाद एक रेल मंत्री हर बजट के अंदर नोन कोर एरियाज के बारे में पूंजी निवेश करने के लिए योजनाएं बनाने के लिए घोषणाएं करते हैं। यदि किसी भी नई फैक्ट्री का, योजना का प्रकल्प लगाना हो तो स्वाभाविक रूप से आपको आधारभूत संरचना चाहिए, भारी निवेश चाहिए, भूमि चाहिए। रेलवे बोगीज बनाने से लेकर और भी अन्य कई तरह के काम करने की कोशिश करती है।

[श्री बलबीर पुंज]

इस बार तो रेल मंत्री ने कहा कि हम 6 बोटल्ड ड्रिंकिंग वाटर की फैक्टरीज़ लगाएंगे। आप इसको निजी क्षेत्र से क्यों नहीं खरीद सकते? क्या आवश्यकता है कि इसके लिए आप खुद अपनी फैक्टरीज़ लगाएं, जबकि आप कोर एक्टिविटीज़ के प्रोजेक्ट्स को पूरा नहीं कर पाते?

सबसे हैरानी की बात थी, I was surprised that the hon. Minister has proposed to set up a Railway Energy Management Company to harness potential of solar and wind energy. The Railways are also thinking of setting up 75 MW windmill plants. आप यात्री और माल को तो एक जगह से दूसरी जगह ले जा नहीं सकते, अपने पहले जो अपने प्रोजेक्ट्स शुरू किए थे, उनको पूरा नहीं कर पा रहे, क्योंकि आपके पास पैसा नहीं है और आप ये सब नए प्रोजेक्ट्स की बात सोचते हैं! किस दुनिया में रहते हैं आप! सर, मैं आपको बताऊं कि रेलवे के 350 प्रोजेक्ट्स ऐसे हैं, जिनमें से कई 1974-75 से सड़ रहे हैं। Many of them have been languishing since 1974-75, for a period of 35 years. About 130 of them are for setting up of new railway lines and 200 of them—because they were announced for political reasons—have a negative rate of return. इन सब प्रोजेक्ट्स को पूरा करने के लिए रेलवे को, जो आज एक-एक पैसे के लिए मोहताज है, 2 लाख 10 हजार करोड़ रुपए की जरूरत है। They need a whopping investment of Rs. 2,10,000/- crores. You don't have that money, but you are happy in announcing many new projects which are in the non-core areas. You are thinking in terms of having Rs. 1,00,000/- crore investment from private sector in the Twelfth Five Year Plan, whereas the total investment that you got from the private sector was hardly Rs.8,000/-crores. Therefore, to think in terms of having Rs.1,00,000/- crores as an investment from the private sector, Mr. Deputy Chairman, Sir, is nothing more than मुंगेरी लाल के हसीन सपने।

सर, इस बजट के अन्दर एक बात और बड़ी अजीब हुई। रेल मंत्री ने 5 घोषणाएं कीं, जैसा कि वे बिल्कुल न्यू इनिशिएटिव्स हों, जिनकी चर्चा और जिनकी घोषणाएं उनके पूर्ववर्ती मंत्री अपने-अपने बजट भाषणों में कर चुके हैं। उन्होंने इंटरनेट टिकटिंग की घोषणा की। यह जून 2010 में सुश्री ममता बनर्जी कर चुकी हैं। इसी तरह से उन्होंने मोबाइल फोन पर टिकट बुकिंग की घोषणा की, जो 2008-09 के लालू प्रसाद यादव जी, रेल मंत्री के भाषण में है। इसी तरह से 139 पर एसएमएस के जरिए गाड़ी और अन्य विवरण की जानकारी की सुविधा देने की घोषणा 2009-10 में तत्कालीन रेल मंत्री सुश्री ममता बनर्जी ने की। उपसभापति जी, पवन कुमार बंसल जी ने नेक्स्ट जेनरेशन ई-टिकटिंग की सुविधा करने की कोशिश की, जबकि पिछले साल मुकुल राय, जो मंत्री थे, उन्होंने इसके लिए 55 करोड़ रुपए दिए थे। इलेक्ट्रॉनिक डिस्ट्रे सिस्टम लगाने की घोषणा भी 2008-09 के अन्दर लालू

प्रसाद यादव जी ने की। ये पुरानी-पुरानी चीज़ें, जो पहले के रेल मंत्री कर चुके हैं, उन पर आपने क्या किया, उनको बताने की जगह आप अपने नाम से उनको नई घोषणा के रूप में पहुंचा रहे हैं।

रेलवे की पंक्चुरलिटी के बारे में कहा जाता है कि 90 परसेंट ट्रेन्स पंक्चुरल होती हैं। वे पंक्चुरल होती हैं कि वे बिगिनिंग से लेकर टर्मिनल प्वायंट पर समय पर पहुंचती हैं, पर इंटरमीडिए स्टेशंस पर काफी ट्रेन्स लेट पहुंचती हैं। अगर आप इसको चेक करना चाहें, तो एक वेब पोर्टल है - रेल राडारट्रेन इन्क्वायरी.कॉम, आप उस पर देख लीजिए, तो कभी भी 60 प्रतिशत से ज्यादा ट्रेन्स इंटरमीडिएट स्टेशन्स पर टाइम पर नहीं जाती हैं।

उपसभापति जी, हमारा देश 200 साल से अधिक अंग्रेजों का गुलाम रहा। अंग्रेज साम्राज्यवादी थे, व्यापारी थे। जब वे आए थे, तो भारत की अंतर्राष्ट्रीय व्यापार के अन्दर हिस्सेदारी 22 प्रतिशत थी, जब वे 1947 में गए, तो 2 प्रतिशत थी। परन्तु अंग्रेज अपने व्यावसायिक और साम्राज्यवादी हितों की रक्षा करना जानते थे, इसलिए उन्होंने रेल का खूब विकास किया। मुम्बई में 1853 के अन्दर गाड़ी शुरू हुई, परन्तु उसके बाद उन्होंने रेलवे लाइनों का जाल बिछा दिया।

उपसभापति जी, मैंने चेक किया है, पर ईयर की उनकी औसत एवरेज 749 किलोमीटर रही, and there was one year, 1878, when they laid 1440 kilometres of railways. It was done in one year only, and by the time, they left, Sir, they had left behind Railways touching over 53,000 kilometres. And what has been our achievement since Independence? We have added only 12,000 kilometres of railways in the last 65 years. That means, Sir, on an average, we have added about 200 kilometres of railway lines per year since Independence, whereas, the Britishers had left us 53,000 kilometres. Sir, if the Britishers with an obsolete technology—at that time there was no technology available; everything was manual; we had to import the railway line and a lot of stuff from outside—could lay 1440 kilometres in one year, how come, Sir, our average is less than 200 kilometres? We need to introspect into that.

Sir, because of this continuous neglect, we are lagging behind China. As I, Sir, submitted earlier, we had 53,000 kilometres at the time of Independence and China had just 22,000 kilometres. They were less than half of us, and now India has a network of 65,000 kilometres, but China has put together 70,000 kilometres of additional railway line, and now China's railway length stands at 91,000 kilometres and you can see the quality of their Railways, the speed of their Railways. Their fastest Railways, Sir, run in Shanghai at a speed of 431 kilometres

[श्री बलबीर गुंज]

per hour and the highest speed we have of our Railways is Bhopal Shatabdi, which claims to run at 150 kilometres per hour. Sir, China plans to add 30,000 kilometres in next seven years, whereas, at this speed, which we have — कछुए की चाल — we may add only 1400 kilometres in the next seven years.

उपसभापति जी, हमको यह निर्णय करना है कि रेलवे एक व्यवसायिक संगठन है या इसका समाज और देश के प्रति भी कोई कर्तव्य है। भारतीय रेलवे के कार्य दायित्व का विभाजन होना चाहिए। रेलवे का एक भाग शुद्ध रूप से व्यवसायिक और दूसरा सामाजिक और राष्ट्रीय सरोकारों से निर्देशित होना चाहिए। Sir, what I want to say is that let the present network be run on commercial lines. But you have remote areas; you have the entire Jammu and Kashmir and there, you have only one railway line which is being built at the initiative of Atalji; you have the entire Uttarakhand; you have Himachal Pradesh; and you have North-East. They are remote areas; they are totally cut off, and you can't expect the Railways to spend money on these areas and develop railways lines on commercial consideration. Sir, my humble submission is that let this entire thing be bifurcated. Let the preset set-up be run on commercial lines and let this railway network in far-flung areas, which has social concern, strategic concern, national concern, be connected and their financing should be done through the General Budget. Every year, the Finance Minister must make a separate allocation so that infrastructure can be developed in these far-flung areas so that these areas can also enjoy the fruits of development.

उपसभापति जी, मैं अपेक्षा करता हूं, कम से कम अगली दो पंचवर्षीय योजनाओं में देश के दूर-दराज़ के जितने हिस्से हैं, उन सबको देश की मुख्य धारा से जोड़ दिया जाएगा।

उपसभापति जी, अटल जी ने सड़क के मार्ग से देश को एक करने का सपना देखा था। आपको भी देश की जनता ने एक अवसर दिया है, उसका उपयोग कीजिए, बड़ा सपना देखिए और भारतीय रेल तन्त्र को विश्व का सबसे बड़ा और सुरक्षित रेल तन्त्र बनाने की योजना बनाइए। ऐसे में हम तो क्या पूरे का पूरा देश आपके साथ होगा।

उपसभापति जी, रेलवे की इतनी खराब हालत क्यों हुई?

रेलवे के फैक्टरीज़ की घोषणा होती है, योजनाएं बनती हैं और नई-नई रेलवे लाइनों की घोषणा होती है, परन्तु इस बात की कोई चिन्ता नहीं करता कि उनका वित्त पोषण कैसे होगा। एक महिला रेल मंत्री थीं, जो एन.डी.ए. के राज में भी थीं और आपके राज में भी थीं। जब उन्होंने एक बार बजट प्रस्तुत किया, तो मेरे एक हिन्दी के कवि मित्र ने तीन लाइनों की एक कविता कही, जिससे वह सारी-की-सारी मानसिकता जो थी, वह समझ में आती है:

भाया, यदि मैं रेल मंत्री बन जाऊं,
तो दिल्ली से कोलकाता की गाड़ी
वाया मुम्बई चलवाऊं।

तो इस तरह की मानसिकता के चलते रेल की जो हालत हुई है, वह हम सब के सामने है। वर्तमान रेल मंत्री जी भी उस मानसिकता से बच नहीं सके, इसीलिए कुछ लोगों ने कहा कि यह बजट तो बरेली का बजट है, क्योंकि तीन नई ट्रेनें तो आपने बरेली को दे दीं ...*(व्यवधान)*... राय बरेली को दे दीं। इसी तरह से 67 ट्रेनें तो पहले से वहां चलती हैं और जिन 22 नई रेलवे लाइनों की घोषणा हुई, उनमें राय बरेली का नाम भी शुमार है। सरकार ने राय बरेली के अन्दर एक नई फोर्ज व्हील फैक्टरी की भी घोषणा की है।

उपसभापति जी, अब मैं कन्क्लूड कर रहा हूं और दो बातें कहना चाहता हूं। Sir, the Railway Minister had opened his speech with a poem, and I strongly suspect that he resorted to poetry in order to make up for the absence of substance in his speech. The Railway Minister's speech, in fact, fails to convey the message which Christine Weatherly's poem, quoted by the Minister gives. The poem says, "I think I can, I think I can", but the Minister's speech, though very high on promises, does not convey any facts, any reasoning or any planning which would give us any cause for optimism. His Budget is basically a cut and paste job. He has culled out various promises which his predecessors had made, put them together and presented it as his Railway Budget Speech. I am tempted to say in Hindi, मंत्री जी, आपका यह जो बजट है, वह 'कहीं की ईंट कहीं का रोड़ा, भानुमती ने कुनबा जोड़ा' जैसा है।

Mr. Deputy Chairman, Sir, since the past nine years, UPA-I and II Governments have been misleading the House as far as the health of the Railways is concerned. This is not my thought, Sir. For five years of Laluji's rule, it was claimed that this was a turnaround story, and he was being called over to the Harvard, Wharton and various other Universities the world over. When Ms. Mamata Banerjee became the Railway Minister, she brought out a White Paper which proved that all the claims which were made on the Railways in the five years of UPA-I rule, under Laluji, were absolutely bogus. And now, I am told that the Minister of State for Railways, Shri Adhir Ranjan Chowdhury, is going to table a similar White Paper which would expose the * played on the Railways when the Railways were outsourced to the TMC. I hope, he keeps his promise and we would get a correct appraisal of the Railways under the UPA-I and UPA-II

*Expunged as ordered by the Chair.

[श्री बलबीर पुंज]

Governments. This is going to be an in-house job. This is not what we are saying, but which your own people who have been Ministers, and who is a Minister, are saying and, looking at the fate of UPA-II, again I am reminded of an Urdu couplet —

दिल के फफोले जल उठे, सीने के दाग से,
इस घर को आग लग गई, घर के चिराग से।

Mr. Deputy Chairman, Sir, neither the people of India nor the Members of this House are bothered about the party affiliations of any Minister. For us, any Minister, irrespective of his political colour, is a Minister belonging to the Government headed by the Prime Minister, Dr. Manmohan Singh. There is also the concept of joint responsibility in a Cabinet system. So, the * committed either by Lalujji, Mamataji * or her colleagues in TMC are * committed by the UPA. And, for these *, the ultimate responsibility lies with the UPA Chairperson * and the Prime Minister, Dr. Manmohan Singh.

MR. DEPUTY CHAIRMAN: Mr. Punj, I wish to point out something. You cannot talk about a person who is not a Member of this House. So, that name is expunged.

SHRI BALBIR PUNJ: Sir, I am concluding with a poem by Mohammad Khan Shahryar, and I just want two minutes of your time. He says, तुम्हारे शहर में, we can understand 'Railways' as शहर।

तुम्हारे शहर में कुछ हुआ नहीं क्या,
कि तुमने चीखों को सचमुच सुना नहीं क्या,
तमाम दुनिया इस जगह रुकी क्यों है,
यहां से आगे का कोई रास्ता नहीं है क्या?
लहलुहान सभी कर रहे हैं सूरज को,
यानी सूरज के नीचे रेलवे को,
लहलुहान सभी कर रहे हैं सूरज को,
किसी को खौफ यहां रात का नहीं है क्या?
में इक जमाने से हैरान हूं,
कि खाक में शहर जो हो रहा है,
उसे देखता कोई नहीं है क्या? नमस्कार।

*Expunged as ordered by the Chair.

PROF. SAIF-UD-DIN SOZ: Mr. Deputy Chairman, Sir, I can readily agree that our colleague Shri Balbir Punj made a good speech, but his focus was on the negative side. He collected also many points of criticism, but many of them were not relevant,

जो अशआर आपने बताए, वे इस बहस के लिए रेलिवेंट नहीं थे, इसलिए आखिर में मैं एक ही शेर बोलूंगा, जो आपकी शेरों-शायरी पर भारी रहेगा।

† [جو آثار آپ نے بتائے، وہ اس بحث کے لئے ریلوینٹ نہیں تھے، اس لئے آخر میں،
میں ایک ہی شعر بولوں گا، جو شعر و شاعری پر بھاری رہے گا۔]

THE VICE-CHAIRMAN (SHRIMATI RENUKA CHOWDHURY) in the Chair.

Madam, my colleague Shri Balbir Punj has created a situation of negative aspects which he tried to attribute to the Budget. I must create a balance and generate hope in this House and through this august House before the nation. It is a very good news that Railways have come forward for financial sustainability. यह उम्मीद तो पिछले जमाने में डूब गयी थी।

† [یہ امید تو پچھلے زمانے میں ڈوب گئی تھی]

After many years, this Railway Minister, Mr. Bansal, generated a hope in us that Railways will remain financially viable. It is a great hope because it is the greatest asset that we have in the public sector.

It is a very great national asset and all of us have been concerned about it. Therefore, this financial viability of Railways is a great news. I must tell my friend, Shri Balbir Punj that his narration of negative aspects is not enshrined in this Budget. He mentioned Raebareli. This criticism is not acceptable to the nation. Raebareli is India. आपने बजट में से तलाश करके रायबरेली का नाम लिया।

† [آپ نے بجٹ میں سے تلاش کر کے رائے-بریلی کا نام لیا۔]

[Prof. Sai-Ud-Din Soz]

It is a good feature of the Budget because Raebareli is as much India as his own Himachal Pradesh is. ...*(Interruptions)*...

SHRI K.N. BALAGOPAL (Kerala): Raebareli is in India. ...*(Interruptions)*...

THE VICE-CHAIRMAN (SHRIMATI RENUKA CHOWDHURY): Please sit down. ...*(Interruptions)*...

PROF. SAIF-UD-DIN SOZ: Therefore, I never expected this thing from Mr. Balbir Punj. Railways have come forward for financial discipline and that financial discipline is also welcome. ...*(Interruptions)*...

SHRI JAI PRAKASH NARAYAN SINGH (Jharkhand): Raebareli is in India ...*(Interruptions)*...

THE VICE-CHAIRMAN (SHRIMATI RENUKA CHOWDHURY): Kindly take your seat. ...*(Interruptions)*...

प्रो. सैफुद्दीन सोज: रायबरेली आपका अब्सेशन है। मैं श्री बलबीर पुंज को याद दिला रहा था कि यह बजट भारत का बजट है, इसको सेलिब्रेट कीजिए। मैं इस हाउस के सामने इसके अच्छे आस्पेक्ट्स रखूंगा, अगर आपको एतराज होगा, तो आप बताइए। I never expected ...*(Interruptions)*...

†] پروفیسر سیف الدین سوز: رائے بریلی آپ کا ابسیشن ہے۔ میں شری بلبر پنچ کو یاد دلا رہا تھا کہ یہ بجٹ بھارت کا بجٹ ہے، اس کو سیلیبریٹی کیجئے۔ میں اس ہاؤس کے سامنے اس کے اچھے آسپیکٹس رکھوں گا، اگر آپ کو اعتراض ہوگا، تو آپ بتائیے گا۔ نیور ایکسپیکٹڈ ... (مداخلت)۔

SHRI BALBIR PUNJ: How can we celebrate? ...*(Interruptions)*...

PROF. SAIF-UD-DIN SOZ: I will tell-you. ...*(Interruptions)*... I will narrate the features of this Budget which has brought a lot of relief to the whole society.

If I go wrong, you can tell me that I have gone wrong. I was just telling this House that I never expected from Mr. Balbir Punj that through a great exercise, he

would mention Raebareli. Raebareli is India and it is a celebration for us that a coach factory will be there and ...(Interruptions)... No, I am discussing the viability of Railways.

THE VICE-CHAIRMAN (SHRIMATI RENUKA CHOWDHURY): Mr. Soz, please address the Chair and do not answer them.

PROF. SAIF-UD-DIN SOZ: I am discussing the financial discipline. Therefore, the Planning Commission ...(Interruptions)... No, I will come to the good features of the Budget and you will see, जब मैं बताऊंगा, आप सीने पर हाथ रख के बताइए कि क्या ये फीचर्स नहीं हैं बजट के।

† [جب میں بتاؤنگا، آپ سینے پر ہاتھ رکھ کر بتائیے کہ کیا یہ فیچرس نہیں ہیں بجٹ کے۔]

The Planning Commission has pegged the Railways at Rs. 5.19 lakh crores and the Railways will mobilise internal resources to the tune of Rs. 1.05 lakh crores. The Railways would raise Rs. 95,000 crores in the next four years. It is very good news for us because we want financial viability of Railways.

Then, there are features of the Budget. For instance, I start with Minister's assertion that he would move to a situation of zero accident. It is a great thing and it is an assertion. I wish he will be coming here. He has temporarily gone outside. So, he is asserting that there will be a situation of zero accident. I wish him well. It is an assertion and he has accepted this challenge and this is also an opportunity for him. Therefore, it is a very good assertion and you should welcome it. Next year, if all of us are hopefully alive, we shall tell him that he has succeeded. If he falters, that will be before us.

Then, it is Minister's commitment to implement Dr. Kakodkar and Mr. Sam Pitroda's roadmap for safety. The whole House and everywhere, people are interested to see that Railways should offer a situation of safety. Now, it is an assertion. He says that he will provide safety. He has accepted that Report. Mr. Balbir Punj referred to this as if the Minister had refused to implement the recommendations. He is telling you ...(Interruptions)... So, it is not a mere assertion on his part that there will be a situation of zero accident, he has also told the House, through this Budget, that he has accepted Dr. Kakodkar and Mr. Sam Pitroda's roadmap for Railways and he is offering a situation of safety. You should welcome it and celebrate the situation.

†[Transliteration in Urdu Script]

[Prof. Sai-Ud-Din Soz]

Then, Indian Railways has taken a move to eliminate level crossings. Sixty per cent of accidents occur at crossings. Now, he says that he will eliminate this situation at these level crossings. So, nobody should die through accidents. The Minister, as I have told you, has accepted this challenge and it is an opportunity for him to prove his mettle, which I have seen through this Budget. It goes to the credit of Mr. Bansal that he has applied his mind. He has consulted all the experts and he has come forward to make such assertions before this House. I congratulate him for this.

Then, it is part of the Budget that fire and smoke detection system will be totally modernised. It is a great danger to Railways that, God forbid, if there is fire, there is no hope of survival because smoke and fire together make it impossible for people to escape. So, he has got the advice and he is assuring us that there will be modernisation of this whole equipment and infrastructure and fire and smoke detection system will be in shape.

Then, I come to security of women. I have not gone from page to page in this Budget. Whatever features my mind accepted as good features, I have listed them according to my perception. So, regarding security of woman passengers, the institution of helpline has been provided. I suggest to the Railways to publicise this wholly in all languages - in Hindi, in Urdu, in Punjabi, in Telugu, in Tamil and in whatever language. I request the Ministry of Railways to kindly announce this system as to how women will benefit from this and how helpline will operate. And, there will be some special trains for women.

Kindly publicise it, and, then, apart from that there will be protection force. Madam, we see that there is onslaught against women. That is not the question of law and order. Something happens in our country, and, we tolerate it for a long time. In the morning, I wanted to raise a question. How can Panchayats like Khap operate as parallel to the Constitution of India? Why don't we react to that? They decide divorces, they decide marriages, child marriages. They should have no right to do that. Women continue to suffer and we do not respond to that situation. Recently, we responded. The whole foundation of our ethics received a jolt to see what happened to the 23-year old girl. Therefore, women deserve consideration, and, Railways have provided the scope. I salute them for this as this will give them a lot of relief. But, as I said, the condition is that you have to publicise it properly and you implement this properly. It is an opportunity for the Railways.

Then, there are things like, passenger amenities, cleanliness, bio-toilets, mechanized cleaning facilities etc. I think, I must tell the Railways that though it is an assertion, it is a commitment, but I find the first AC compartments — Members of Parliament and many others travel in these compartments — are very dirty and unacceptable. When we travel abroad, in Japan, America or elsewhere, we find very clean Railways. Madam, our compartments are very dirty. They do not even provide some equipment against mosquitoes. I found that some passengers were carrying 'Good Night' in their pockets. Railways should provide that so that cleanliness could be maintained. You do not require extra manpower for that. Now, you say that you would have bio-toilets, how many trains will have bio-toilets and mechanized cleaning? I wish you well. If you can do it, it will be a great facility to the passengers in India.

Now, I come to amenities for disabled and elderly passengers. Mr. Bansal has referred to Millennium Development Goal. I welcome this expression in the Railway Budget. Like some countries, our country has also failed in this. For instance, we have not ensured sanitation in every human habitation. That is the goal. Now, he has referred to UN Millennium Development Goals, I welcome it and he will achieve this goal by providing facilities and amenities to disabled passengers, elderly passengers. Madam, I have seen rush, where the child or a woman stand, and, a *hatta-katta* man will get inside first of all. India should change its culture. At the time of boarding a bus, not only the old or infirm people but the children and the women should also get the first priority. If you are in a queue, we have to make the way for them. We have to change the culture in this country, otherwise, the same countries who laud India for her secularism, for her plural culture, for her democracy, will mock at us. We are more viable a democracy than any other country in the world. The same set of countries mock at us when we do not treat women properly. Our judicial system has also lagged behind. The judicial system tolerated the piling up of rape cases in these courts. I want them to take note of what I am saying. Nobody is above law and this is the prerogative of the people. We are the people, we are the representatives of the people. I pose a question to the judicial system as a whole, how can you pile up cases of rape, and, now, when the whole country has risen on its feet, you are looking into the rape cases. Therefore, we must change this culture. The disabled and elderly people, the women and the children, must have precedence everywhere. This is one of the UN Millennium Development Goals, and, I congratulate Mr. Bansal for using this expression.

[Prof. Sai-Ud-Din Soz]

3.00 P.M.

There are a host of steps for modernization. The e-ticketing will improve and there will now be a situation where 7,200 tickets per minute will be booked against 2,000 per minute so far. It is a quantum jump with regard to e-ticketing, which will facilitate the people across the country.

Then, Mr. Bansal has assured us that malpractices will be removed. He has mentioned that 1,800 touts have been prosecuted. But, through his colleague, I want to tell him that there is a lot of corruption in Railways. In fact, a railway ticket checker wanted to cheat me even after knowing that I am an MP. I called him back. I said, "You did not issue the ticket. You issue the ticket and charge the money and don't get away". So, if Mr. Bansal has said that 1,800 touts have been prosecuted, there will be many more touts, and some of the ticket checkers are also in league with the touts. Let us eradicate all corrupt practices in the Railways and it is possible now when you are introducing this e-ticketing. I have congratulated you so far for many aspects, very laudable aspects, of the Budget. You will eradicate malpractices and you have prosecuted 1,800 touts. But I tell you, Mr. Bansal, not all are corrupt. In the system, we have very good people also. The system doesn't run only because of politicians. Our civil servants, all people are doing jobs, but there are black sheep are everywhere. Some of the ticket checkers are working in league with these touts. So, Railways must have a situation of internal discipline. They prosecute the touts and they must throw away the ticket checkers who indulge in malpractices. There are so many good aspects of this Budget. I am trying to balance what Mr. Punj said, not in retaliation, but I am just describing what kind of a Budget has been presented to the nation. The Railway Minister has introduced Azad Express. Our youth will visit. Our youth are not conversant with their history. It was unfortunate that in my FA पुराने ज़माने में एफ.ए. कहते थे, मैडम, मैं एफ.ए. में इंग्लिस्तान की हिस्ट्री पढ़ता था और हिंदुस्तान की नहीं पढ़ता था।

† [پُرانے زمانے میں ایف۔اے۔ کہتے تھے، میڈم، میں ایف۔اے۔ میں انگلستان کی ہسٹری پڑھتا تھا

اور ہندوستان کی نہیں پڑھتا تھا۔]

Now, the curriculum has been changed. It has been upgraded. NCERT and other institutions have done us proud. So, we are safe now, but our youth should know the sacrifices the people have made in this country. We are here as a viable nation, as a viable economy because many great people have made sacrifices. From Mahatma Gandhi onwards, many luminaries gave us this freedom, gave us this development, gave the basis and foundation of our future. Therefore, it is very good that Mr. Bansal is reminding our youth to visit the places where their forefathers, freedom fighters have given sacrifices for this nation. But, Bansal sahib—I am with you and the whole House is with you — implementation is the crux of the situation. Kindly publicise your schemes. You have offered a great relief to the nation. And then set up a mechanism for speedy and forceful implementation. Then, a very good feature, Madam, India is going to enter one billion ton select club in respect of freight, joining the club with China, Russia and US. It is a very great quantum jump towards earning, towards the health of the Railways. This is also a very good feature.

Then, there are projects of national importance such as—and this is a very good feature—Udhampur, Sri Nagar, Baramula, Bilaspur, Manali, Jammu, Poonch via Akhnoor railway line. These are very difficult terrains and he deserves congratulations for this. These are really projects of national importance. But when I come to Jammu and Kashmir momentarily, I can add something more to it. Many rail-based industries will receive great push forward for promotion. Then, he has come forward to say something about a neglected field, that is, sustainable development. Yes, hon. Railway Minister, we must understand, the whole nation must understand that we cannot finish all our resources just during this generation.

We have to leave something for the posterity. So, he talks of environment and he talks of sustainable development. It means, wherever you take Railway line, trees will be cut and the environment will be badly affected. He is conscious of sustainable development. We want development and protection of environment at the same time. I know that this is with reference to the Millennium Development Goals and I also know that this is with reference to protection of environment and forest.

He has also mentioned about the Skill Development Programme in 25 locations. I wish he devised a programme for the entire country, but it must be difficult within the available resources. But, it would have been a demonstrative affect throughout the country. It is a very good feature of the Budget.

[Prof. Sai-Ud-Din Soz]

He also wanted to promote sports. The Railways already has a provision for this. But, this time, it is not only ordinary passengers but everybody was crying why did you not increase a little, because that 'little' will amount to a big situation for Railways. In fact, I found illiterate and common people of this country worrying about Railways, because it is a great national asset. Therefore, over a period of ten years, within the limit of 5-6 per cent, you have to increase the forces. बढ़ाना चाहिए, वरना रेलवे का काम ही नहीं कर सकेगा। इनको तो 6th Pay Commission ने बिठाया था। मुझे लगता है कि अब जो कमीशन आएगा, उसको बंसल साहब जरा ध्यान से देखेंगे कि उसका रेलवे पर बुरा असर न पड़े। मैंने देखा है,

† [بڑھانا چاہیے، ورنہ ریلوے کا کام ہی نہیں کر سکے گا۔ ان کو تو چھٹے پے کمیشن نے بٹھایا تھا۔ مجھے لگتا ہے کہ اب جو کمیشن آئے گا، اس کو بنسل صاحب ذرا دھیان سے دیکھیں گے کہ اس کا ریلوے پر برا اثر نہ پڑے۔ میں نے دیکھا ہے،]

as a student of economics, the Sixth Pay Commission has brought a very difficult financial situation to the Railways. Therefore, within the limits, the increase in forces is acceptable to the nation.

The hon. Railway Minister deserves congratulations. He has offered us good news of starting 67 new express trains and 27 passenger trains. It is a very welcome feature of the Budget. I congratulate him for this.

THE VICE-CHAIRMAN (SHRIMATI RENUKA CHOWDHURY): Mr. Soz, would you look at concluding?

PROF. SAIF-UD-DIN-SOZ: I will conclude in 3-4 minutes.

The hon. Minister gave a common bus-rail ticket for Jammu and Kashmir. It is a welcome feature. The Jammu and Kashmir Government was trying for that. I was also trying for that. It is a very good thing. When you reach Udhampur, a bus will be waiting for you, then you go to Banehal and then travel in train again.

I will conclude in 3-4 minutes by offering a couplet. It will help vanishing of Mr. Punj's negative approach to the Budget. So, kindly, Madam, give me 3-4 minutes.

†[Transliteration in Urdu Script]

I congratulate the hon. Minister on surveys and new lines. For instance, in a difficult terrain, you promised Srinagar-Kargil Leh line. It is so heartening. And, Srinagar Pehalgaon via Tral. Congratulations. Now, please conduct a survey for the line from Baramulla to Uri, Baramulla to Kupwara. This is possible within your resources. We have a tradition. Shri Ghani Khan Choudhury and earlier to that Mr. Patil agreed with a Member of Parliament. Who is a Member of Parliament? He is the person who knows his constituency and other things. So, kindly, when you reply to this debate, announce the survey of Baramulla-Uri, Baramulla-Kupwara and Jammu-Doda and ensure that surveys for these areas are undertaken.

I want to propose which you must kindly agree to a new train. Madam, you will also have to support this. His own city — Chandigarh — is not connected with Jammu! Hundreds and thousands of yatris want to travel to Mata Vaishnodevi and Amarnath and there is no connectivity between Chandigarh and Jammu! Kindly accept this challenge. Kindly accept this as an opportunity and announce it.

And, this is the last word before I offer my couplet. जब पुंज साहब को मैंने सुना, तो मैंने कहा कि अगर बरजस्ता याद आएगा, तब वह चलेगा, जो relevant होगा, इसलिए मैं relevant शेर बताने से पहले एक अर्ज बंसल साहब से करता हूँ।

†[جَب پَنج صاحب کو میں نے سنا، تو میں نے کہا کہ اگر برجستہ یاد آئے گا، تب وہ چلے گا، جو ریلیوینٹ ہوگا، اس لئے میں ریلیوینٹ شعر بتانے سے پہلے ایک عرض بَنسل صاحب سے کرتا ہوں۔]

You have shown the nerve, that you have the resolve to take the train to Leh. It is a dream! A lot of effort would be needed. But kindly put Jammu and Kashmir on the railway map of India fully. That is how an emotional integration would take place. We must integrate fully and consciously. There must be an emotion in all this. Only the Railways can do it. How can you do it? Kindly put more funds in it. Kindly visit and see the things for yourself. Kindly see why rail moves slowly between Udhampur and Katra, and from Katra to Banihal. More funding is needed, and you will kindly do well to do it. I will thank you at that time when you announce it. गर्मी पैदा होती है और मैंने देखा कि हिन्दुस्तान के, भारत

†[Transliteration in Urdu Script]

[Prof. Sai-Ud-Din Soz]

के बच्चे, नौजवान, औरतें, मर्द सब गाते हैं, सारे जहां से अच्छा हिन्दोस्तां हमारा, यह तो इकबाल ने लिखा।

†[گر می پیدا ہوتی ہے اور میں نے دیکھا کہ ہندستان کے، بھارت کے بچے، نوجوان، عورتیں،
مرد سب گاتے ہیں، سارے جہاں سے اچھا ہندوستان ہمارا، یہ تو اقبال نے لکھا ہے۔]

And mind it, this is a message to the whole continent. In Pakistan, when Iqbal was old, he had been asked to revise his thinking; because he had said it much earlier. But he never withdrew anything. He talked about the glory of the Himalayas and the glory of the *ganga-jamuni tehzib*.

इकबाल ने कोई शेर बदला नहीं। इसीलिए सारे जहां से अच्छा हिन्दोस्तां हमारा, यह आखिरी दम तक इकबाल की शायरी का हिस्सा रहा। उसमें इकबाल ने हमें एक मैसेज दिया, उसमें मैं रेलवे के प्यूचर को, इस मुल्क के प्यूचर को बताता हूं। इकबाल ने कहा-

न हो नाउम्मीद इकबाल अपनी कश्त-ए-बेरा से,
जरा नम हो तो यह मिट्टी बहुत जरखेज है साकी।

हिन्दुस्तान के लोग, भारत के लोग जरा सा और सोचें, जरा सी और कोशिश करें, तो हिन्दुस्तान कामयाबी का आसमान छू लेगा। शुक्रिया।

اقبال نے کوئی شعر بدلا نہیں۔ اس لئے سارے جہاں سے اچھا ہندوستان ہمارا، یہ آخری دم تک اقبال کی شاعری کا حصہ رہا۔ اس میں اقبال نے ہمیں ایک میسیج دیا، اس میں میں ریلوے کے فیوچر کو، اس ملک کے فیوچر کو بتاتا ہوں۔ اقبال نے کہا -
نہ ہو ناامید اقبال اپنی کشت ویراں سے
ذرا نم ہو تو یہ مٹی بہت زرخیز ہے ساکی
ہندستان کے لوگ، بھارت کے لوگ ذرا سا اور سوچیں، ذرا سی اور کوشش کریں،
تو ہندوستان کامیابی کا آسمان چھو لیگا۔ شکریہ۔

”ختم شد“

THE VICE-CHAIRMAN (SHRIMATI RENUKA CHOWDHURY): Very nice, Soz saheb. Shri N. K. Kashyap.

श्री नरेन्द्र कुमार कश्यप (उत्तर प्रदेश): उपसभाध्यक्ष महोदया, आपने मुझे रेल बजट पर बोलने का मौका दिया है, इसके लिए मैं आपको धन्यवाद देता हूँ। भारतीय रेल के जरिए हमारे देश के करीब ढाई करोड़ यात्री प्रति दिन यात्रा करते हैं। मेरा निश्चित मत है कि यातायात के लिहाज से हम देखें, दुनिया में अगर सबसे ज्यादा सफर ट्रेन के जरिए से होता है, तो वह भारत में होता है। करीब 16 लाख कर्मचारी रेल व्यवस्था को संचालित करते हैं, साढ़े सात हजार प्लेट फार्म के जरिए ट्रेन गुजरती है, एक लाख 15 हजार किलोमीटर की लाइनों से ट्रेनों का संचालन होता है। हमारे देश को इस बात का गर्व भी है और हम लोग इस बात को देखते हैं कि रेल हमारे देश के यातायात का सबसे बेहतरीन साधन साबित हुआ है, लेकिन दुनिया के नक्शे पर जब हम अपनी पोजिशन को देखते हैं, तो कई बार ऐसा लगता है कि अभी रेल विभाग में बहुत कुछ करना बाकी है। जिन उपलब्धियों को इंडियन डेमोक्रेसी के जरिए से हमें दुनिया में हासिल करना चाहिए था, मेरे विचार से अभी हम उस मुकाम तक नहीं पहुंचे हैं और जिसका एक नमूना आज जो दुनिया के नक्शे पर रेल के एतबार से है, हमारी पोजिशन दुनिया में अभी भी चौथे नम्बर पर है।

चाइना भी हमसे आगे है, रूस भी हमसे आगे है और संयुक्त राज्य अमरीका भी हमसे आगे है। भारतीय रेल का स्टेटस आज भी दुनिया में चौथे नम्बर पर है। महोदय, मैं रेल को भारत के तौर पर देखता हूँ। जिस तरह से हमारे देश में हिन्दू, मुस्लिम, सिख, ईसाई, बौद्धिष्ट, पारसी और क्रिश्चियन्स, हर जाति व सम्प्रदाय के लोग भारतीय छाया में रह कर अपने आपको आगे बढ़ाते हैं, वैसे ही भारतीय रेल है। जिसमें सभी जाति व धर्मों के लोग अपने सफर पर आगे बढ़ते हैं तो यकीनन यह रेल हमारे देश का प्रतिबिम्ब है। अगर यह देश का प्रतिबिम्ब है तो यकीनन रेल यात्रियों की बहुत सी इच्छाएं, अपेक्षाएं यात्रा की सुगमता के लिए रहेंगी। इसके लिए आदरणीय बंसल साहब को तैयार भी रहना है। हम उनकी योग्यता पर शक नहीं कर सकते। उनकी काबिलियत लाजवाब है, लेकिन संचालन की व्यवस्था में अभी हमें बहुत कुछ करना शेष नजर आता है। ऑनरेबल मिनिस्टर साहब, ने 2013-14 के बजट में 1,43,472 करोड़ रुपए की व्यवस्था का प्रावधान किया है। 2012-13 के मुकाबले 18,062 करोड़ अधिक है, यह बात सही है। चूंकि इन दिन में काइंड रेल विभाग की बहुत सी डिमांड्स होंगी, बहुत से डिवेलपमेंट के मुद्दे आए हैं, आपने नई फैक्ट्री लगाने की बात भी शुरू की है और नई लाइनों की बात भी शुरू की है। आप बहुत सी सुविधाएं बढ़ाना भी चाहते हैं। बजट को बढ़ाया जाना बहुत वाजिब सी बात लगती है और यह बढ़ाया जाना चाहिए। मेरा इस पर एक छोटा सा संशोधन है कि क्या बजटीय प्रावधान में जो बढ़ोतरी हुई है, वह इस एक वर्ष के महंगाई के अनुपात में माननीय मंत्री जी किस प्रकार से देखते हैं, अगर इसका भी स्पष्टीकरण हो जाए, तो शायद रेल यात्रियों को इस बात का संतोष जरूर होगा कि महंगाई के अनुपात में बजट बढ़ाया गया, ताकि लोगों की यात्रा में सुगमता पैदा हो।

[श्री नरेन्द्र कुमार कश्यप]

माननीय मंत्री जी, यह बात सही है कि आपने रेल बजट में कोई बहुत ज्यादा किराए की वृद्धि की घोषणा नहीं की है। इसकी लोगों में सराहना भी हुई है और लोगों ने इसको काफी अच्छा महसूस भी किया होगा, लेकिन अप्रत्यक्ष रूप से माननीय मंत्री जी ने किराया बढ़ाने का जो नया तरीका तलाश किया है, मैं उसको बुरा नहीं कह रहा हूँ। हो सकता है कि यह रेल विभाग की जरूरत हो, लेकिन अगर माननीय मंत्री जी देश के सामने यह सीधी बात कहते तो शायद लोगों को स्पष्ट हो जाता कि वाकई रेल विभाग को फंड की जरूरत है और इसका बढ़ाया जाना उचित है। माननीय मंत्री जी ने एसी फर्स्ट में 35 रुपए से 60 रुपए, आरक्षण शुल्क के तौर पर बढ़ाने का प्रावधान कर दिया, एसी सेकंड में 25 रुपए से 50 रुपए, एसी चेयरकार थर्ड एसी में 25 रुपए से 40 रुपए बढ़ाने का प्रावधान कर दिया। सुपर फास्ट ट्रेनों के अनुपूरक प्रभार के रूप में पांच रुपए से सीधे 25 रुपए, एसी थर्ड में तत्काल शुल्क में 50 रुपए की वृद्धि कर दी और एसी सेकंड में तत्काल शुल्क में सौ रुपए की वृद्धि कर दी और सभी श्रेणियों के टिकट रद्दीकरण में पांच रुपए से 50 रुपए तक बढ़ाने की वृद्धि की गई है। जैसा कि मैंने पहले कहा है कि यह वृद्धि संचालन की आवश्यकता हो सकती है, लेकिन जिस रेश्यो में, जिस अनुपात में यह वृद्धि की गई है शायद महंगाई के इस वक्त में हमारे देश के लिए यह अनुकूल साबित न हो।

महोदया, मैं आपके माध्यम से माननीय मंत्री जी से बहुत ही सकारात्मक वे में यह अपील करूंगा कि क्या माननीय मंत्री जी देश में बढ़ती हुई महंगाई को मद्देनजर रखते हुए रेल यात्रियों की सुगमता और उनकी यात्रा के किराये में कटौती करते हुए टिकटों की इस आरक्षण व्यवस्था में वृद्धि की गई, इसको वापस लेने पर विचार करेंगे? क्या इसमें कोई कटौती करने पर विचार करेंगे? यदि हां, तो मैं ऐसी माननीय मंत्री जी से अपील करता हूँ और उनसे अनुरोध भी करता हूँ कि उन्हें आज निश्चित तौर पर इस सदन में यह ऐलान करके अपनी विद्वता और अपनी काबिलियत का परिचय जरूर देना चाहिए।

महोदया, एक बहुत ही कीमती बिंदु उन लोगों के लिए है, जो लोग आज टेलीविजन के जरिये पूरे देश में देख रहे होंगे कि देश के रेल बजट पर भारत की संसद में, भारत के सांसद चर्चा कर रहे हैं। यह वर्ग खास तौर से वह वर्ग है, वह तबका है, जिसके पास जीने के सीमित साधन हैं, जिसके पास आय के जरिये बहुत कम हैं, जो स्लीपर क्लास में सफर करते हैं या जो साधारण टिकट लेकर यात्रा करते हैं। उनकी बहुत सारी उम्मीदें संसद से हैं। मैं आपके माध्यम से माननीय मंत्री जी से यह अनुरोध करना चाहता हूँ कि यह जो बड़ा तबका है, इसको चाहे तो हम वीकर सैक्शन के नाम से जान लें, गरीब तबके के नाम से जान लें, इसमें दलित भी हो सकते हैं, इसमें पिछड़े वर्ग के, माइनॉरिटीज के, सामान्य जाति के, मुस्लिम और किसी भी जाति या धर्म के लोग हो सकते हैं, हमारे देश का यह जो एक बड़ा वर्ग है, गरीब सैक्शन है, माननीय मंत्री जी, क्या आप इस गरीब तबके के रेल के सफर को सुगम करने के लिए इसके किराये में कटौती पर कोई विचार करेंगे?

महोदया, मैं एक बहुत ज्वलंत बाप आपके बीच कहना चाहता हूं। आपने रेल बजट में बढ़ोतरी की है, हमें ऐतराज नहीं है, क्योंकि व्यवस्था हो सकती है। आप नई रेल लाइन बिछाएं, आप चंडीगढ़ में रेल चलाएं, चंडीगढ़ में फैक्ट्री चलाएं, और किसी भी सूबे में कोई काम करें, यह देश की उपलब्धि होगी, देश के लिए अच्छा काम होगा, लेकिन जो तबका डेमोक्रेटिक सिस्टम को चलाता है, उसके बारे में कौन सोचेगा? जो देश की टोटल व्यवस्था में अपना सहयोग देता है, उस पर कौन विचार करेगा? मैं आपके माध्यम से माननीय मंत्री जी से विनम्र भाव से अनुरोध करना चाहता हूं कि आज आप देश के उन 90 परसेंट गरीब लोगों के लिए बड़ा फैसला कीजिए, उनके लिए सदन में निर्णय लीजिए। इनमें से पांच करोड़ लोग तो मनरेगा में अपनी रोजी-रोटी चलाते हैं, बहुत सारे प्रवासी भारतीय हो गए हैं और बेचारे बहुत सारे मजदूरी करते हैं, भीख मांगते हैं। इसकी बहुत आवश्यकता है। मैं इस बात पर बहुत बल देता हूं कि यदि ए.सी. फर्स्ट में कुछ बढ़ाना हो तो आप बढ़ा दीजिए, सैकिण्ड में बढ़ाना चाहते हैं और बढ़ा दीजिए, लेकिन यह जो वीकर सेशन है, जो गरीब तबका है, मेरा इस सदन के माध्यम से प्रस्ताव है कि इस गरीब तबके के सफर को सुगम बनाने के लिए क्या मंत्री जी 25 प्रतिशत किराये की कटौती पर विचार करेंगे? क्या माननीय मंत्री जी इनके किराये में कटौती लाने का प्रस्ताव करेंगे? मैं समझता हूं कि आप जरूर करेंगे। हम आपसे ऐसी संभावना रखते हैं।

एक माननीय सदस्य: मंत्री जी नहीं कह रहे हैं।

श्री नरेन्द्र कश्यप: मंत्री जी ऐसे मत कहिए, ऐसे तो गरीब लोग बहुत नाराज हो जाएंगे।

रेल मंत्री (श्री पवन कुमार बंसल): आप शायद मुझे गलत समझ गए हैं, मैं आपको वैसे ही इशारा कर रहा था। मैं जवाब बाद में दूंगा, मैं सिर्फ यह कहना चाहता हूं कि सेकंड क्लास और सेकंड स्लीपर के लिए रिजर्वेशन चार्ज तत्काल नहीं बढ़ाए हैं।

उनके लिए रिजर्वेशन चार्ज वगैरह नहीं बढ़े। आप जो टोटल 2.5 करोड़ लोगों का जिक्र कर रहे हैं, उनमें सिर्फ 5 परसेंट का रिजर्वेशन होता है। आज के दिन जो रिजर्वेशन चार्ज बढ़ाए गए हैं, उनमें भी 5 परसेंट के 15 परसेंट लोगों को फर्क पड़ता है। बाकी पर वह भी नहीं पड़ता।

श्री नरेन्द्र कुमार कश्यप: उसके लिए मैं आपका धन्यवाद करता हूं, लेकिन आप इसके साथ एक घोषणा और साथ के साथ कर दीजिए कि गरीबों के लिए किराए में कितने प्रतिशत कटौती का विचार है। या तो अपने भाषण में कह दें या अभी कह दें। कम-से-कम देश के वे गरीब लोग भी यह महसूस कर लें कि रेल कल भी हमारी थी, रेल आज भी हमारी है, ताकि रेल के लिए लोगों के मन में अपनत्व पैदा हो, यह मेरा पहला प्रस्ताव है।

उपसभाध्यक्ष (श्रीमती रेणुका चौधरी): कश्यप जी, आप जल्दी समाप्त कीजिए। आप संक्षेप में बोल दीजिए।

श्री नरेन्द्र कुमार कश्यप: जी, मैं अपने टाइम के हिसाब से बोलूंगा। मुझे 30 मिनट बोलना है, मैं उसी में खत्म करूंगा।

महोदय, मेरा दूसरा प्रस्ताव है कि मैं माल भाड़े में कमी के लिए अनुरोध करूंगा। आज महंगाई के पीछे यह भी एक बहुत बड़ा लॉजिक है कि अगर माल भाड़े में कोई कटौती नहीं होती, तो यकीनन महंगाई की दर साल दर साल बढ़ती रहेगी। खाद्य पदार्थ या जो भी समाज और देश में प्रयोग होने वाली चीजें हैं, उनका यातायात मुख्यतया ट्रेनों के जरिए माल भाड़ा देकर होता है। अगर सरकार और माननीय मंत्री जी का महंगाई पर कहीं-न-कहीं अंकुश लगाने का विचार है, तो मेरा यह अनुरोध रहेगा कि वे माल भाड़े की कटौती पर भी सदन में आज घोषणा करें, तो निश्चित तौर से रेल यात्रियों और देश के उन लोगों में खुशी की बात जाएगी, जो आज भी महंगाई की मार से पीड़ित हैं।

महोदय, मैं समझता हूँ कि रेल दुर्घटनाएं हमारे देश की रेलवे के लिए एक बहुत बड़ा अभिशाप हैं। सारा सदन इससे दुखी है, सारा देश इससे दुखी है। मैं आरोप-प्रत्यारोप की भाषा में बिल्कुल भी नहीं जाना चाहता हूँ, बल्कि जैसा मैंने पहले कहा कि मैं आपके माध्यम से कुछ सकारात्मक सुझाव देना चाहता हूँ, कुछ अनुरोध करना चाहता हूँ। मेरे पास प्रमाण है कि दुनिया में जितनी दुर्घटनाएं होती हैं, उनमें से 15 प्रतिशत दुर्घटनाएं अकेले हमारे भारतवर्ष में होती हैं। पिछले 5 वर्षों में 1,200 रेल यात्रियों की मौत हुई है और रेल लाइन को पार करते समय 15 हजार यात्रियों की मृत्यु हुई है। महोदय, कुछ चीजें ऐसी हैं, जिनको हम कई बार बजट में रखते भी नहीं हैं और कई बार हम उन पर डिस्कशन भी नहीं करते हैं। एक साल में 15 हजार लोग इसलिए मर जाते हैं कि जो कंजरेस्टेड एरिया है, उसकी रेलवे लाइन की दोनों साइड वॉल नहीं होती है, रेलिंग नहीं होती है, जिससे हजारों पशु मारे जाते हैं, बैस्-गाएं मर जाती हैं, लेकिन बजट में मैंने इस बिन्दु पर कोई बड़ा प्रावधान नहीं देखा। ...**(व्यवधान)**... हाथी भी मरे हैं, गाएँ-भैंसें भी मरी हैं। एक साल में 15 हजार लोग भी मरते हैं, शेर भी मरते हैं। मुझे इस बजट में इस पर कोई बहुत गम्भीरता समझ में नहीं आई है।

इसके अलावा, जो एक बड़ी समस्या है, रेल दुर्घटनाओं के पीछे जो सबसे बड़ा रीजन है, वह है मानव रहित फाटक की कमी, इसकी कमी की वजह से तकरीबन 40 प्रतिशत एक्सिडेंट्स होते हैं। हमारे उत्तर प्रदेश में भी हुआ, एटा में हुआ, मथुरा में हुआ, और भी कई जगहों पर हुआ। ऐसी दुर्घटनाएं हुई हैं, जिनमें बस की बस चपेट में आ गई। 20-20, 40-40 लोग एक साथ मरे। ...**(व्यवधान)**... लखीमपुर में हुआ। मतलब 40 प्रतिशत घटनाएं केवल मानव रहित फाटक की कमी से होती हैं। माननीय मंत्री जी ने अपने बजट में इस पर चर्चा भी की है, हम इसकी सराहना भी करते हैं, लेकिन मंत्री जी ने उसमें जो व्यवस्था देने की कोशिश की है, वह हमें समुचित नजर नहीं आती। दुर्घटनाओं को रोकने के लिए उच्च तकनीक का प्रयोग करना अभी बहुत आवश्यक है।

क्या रूस और चीन की तरह हम लोग भी निश्चित तौर से अपनी तकनीक को उच्च करके इन दुर्घटनाओं पर विराम लगाने पर विचार करेंगे? माननीय मंत्री जी, कृपापूर्वक इस पर भी आप जरूर अपनी प्रतिक्रिया दें।

महोदया, मेरा यह मानना है कि रेलवे कुप्रबंधन की वजह से भी हमारा बहुत सारा नुकसान होता है। मैं आपके माध्यम से माननीय मंत्री जी से अनुरोध करना चाहता हूँ, मैंने 2010-11 में रेलवे विभाग को कुप्रबंध की वजह से हुई हानि का एक अनुमान निकाला है। दुर्घटनाओं के जरिए, आगजनी के जरिए, रेल की सम्पत्ति पर अवैध कब्जों के जरिए, बिना टिकट यात्रियों के जरिए अथवा अन्य माध्यमों से एक वर्ष में रेल विभाग को 949 करोड़ 1 लाख 19 हजार 770 रुपये की हानि हुई। जब रेलवे विभाग को एक वर्ष में तकरीबन 950 करोड़ रुपये की हानि होती है, इस तरह अगर हम पांच साल का हिसाब जोड़ कर देखें, तो हम देखेंगे कि हमारे रेल बजट का एक-तिहाई धन रेलवे की दुर्घटनाओं और नुकसान में खर्च हो रहा है। इसके लिए हम चिन्तित हैं, यह सदन चिन्तित है और सारा देश चिन्तित है। हम माननीय मंत्री जी को सपोर्ट करना चाहते हैं और इस पर अपनी राय देना चाहते हैं। यह बात मैं इसलिए नहीं कह रहा हूँ कि कोई घाटे की बात दिखा कर या नुकसान की बात दिखा कर मैं अपने आप को प्रचारित करना चाहता हूँ, बल्कि यह बात मैं इसलिए कह रहा हूँ क्योंकि यह हमारे देश की सम्पत्ति का बहुत बड़ा नुकसान है। भविष्य में इस नुकसान को बचाने के लिए माननीय मंत्री जी की ठोस रणनीति क्या होगी, इस पर भी विचार किया जाए?

मेरा यह मानना है कि रेलवे में मानव रहित फाटक की व्यवस्था के लिए रेलवे लाइन के दोनों तरफ वॉल या रेलिंग की व्यवस्था की जाए। कई बार छोटी-छोटी बातों को लेकर रेलों में झगड़े होते हैं या आगजनी होती है। संवेदनशीलता के साथ अगर हम इस सारे नुकसान को बचाने की कोशिश करेंगे तो रेलवे विभाग एक साल में कम से कम 10,000 करोड़ रुपये का लाभ अर्जित कर सकता है। इस पर भी विचार करने की आवश्यकता है।

महोदया, रेलवे की सफाई और सुरक्षा एक बहुत बड़ा मुद्दा है। मैं माननीय मंत्री जी को बताना चाहता हूँ, पिछली बार जब हम दिल्ली से जम्मू-कश्मीर जा रहे थे, रात को 2:30 बजे, टीटी ने हमें उठाया और कहा कि सब अपना-अपना सामान चेक कर लीजिए। मैंने पूछा कि क्या हुआ, वह बोला साहब, कुछ चोर घुस आए हैं। रात को 2:30 बजे एसी-1 का डिब्बा खटखटाया जाता है कि कहीं गेट खुला तो नहीं रह गया। अभी तक इस तरह की बातें ट्रेनों में देखने को मिलती हैं। रेलवे में चोरियां भी बढ़ गई हैं और कई बार छेड़-छाड़ की घटनाएं भी होती रहती हैं। और भी कई तरह की नुकसान की चीज़ें होती रेलवे में रहती हैं। रेलवे यात्रियों की सुरक्षा के लिए हमें रेलवे भर्ती पर और ज्यादा विस्तार से आगे बढ़ना होगा।

[श्री नरेन्द्र कुमार कश्यप]

महोदय, आज सदन में और पूरे देश में महिलाओं के सम्मान और अधिकार की बात बड़े पैमाने पर उठाई जा रही है। क्या माननीय मंत्री जी रेल विभाग में पुलिसकर्मियों के तौर पर आनुपातिक रूप से महिलाओं की भर्ती करने पर भी विचार करेंगे, ताकि महिलाओं के साथ होने वाली घटनाओं को रोका जा सके? रेल की सुरक्षा यकीनन रेल विभाग की बहुत बड़ी जिम्मेदारी है, जिसके लिए पूरा देश विनित है, हम सभी लोग विनित हैं, इसलिए इस पर भी मैं माननीय मंत्री जी का ध्यान आकर्षित करना चाहता हूँ।

महोदय, एक बात मैं सफाई के बारे में कहना चाहता हूँ, जिसकी कमी अमूमन हमने तमाम ट्रेन्स में देखी है। बाथरूम में जाते हैं तो बहुत स्मेल होती है। सफाईकर्मी से बात करते हैं तो वह बेचारा हाथ से उसको साफ करता है, जिसे देख कर कई बार बहुत ग्लानि होती है। क्या सफाई व्यवस्था के इस ट्रेंड को हम बदल नहीं सकते हैं? अभी कुछ दिन पहले यहां सदन में इस पर चर्चा हो रही थी और हम लोगों ने सिर पर मैला ढोने के बारे में आपत्ति दर्ज की थी कि यह व्यवस्था ठीक नहीं है। लेकिन एक खास तबके के लोग बेचारे अभी तक इस व्यवस्था को झेल रहे हैं।

तो मैं माननीय मंत्री जी से अनुरोधपूर्वक यह पूछना चाहता हूँ कि सुरक्षा के साथ-साथ क्या सफाई-व्यवस्था में भी किसी उच्च तकनीक का प्रयोग करके हाथ से सफाई करने वाली इस व्यवस्था पर विराम लगाने की कोई योजना पर माननीय मंत्री जी विचार करेंगे? यकीनन यह एक बहुत छोटा-सा मुद्दा है, बहुत छोटी-सी बात है, लेकिन समस्या बड़ी है। इसमें कोई बहुत बड़ा बजट नहीं चाहिए, कोई बहुत बड़ा मैनेजमेंट नहीं चाहिए, बल्कि अपनी थोड़ी-सी इच्छाशक्ति से हम इस कुप्रबंधन को बेहतर कर सकते हैं।

महोदय, मैं अपनी बात को नजदीक लाते हुए माननीय मंत्री जी से कुछ अनुरोध करना चाहता हूँ, कुछ बातें कहना चाहता हूँ। बाबा साहेब डॉ. भीमराव अम्बेडकर जी ने जो देश का संविधान लिखा, तो देश के संविधान के आधार पर एस.सी., एस.टी. और ओ.बी.सी. के लोगों को नौकरियों में, सियासत में और तमाम जगहों में रिजर्वेशन देने की बात पूरे देश में चली। अभी बजट में 1 लाख 52 हजार रेलकर्मियों की भर्ती का ऐलान आपके द्वारा किया गया। मैं इसकी प्रशंसा करता हूँ। मैं इसके लिए आपको धन्यवाद भी देता हूँ कि कम-से-कम आपने रेल सुधार के लिए 1 लाख 52 हजार रेलकर्मियों की भर्ती का ऐलान किया, लेकिन बजट में कहीं भी यह चीज़ हमें देखने को नहीं मिली कि इसमें रिजर्वेशन की पॉलिसी आप कैसे और कितनी लागू करेंगे। माननीय मंत्री जी, जब आप अपना उत्तर-प्रति उत्तर देंगे, तो कृपापूर्वक आरक्षण की व्यवस्था पर भी कोई स्पष्टीकरण देकर उस बड़े तबके की जिज्ञासा को शांत करेंगे, जो बाबा साहेब डॉ. भीमराव अम्बेडकर जी के संविधान में आस्था रखता है।

महोदय, दूसरी बात यह है कि रेल विभाग में अभी कितना बैकलॉग बाकी है? क्या माननीय मंत्री जी उस पर विचार करके सर्वेक्षण कराकर उसका पता लगाएंगे? साथ ही, जो बैकलॉग रिजर्वेशन कैटेगरी के लिए है, क्या उसको भी पूरा करने पर माननीय मंत्री जी विचार करेंगे?

इसके अलावा, महोदया, रेलवे स्टेशंस पर भीख मांगने वाले लोग बहुत सारे मिल जाते हैं। मेरा माननीय मंत्री जी से यह अनुरोध है कि क्या उन भिखारियों को रोज़गार से जोड़कर इस भीख मांगने की प्रवृत्ति को समाप्त करने पर विचार करेंगे?

महोदया, मैं आपके माध्यम से माननीय मंत्री जी को रेल विभाग के आय को बढ़ाने का एक विचार अपने इस सुझाव में विनम्रता से प्रस्तुत करना चाहता हूँ। हम एयरपोर्ट पर देखते हैं कि वहाँ शॉपिंग मॉल्स खुले हुए हैं और रेस्टोरेंट्स खुले हुए हैं, उसमें तमाम एयर सिस्टम करोड़ों रुपए कमाता है। तो हमारे साढ़े 7000 प्लेटफॉर्म हैं। मेरा मशविरा है कि अगर इन साढ़े 7000 प्लेटफॉर्म पर आप होटल्स बनाइए, रेस्टोरेंट्स बनाइए, ओपन मार्केट बनाइए और शॉपिंग मॉल्स बनाइए, तो उसके जरिए से आप दसों हजार करोड़ रुपए की आय रेलवे विभाग का बढ़ा सकते हैं, जिससे हमारे रेलवे विभाग को बहुत बड़ी आय का एक ज़रिया उपलब्ध हो जाएगा।

इसके अलावा, महोदया, कुछ अपने साथियों के और कुछ अपने छोटे-मोटे सुझाव में आपके माध्यम से पेश करना चाहता हूँ, जिनके ऊपर माननीय मंत्री जी को अभी ध्यान देने की आवश्यकता है। रेवेन्यू के हिसाब से पश्चिमी उत्तर प्रदेश का देश में प्रमुख स्थान है, लेकिन पश्चिमी उत्तर प्रदेश के रेल विभाग के बारे में बहुत उपलब्धियां या कोई बड़ी घोषणा रेल बजट में नहीं मिल सकी हैं। माननीय मंत्री जी, गाज़ियाबाद मेरा होम डिस्ट्रिक्ट है। यह एक औद्योगिक क्षेत्र है। मेरा आपसे अनुरोध है कि गाज़ियाबाद औद्योगिक नगरी में क्या एक कोच विनिर्माण इकाई लगाने पर आपकी कोई सहमति और विचार होगा? यदि ऐसा होता है, तो पूरे प्रदेश की ओर से मैं आपका बहुत धन्यवाद करूंगा।

महोदया, दूसरी बात यह है कि गाज़ियाबाद के पुराने रेलवे स्टेशन में प्लेटफार्म नम्बर एक पर जाने के लिए भी सीढ़ियों के जरिए जाना होता है, जिससे बीमार या विकलांग व्यक्ति प्लेटफार्म नम्बर एक पर नहीं पहुँच पाता। मैं कई सालों से इसके लिए लिख रहा हूँ और प्रयास कर रहा हूँ। मैंने उसके उच्चीकरण की बात कई बार लिखी है, मैंने लाउंज की बात भी लिखी है, लेकिन वह प्रगतिशील नहीं हो पाई है। मैं अपने ये सुझाव लिखित रूप से भी आपको प्रस्तुत कर दूंगा। तो माननीय मंत्री जी, क्या आप गाज़ियाबाद के पुराने रेलवे स्टेशन का उच्चीकरण करके वहाँ तमाम सुविधाएं देने का विचार करेंगे?

महोदय, हस्तिनापुर, जहाँ पर अन्याय के खिलाफ न्याय की लड़ाई लड़ी गई थी, महाभारत से जुड़ी एक प्रमुख जगह है। वहाँ पर हापुड़ से जाएं या गाज़ियाबाद से जाएं अथवा इधर-उधर किधर से भी जाएं, लेकिन वहाँ के लिए कोई ट्रेन नहीं है, कोई रेलवे लाइन नहीं है। वहाँ के लोग उपेक्षित हैं और आन्दोलित हैं।

मेरा माननीय मंत्री जी से निवेदन है कि आप कृपापूर्वक एक रेलवे लाइन हापुड़ से सरावनी, किलौर, हस्तिनापुर होते हुए बिजनौर तक बनाने की घोषणा करें। इसके अलावा,

[श्री नरेन्द्र कुमार कश्यप]

गाजियाबाद में रेलवे पुलों का निर्माण अधूरा पड़ा हुआ है, जिसके बारे में हमने कई बार लिखा है। वहां एनएचआई के भी रोड्स हैं और तमाम तरह के पुल हैं, लेकिन जहां पर रेलवे विभाग का पोर्शन है, वहां अभी पुल का निर्माण नहीं हो पा रहा है, जिससे वहां जाम की स्थिति बनी रहती है। क्या माननीय मंत्री जी उस पर भी कोई विचार करेंगे?

इसके अलावा महोदया, बरेली से ऊना एक ट्रेन चलती है, लेकिन उसमें एसी फर्स्ट क्लास नहीं है। मैं कहता हूं कि हिमाचल प्रदेश जाने वाली किसी भी ट्रेन में एसी फर्स्ट क्लास है ही नहीं। क्या माननीय मंत्री जी इस पर विचार करेंगे? इसके अलावा, क्या आप पठानकोट से धर्मशाला होते हुए मंडी-शिमला तक नयी रेलवे लाइन बिछाने का निर्णय लेंगे? चंडीगढ़ से शिमला तक की कोई रेलवे लाइन नहीं है और अगर वह है भी तो छोटी लाइन है, तो आप इस पर भी विचार करें।

उपसभाध्यक्ष (श्रीमती रेणुका चौधरी): अब आप कन्क्लूड कीजिए।

श्री नरेन्द्र कुमार कश्यप: मैडम, मैं दो मिनट में खत्म कर रहा हूं।

उत्तर प्रदेश के जनपद मुरादाबाद में दोनों रेलवे लाइंस, मुरादाबाद से हरिद्वार तथा मुरादाबाद से दिल्ली पर ओवरब्रिज बनाने की बहुत बड़ी मांग है। लखनऊ से कई गाड़ियां वाया मुरादाबाद, लक्सर, बिजनौर, रुड़की, सहारनपुर होते हुए पंजाब आती-जाती रहती हैं। इनमें से कोई भी एक गाड़ी वाया मुरादाबाद, हापुड़, मेरठ, मुजफ्फरनगर, सहारनपुर होते हुए पंजाब-चंडीगढ़ तक अप-डाउन करने की व्यवस्था करने पर आप विचार करें।

माननीय मंत्री जी, गाड़ी नं. 1069, तुलसी एक्सप्रेस, इलाहाबाद से मुंबई लोकमान्य तिलक वाया बांदा, झांसी हफ्ते में केवल दो दिन जाती है। क्या आप इसको सातों दिन चलाने पर विचार करेंगे?

महोदया, मैंने उत्तर प्रदेश, हिमाचल प्रदेश और चंडीगढ़ से मुताल्लिक ये कुछ महत्वपूर्ण और छोटी बजट की योजनाएं इस उम्मीद के साथ यहां रखी हैं कि आपका हमें संरक्षण मिलेगा और माननीय मंत्री जी मेरे सुझाव पर सकारात्मक रूप से विचार करेंगे। मुझे इस बात का भरोसा है कि खास तौर से रेलवे विभाग की आय बढ़ाने के लिए जो गरीब लोग हैं, उनके किराओं में कटौती के लिए और जो कुछ भी रेलवे विभाग में संभव हो सकता है, उन सब अच्छे कामों पर आपके माध्यम से माननीय मंत्री जी विचार करेंगे। माननीय मंत्री जी ने मुस्कराते हुए शायद हाँ की है। आपने मुझे समय दिया, इसके लिए मैं आपका बहुत-बहुत धन्यवाद करता हूं। जय भीम, जय भारत।

SHRI SHYAMAL CHAKRABORTY (West Bengal): Thank you, Madam, for having given me this opportunity.

Madam, I am sorry, I cannot be glad about the Railway Budget. In fact, I did not expect that there would be a radical change from the previous Budgets tabled by his predecessors. Madam, there is a particular reason why the Railway Budget is tabled before the General Budget. It is because the Railway Budget used to generate some surplus. It was expected that the Railway Budget would generate some surplus and the General Budget would appropriate that for the development of the country. But now the situation has become the opposite. Now the Railway Budget is gradually depending on the gross budgetary support. Only this year, out of the Twelfth Plan's ambitious gross budgetary support of Rs. 1.94 lakh crore, Rs. 26,000 crores has been earmarked for this. That means, it is gradually depending on the budgetary support. I again find that it is getting gradually dependent on market borrowing. As far as I remember, some three or four years back, the market borrowing had started, and every year, the dependence is increasing. In five years, this will add up to Rs. 1,20,000 crores, of which Rs. 15,000 crores, in round figure, is for this year only.

Now, I talk about the PPP panel. In the Public-Private-Partnership panel, Sir, much-talked projects have been announced but now a situation is prevailing in the world economy that it has become very doubtful whether any private partner, whether national or foreign, will come to support the Railways in building the infrastructure project or they will themselves build these infrastructure projects with the help of the Railways or the Government.

Madam, the Minister had promised earlier that he would not impose any burden on the common man, but he has gone back on his promise. He has increased the tariff by backdoor methods. The Railway Minister has been repeatedly increasing freight rates of essential commodities. Interestingly, successive Governments have become quite efficient in using these backdoor methods to push forward anti-people measures, keeping the Parliament in the dark. It is nothing but a clear violation of the democratic norms of the country and it is contributing to further rise in the prices of essential commodities.

Now, talking of accidents, Madam, I would not cite many instances, but I would like to underline that safety should be the topmost priority. Safety measures include recruitment of employees to fill up safety-related posts, stopping officials from enforcing over-work, particularly, on the motor-men, adequate arrangement of rakes, procurement of safety equipment, maintenance of railway tracks and rolling stock. Safety should not be compromised at any cost.

[Shri Shyamal Chakraborty]

Now, Madam, I would like to take this opportunity to ask the Ministry to publish the full Enquiry Report of the attack on Gyaneshwari Express in May, 2010. My Party was accused of having masterminded this conspiracy, to have led this terrible attack. This issue should be made clear. Truth must prevail. I demand the publication of the full Enquiry Report at the earliest. Almost 3000 posts are still lying vacant in the Chittaranjan Locomotive Factory. Fifty per cent of the work has been outsourced. The Burn Standard and Braithwaite & Co. have been taken over by the Railways, but since then, no effective step has been taken for further building up the infrastructure.

Now, Madam, I request the Minister of State for Railways, Shri Adhir Chowdhury, who represents Bengal, to take the initiative to complete and start the Joka Metro Rail. It was scheduled to be completed by 2015-16, but the work has not yet started. So, I would like to know the reasons behind that. Have you allocated any money for that? Money has been allocated but it has not yet been spent. Now, I would request him to have negotiations, in the interest of the people of Bengal, with the present State Government of West Bengal and persuade them not to create unnecessary obstruction in the implementation of the East-West Metro Corridor. It was also scheduled to be completed by 2014-15 but only one-third of the work has been completed. The money which was allotted by the Minister of Railways has not been spent. What is the fate of those 16 factories which had been announced with a lot of tom-tom by the former Minister? What is the status? The status is that nothing has been implemented; though money was allotted, nothing has been spent. I would like to have the real picture from the Railways.

Finally, I expect that the hon. Minister of State, Shri Adhir Chowdhury, would fulfill his commitment and bring a White Paper before the Parliament about the performance of the last three years of the Railway Ministry. Thank you, Madam.

THE VICE-CHAIRMAN (SHRIMATI RENUKA CHOWDHURY): Thank you very much for abiding by the time-limit. Now, Shri Derek O'Brien.

SOME HON. MEMBERS: Madam, it is his Birthday today.

THE VICE-CHAIRMAN (SHRIMATI RENUKA CHOWDHURY): Many happy returns of the day, Mr. Derek O'Brien.

SHRI DEREK O'BRIEN (West Bengal): Thank you, Madam, and I welcome you for being, at least in my tenure, the first lady on the Chair.

Madam, it was 2.30 in the morning on a dark night in March and the train from Bombay to Howrah was tunnelling along at 70 kilometers an hour.

The steam engine driver has been given all clear signals for the next three stations and he was speeding along. Most of the 750 passengers on the train were fast asleep. Suddenly, the steam engine driver, with his son-in-law inside the steam engine helping him shovel the coal, saw that two goods train had collided and they were on the same track as he was speeding along. He had to make a split-second decision. Either he could jump off, his son-in-law could jump off or both of them could jump off and this train could crush into the goods train. But what he decided to do was to ask his son-in-law to get off and he, at that high speed, disconnected or unlocked that steam engine from the rest of the passenger bogies. Not a single passenger bogie was derailed; not a single passenger was hurt. But one steam engine driver, Percy Carol, died. March the 20th, 1959, two years later Percy Carol was given the Ashok Chakra. Percy Carol is only one story from a family of 14 lakh people who make up the Railway Parivar. The Railway Parivar needs to be congratulated for becoming only the fourth Railway in the world after China, Russia, and America to carry one billion tonnes of freight in the year. It is a huge achievement and we can congratulate Railway Parivar. The Railway Parivar needs to be congratulated for becoming and experimenting that they can actually carry 10,000 tonnes on a single goods train which few countries in the world would do. Not everyone is a Percy Carol, but, in the small way, Railway Parivar has done so many things to keep the Indian Railways moving along. Some credit for these two large achievements could be shared by a lady, Ms. Mamata Banerjee, who presented four Budgets and who, in 1999, when she became the Railway Minister, figured that Indian Railways was No. 2 in the world. But by the time she became the Minister in 2009, Indian Railways had sadly slipped to No. 3 in the world. That is why she came up with the entire Railway Parivar and she, the leader of that Parivar, came up with the Vision 2020 Document to set the pace and agenda for the Railways. That Vision 2020 Document made the Railway Parivar a very focal point of any development which happens in the Indian Railways. What has the current Railway Minister done for this Railway Parivar? In the 2010 Budget, there was a proposal for homes for all. Simple proposal is that on railway

[Shri Derek O'Brien]

line homes would be built for people in the Railway Parivar. So, two things could happen. After retirement they would all have a home and, secondly, in this nasty age they would also not be tempted to do things which were not approved. I would urge the hon. Minister, through you, Madam, to please in his reply address this core issue which affects the lives of 14 lakh people in the Railway Parivar. Madam, the Railways is much more than engines, tracks, signals and wires. The best reflection of ethos of a country is when it gets reflected in the movies. My seniors would remember the actor Ashok Kumar singing *chuk chuk chuk*, or, when I was in school we watched Rajesh Khanna and Sharmila Tagore singing *Mere Sapno ki raani* on the hills in North Bengal in the movie *Aradhana*. The younger ones here may recall Shahrukh Khan and Malaika Arora and, more recently, Ranbir Kapoor on Darjeeling station. The reason for making this point is because, in fact, when the movies start reflecting railways, that means the Railways, in fact, are a heart-line of India. So, when we look at the Railways, you can look it as a heart-line and you also need to look at the bottom line. I think if you look at the heart-line, I want to congratulate the Railway Minister for looking at Jammu and Kashmir and for looking at a part of Arunachal Pradesh. We appreciate that.

But then, through you, Madam, I want to ask a question. Does the Minister have a small heart? No less a person than the Prime Minister of India called the Maoist insurgency one of the biggest challenges that India has to face. Absolutely, till today, there are 50 companies of military personnel in the Jangalmahal area and what has happened there? What has happened in those areas? This is not an issue about Bengal; this is not an issue about parochialism; this is a big national issue, and I regret to let the Minister know, through you, Madam, that when we speak about Jangalmahal, and I will just speak for a minute in Bengali, * you can clearly see that for the Rs.289 crore project for the route from Bhadutala to Jhargram, Jhargram to Lalgah, nothing has been allotted. For the line running from Beldah via KesharrGopr Nayagram-Baripada, in the heart of Jangalmahal, nothing has been allotted. For the route running from Jhargram to Midnapore, Midnapore to Purulia — it drew a blank. Madam, a plant was proposed at Jellingham to be established jointly by SAIL, Indian Railways and Government of India. It has been given nothing — absolutely zero. For the DEMU workshop in Haldia, out of the total project of Rs.120 crore, only Rs.10 crore have been allotted. 60% of the work is complete. This project has been deliberately stopped. Now it is being told that

*English translation of the Original speech made in Bengali.

there is no road. What is the meaning of 'no roads?' I can say boldly and I can challenge the Railway Minister that not even a letter was submitted to Haldia Development Authority. If you do not write a letter, how can you expect permission from Haldia Development Authority? For the line running from Dankuni to Furfursharif — it was a project of Rs. 535 crore, out of which only Rs.5 crore have been allotted.

So, this is the point about Jangaimahal and this is a social project. These are social projects. So, that is the second point that I want to make.

Let me move on to this great myth which is often promoted, which says that for safety and for passenger amenities, you can only get good safety and passenger amenities if you push the passenger fares up. In other words, if you keep the passenger fares at the same level, safety will suffer and amenities will suffer. This is a myth. This is a fallacy. Let me, on the floor of this House, try and explain, Madam, through you, to the Railway Minister as to what the fallacy is. First myth — Rs. 24,000 crore is the loss on passenger fares. We dispute this figure. This figure of Rs. 24,000 crore depends on how you look at it. If you look at certain distributed costs and if you look at certain operational costs and if you put that on to the passenger fares, the passenger fares will look to loose more than they actually are. Our contention is that this figure may be sub-Rs. 10,000 crore. Then, what is the thinking of putting this big minus figure on passenger fares? I will tell you. One is that you create, as has been suggested in this Budget, this Traffic Regulatory Authority which will finally monitor these fares, who are not answerable to Parliament and what will really happen as a result is that the fares will go up and up. It is a very simple solution. I want to use an allied example of a totally different field. Let us take the example of a newspaper. I am giving you a simple example so that most of us can understand. The newspaper we read today costs about Rs. 14 or Rs. 15 each copy, and yet, we get the newspaper for two rupees or three rupees a copy. Why? The simple concept of cross subsidy is there. Somebody is subsidising the cost of a newspaper. In the case of a newspaper, it is the advertiser. That is why, we are paying two or three rupees and not fourteen rupees. Since for two years before I became a Member of Parliament, I had the opportunity to be the Chairman of the Passenger Services Committee, and the one figure which really shocked me — I remember about the second day I walked into my office — was that how much is the percentage, and

[Shri Derek O'Brien]

4.00 P.M.

I am still on passengers, of passengers who travel on Rajdhani, Shatabdi, Duronto and all the ACs put together and all the first classes put together, all of them. That means non-AC sleepers and suburban. That figure for all that is one per cent. One per cent of your passengers are travelling in that.

But, the balance 85 to 90 per cent passengers are the voiceless people who don't really have a voice. We have no problem if you want to have executive lounges and wi-fi. That is all very good.

But spare a thought for those 85 to 90 per cent of the people who travel by ordinary second class. Madam, I have one more point with regard to passenger amenities before I move on to other issue. In Rajya Sabha, on 8th of March, 2013, not too long ago, hon. Member Mr. Rajiv Chandrasekhar asked a question to the Minister of Railways, and, I quote, "What is the present status of losses suffered by the Indian Railways?" And, here is the answer. "The Indian Railways did not suffer any loss and generated resources of Rs. 7,600 crore in 2011-12, and, in 2012-13, it generated Rs. 17,000 crore of surplus."

SHRI SUKHENDU SEKHAR ROY (West Bengal): The cat is out of the bag.
...(Interruptions)...

THE VICE-CHAIRMAN (SHRIMATI RENUKA CHOWDHURY): Let him speak.

SHRI DEREK O'BRIEN: Madam, there is a very popular video, the world's most popular video ever on YouTube. It is called something 'Dum Dum Style' made in South. It is a Korean video. You are familiar with music, Madam. So, the way we are going, we thought, we are coming out with an Indian equivalent, which is called 'Congress Style'. And, now, let me give you a few examples. What is 'Congress Style?' No supposed hike in the Railway Budget but on January, the 21st, five weeks before the Budget, the passenger fares were hiked by 21 per cent. I hate to think what would have happened if they hiked the fare on 31st of January and not the 21st because then the hike would have been 31 per cent but it is 21 per cent. Madam, the hon. Minister is here, and, I am happy that he is here and he is listening to what we have to say. The hike was announced a few weeks before. Now, we come to the hidden charges, the hidden fare hike – the

fuel surcharge, the supplementary fee, the reservation fee, and, Tatkal booking charges. There is no Power Point in Rajya Sabha Chamber but I have a simple sheet which summarizes the hikes and travel by train today. One specific one, which we have a major quibble with, is the cancellation fee. Now, the cancellation fee hike has gone up from, in some cases, 50 to 100 per cent. This is a major pain, and, Mr. Minister, please re-consider your decision of hike in cancellation fee. Sometimes, passengers are at 500th or 600th position in the waitlist. You can imagine what will happen if after that, there is a cancellation fee. If you add all these numbers, Madam, do you know what extra revenue this is generating for the Indian Railways? Rs. 400 crore! This is your extra revenue. Let me not play politics; I have not done it so far in my speech. Let me, instead, in a bi-partisan way, get to some ideas, which we want to share. Please go back to the Vision 2020 Document, and, I say this with all respect. The hon. Minister of Railways has been the Minister for about hundred days. The Vision 2020, Madam, is an 81-page document. Had he read one page every day in these hundred days, I promise you, he would have been enriched because the Vision 2020 Document, which was made under the leadership of Ms. Mamata Banerjee in 2009, sets out three broad parameters. One, you need to increase freight, and, I told you what are the different ways in which you can do it; two, you need to do mass-transit system; and, three, speed-trains. I am not going to speak on speed trains today. But let us specifically talk about freight. Now, let me come to the first suggestion which we want to make. The target you put for yourself is 3 - 3½ per cent freight. Where are you going to get your money? From passengers. Here is a simple fact about freight and then the solution.

Madam, today, if you want to book any consignment on the Indian Railways, if it is a 1,000-tonne consignment, you cannot move it on the Indian Railways, if it is a 1,500-tonne consignment, you cannot move it, if it is a 2,000-tonne consignment, you cannot move it, if it is 2,500-tonne consignment on a six-tonne carrying capacity, you cannot move it. The minimum requirement for moving freight on a six-tonne carrying capacity on the Indian Railways is 2,700 tonnes, and, in an eight-tonne carrying capacity, it is 2,800 tonnes. Now, what is the problem here, and, what is the suggestion? The problem is that it is too large a consignment. So, today, the solution for this is the Railways officially booking smaller consignments.

[Shri Derek O'Brien]

And, don't tell me, Mr. Minister, that you know you can actually book smaller consignments because you can. I have got 500, you have got 600, someone has got 700, someone has got 400, you get a dalal, you put it together and that is how you get 2700. I am not talking about that. I am talking about exploring the idea of smaller consignments. That is one solution your freight income will go up. The second one is which was suggested after Vision 2020 and by Mamta Banerjee, there was a pilot plan. I would urge the hon. Railway Minister, Madam, through you, to consider the concept of RORO which has only been done, I think, on Konkon. What is the concept of RORO. Today, Balbir Punj sahib was mentioning in his speech and some other speakers were also talking about road transport. Now, do you want to compete with road or do you want to partner road? Our proposition is you can partner road. And, how do we suggest to partner road? You call it a concept of RORO which is already on a pilot basis. There is no mention of this in this Budget speech. You have to move goods by truck. So, you move the goods by truck from point A to point B. Then, the entire truck is put on to a wagon. It moves from point B to point C. Then, the truck gets off and goes from point C to point D which is the destination. Sir, these are ideas. These ideas have been tested. But the lord knows, the reasons may be political or whatever, I would urge the hon. Minister, in a bipartisan way, to look at some of these ideas and try and implement some of these ideas rather than only putting the meter down when it comes to passengers.

Sir, we have had our share of Railway Ministers in the past. We understand and we appreciate that you get a lot of requests for new trains, new lines. We have no grudge that three MPs or four MPs are happy. I am not going to mention those constituencies. But what you heard in the Lok Sabha when you were announcing them is not only about one city or one State. It is across the country. You talk about Bengal, you talk about Tamil Nadu, you talk about Bihar, you talk about Odisha, you talk about UP, everyone, by and large, was very unhappy. And, what really happened for Bengal? Let me tell you what happened. In September, because of FDI in retail, because of diesel prices going up, because of other prices going up, because of LPG subsidy, Trinamool Congress moved out. And what happens is, then the Congress get down to sub-250 seats. So, here is that big chance. Throttle Bengal. And, let me give you facts. First, on Bengal, let me give you a statistic. Twenty per cent of the Zonal Headquarters of Indian Railways are

in Bengal because three out of the seventeen Eastern Railway and Metro are in Bengal. So, that is why Bengal is a priority. And the last four Budgets have raised the hopes and aspirations of the people of Bengal and Bengal got five out of sixty-seven, one bi-weekly became twice a week. Sir, one of those focuses of that Vision 2020 document was on mass transport system, the MTS, and the only underground railway today run by the Indian Railways is the Metro Railway of Bengal. And what did this * Railway Minister do to those Metro Railway projects? The previous speaker, the hon. MP from the Left, was trying to play politics. I am not playing politics here. I am only going to give you figures and then you judge for yourselves. With your permission, I will give you these figures and the next one-two minutes of my speech will be in Bangla. Now I shall speak about Metro Project — Kolkata Metro Project. Out of the total cost of Rs.2400 crore for the route Noahpara-Airport-Barasat, you gave only 170 crore.

I will try Hindi even though my Hindi is very bad.

I come to railway wagons. Sir, 16,000 railway wagons are manufactured every year in the country. Maybe, it is a coincidence that, out of top ten companies, seven are in Bengal. We have Texmaco, Bestco, Jupiter, Burn Standard, etc. They are ail in Bengal. Madam, there is no mention about it in the Budget. It is either they want 1 lakh people lose their jobs or they want to make those industries sick. And, I would not finish with Bengal. In the Eastern Railway, for which projects announced, if you look at the percentage of outlays when compared to project cost, it is all between 0.1 per cent and 5 per cent!

This includes all the proposed lines from Lakkhikantapur to Namkhana, Tarakeshwar to Bishnupur, Hasnabad-Hindolganj-Sunderbans, Krishnanagar to Karimpur, Tarakeshwar to Furfura Sharif, and Azimganj. And look at the allotment for Kanchrapara — they have allotted a meagre Rs.2 crore for the total of Rs. 800 crore.

You spoke about East-West. In the case of Rs.4000 crore project for Airport-New Garia, only 250 crore were allotted. For the Dumdum-Barrackpore-Noahpara project, only 30 crore have been allotted out of the projected Rs. 3000 crore. For the Joka-BBD Bagh project, only a miniscule 1.7% - Rs. 45 crore - of the total project cost of Rs. 2600 crore were allotted. For the East West Corridor project, only 10 crore have been allotted to Bengal out of the total Rs. 4800 crore.

*Expunged as ordered by the Chair.

[Shri Derek O'Brien]

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Madam, Paresh Nathwani is a pipe dealer in Kandivli. He performs a singular social service. He provides free shrouds for those who killed by sub-urban trains of Mumbai. About ten years ago, Paresh saw a man run over by a train on Grant Road. The railway workers tore down an advertising banner to cover the body as a shroud. Mr. Nathwani was touched and till today he continues his social service. He actually goes to four of these stations, including Andheri, which gets ten shrouds every week and he give two shrouds a week. He runs through 650 yards of cloth every year. But, it is not enough; it is a long way from enough. The trains of Mumbai kill 4,000 people everyday. This is from Suketo Mehta's book "Maximum city."

SHRI MANISH TEWARI: It is 4,000 in a year, not in a day.

SHRI DEREK O'BRIEN: Thanks, Manish. I am. sorry. It is 4,000 people a year. It was because I was reading. There were other figures in my speech. All those figures are fine. It is not 4,000 people killed in Mumbai everyday, but it is 4,000 a year.

Sir, I now come to safety. Safety is an issue. There are unmanned level crossings. The wall is supposed to be in Mumbai. There are other safety issues like Anti-Collusion Device. We have been playing and toying around with the ACD. The pilot project to test ACD is already in place. It is already tested. So, please don't come with new harebrain schemes of testing the European model of TPWS. It is 15 times more expensive and it may not work.

(MR. DEPUTY CHAIRMAN *in the Chair*)

Sir, signaling is one focus area where we need to focus not only for safety but also for faster movement of trains.

Sir, I would say in conclusion that since Independence, so many Rail Ministers, who have been given an opportunity, leave their imprints not only in the history but also on the Indian Railways and on our great nation. And, they have come up with, at least, one big memorable/workable idea in Budget which has stayed on for 40 or 50 years. Shri N. Gopalaswamy Iyengar, our second Railway Minister, came up with a great idea which is still stayed today. It is the concept of Railway Zones. Shri Madhu Dandavate — may his soul rest in peace — came up with the idea of removing wood from sleeper and putting cushion. That is another big idea. Shri Madhavrao Scindia came up with the idea of IT and, truly, introduced IT into the Indian Railways. Sadly, today, different departments are pulling at different directions. As a result, IT is not properly being implemented. But, the first idea came from Shri Madhavrao Scindia. Shri Nitish Kumar came up with a concept. We will remember this for the next fifty years. All credit to him for Tatkal Scheme. That was his idea. Shri Lalu Prasad Yadav came up with Garib Rath. Ms. Mamta Banerjee, to my mind, came up with, at least, three big ideas. The first one is the Vision 2020 Document. The second one is Duronto Express. Remember, there was Rajdhani in 1969, Shatabdi in 1977 and from 1977 to 2009 there was no new concept of a train. So, Duronto is an idea here to stay.

And, of course, the Lazzat Railway Passes for people who are below the poverty line, was another idea which Mamata Banerjee gave to the Indian Railways.

We know that the hon. Minister has ignored the Jungle Mahal and those Maoist-infected areas. We know that he has throttled Bengal. We know he hasn't spread the Railways across the country. So, I ask him a question, through you, Sir. Please tell us; what is that one big idea in his Budget which will be remembered forget about 25 years; forget about 25 months — even for 25 days? Thank you, Sir.

MR. DEPUTY CHAIRMAN: Thank you. Now, Shri Arvind Kumar Singh.

श्री अरविन्द कुमार सिंह (उत्तर प्रदेश): उपसभापति जी, मैं आपका आभार व्यक्त करता हूँ कि आपने मुझे रेल बजट पर चर्चा के दौरान बोलने का मौका दिया है। रेल बजट पर चर्चा

[श्री अरविन्द कुमार सिंह]

करने से पहले हम समाजवादी पार्टी के कार्यकर्ताओं के मन में डॉ. राम मनोहर लोहिया द्वारा वर्षों पूर्व दिया हुआ नारा "डॉ. लोहिया का अरमान रेल के डिब्बे एक समान" याद आता है। माननीय मंत्री जी ने रेल का जो बजट पेश किया है, यदि हम इसे आंकड़ों की बाजीगरी कहें, कोरी घोषणाएं कहें, तो कोई अतिशयोक्ति नहीं होगी। इस बजट में आगामी लोक सभा चुनाव की आहट सुनाई दे रही है। मान्यवर, मैं मंत्री जी से जानना चाहता हूं कि पिछले वर्ष बजट में जो घोषणाएं हुई थीं, उनमें से कितने परसेंट घोषणाओं पर कार्यान्वयन हुआ है, कितनी घोषणाएं अधूरी हैं और कितनी घोषणाओं पर अभी तक काम शुरू नहीं हुआ है?

मान्यवर, हम अंग्रेजों की तारीफ नहीं करना चाहते हैं, लेकिन इस सरकार की कार्यशैली और रेल विभाग की शिथिलता हमें अंग्रेजों की तारीफ करने के लिए विवश कर देती है। अंग्रेज जब भारत छोड़कर गए थे, उस समय हमारे देश में 54,000 किलोमीटर रेल लाइन बिछाकर गए थे, लेकिन आजादी के 65 साल बाद रेल विभाग ने केवल 10 हजार किलोमीटर रेल लाइन बिछाई है, इससे बड़ी शर्म की दुखद बात और क्या हो सकती है? मंत्री जी ने सदन में घाटे का बजट प्रस्तुत किया है। महोदय, मुझे आश्चर्य होता है कि रेल जैसा बड़ा महकमा घाटे में चल रहा है। आप कहीं भी, किसी भी रेलवे स्टेशन पर चले जाएं, आरक्षण केन्द्र पर चले जाएं, टिकट लेने वालों की, आरक्षण कराने वालों की लंबी कतार लगी रहती है। जिस विभाग में लोग कतार में खड़े होकर पैसा देते हैं, वह विभाग घाटे में चल रहा है, इससे बड़ी शर्म की और क्या बात हो सकती है? पिछले बजट में भी हमें रेल बजट पर बोलने का मौका मिला था। मान्यवर, इस विभाग में इतना पैसा आता है कि इससे छोटे-मोटे विभागों का घाटा दूर हो सकता है, लेकिन प्रक्रिया में कोई बहुत बड़ा दोष है, नहीं तो रेल विभाग घाटे में, यह बहुत बड़ा आश्चर्य और हैरानी की बात है। शायद इसी सदन के एक उद्योगपति सदस्य ने एक बार कहा था कि यदि रेल महकमा हमें चलाने को दे दिया जाए, तो हम हिन्दुस्तान में लोहे की बनी रेल को सोने की पटरी पर दौड़ा सकते हैं। मान्यवर, निश्चित रूप से एक बार इसी सदन में एक मंत्री का भी वक्तव्य था कि अगर रेल विभाग में चोरी बंद हो जाए, तो यह विभाग अन्य विभागों का घाटा भी पूरा कर सकता है।

मान्यवर, मुझे अफसोस होता है कि यह सवा अरब आबादी का देश है, जहां के बहुत से लोग ट्रेन में सफर करते हैं, लेकिन आज रेल की हालत क्या है? स्टेशन की बदइंतजामी इतनी है कि जब कोई यात्री घर से निकलता है, तो सबसे पहले इक्वायरी का नम्बर डायल करता है, इसलिए कि ट्रेन समय से है या विलम्ब से है, क्योंकि भारतीय रेल का स्टेशन पर देर से आने का, स्टेशन से देर से जाने का और स्टेशन पर देर से पहुंचने का स्वभाव बन गया है। यह हालत है भारतीय रेल की। प्लेटफार्म पर यात्री के लिए बैठने का पर्याप्त इंतजाम नहीं है, पर्याप्त कुर्सियां नहीं हैं। पीने के लिए शुद्ध पानी की व्यवस्था नहीं है। जब कोई यात्री पानी पीने जाता है, तो पता चलता है कि नल खराब पड़ा है। नल के

नीचे इतनी गंदगी भरी रहती है कि यात्री मजबूर होकर 15 रुपये लीटर पानी पीने के लिए मजबूर होता है। यह व्यवस्था है रेल विभाग की। मान्यवर, खान-पान की स्थिति किसी से छिपी नहीं है। दिन की सब्जी रात में, रात की सब्जी दिन में दी जाती है और यहां तक कि अब तो खाने में लोहे की कील भी निकल आती है। माननीय मंत्री जी, भगवान ने हमारे मुंह में दांत लगाए हैं अनाज खाने के लिए, लोहे की कील चबाने के लिए नहीं। इसलिए मेरा अनुरोध है कि रेल विभाग में खान-पान की व्यवस्था ठीक करें, क्योंकि इसका असर सेहत पर पड़ता है। अगर व्यक्ति की सेहत खराब हो, तो वह दैनिक जीवन में कुछ भी नहीं कर सकता है।

मान्यवर, हमें एक बात समझ में नहीं आती कि देश के 70 परसेंट लोग जनरल बोगी में यात्रा करते हैं, लेकिन आज ट्रेनों में बोगी की स्थिति क्या है? बहुत सी ऐसी ट्रेनें हैं, जिनमें केवल एसी डिब्बे लगे हैं। ठीक है, लगे रहने चाहिए, लेकिन कम-से-कम रेल विभाग और सरकार का ध्यान जनरल आदमी की तरफ जाना चाहिए। होता यह है कि हमने देखा है कि जनरल लोगों के लिए ट्रेन में एक कोच आगे लगा रहता है और एक कोच पीछे लगा रहता है। उसमें यात्री ऐसे बैठे होते हैं, जैसे लगता है कि घर में भूसा भरा गया हो। यह हालत है। अभी शुक्रवार को मैं लखनऊ मेल से लखनऊ जा रहा था। एक यात्री स्टेशन पर दौड़ कर विकलांग कोच में चढ़ गया। टीटी दरवाजे पर खड़ा था, उसने कहा कि यह विकलांग कोच है, आप इसमें कैसे आ गए और धकेल कर उसको उतार दिया, जबकि उस कोच में केवल दो-तीन विकलांग यात्री बैठे हुए थे। यह हालत है जनरल लोगों की। लोग स्टेशन पर दौड़ कर ट्रेन पकड़ते हैं। चूंकि उनको जगह नहीं मिलती, इसलिए उनको इस बात की चिंता लगी रहती है कि जब ट्रेन में हमारे लिए कोई जगह नहीं है, तो हम कहां बैठेंगे। इसलिए माननीय रेल मंत्री जी से मेरा आग्रह है कि हर ट्रेन में कम-से-कम 15 से 20 जनरल कोच लगाने चाहिए, ताकि गांव में रहने वाला, देहात में रहने वाला, जो एसी ट्रेन में सफर नहीं कर सकता, जो रिजर्वेशन करा कर नहीं चल सकता, वह सुगमता से, सरलता से और आसानी से यात्रा कर सके। इसके लिए मेरा रेल मंत्री जी से निवेदन है कि वे हर ट्रेन में जनरल डिब्बों की संख्या बढ़ाएं।

मान्यवर, मुझे ट्रेनों की रफ्तार की चिंता होती है। हमारे यहां औसत रफ्तार 50-60 किलोमीटर प्रति घंटा है। हमने तो सुना है कि दुनिया के कई ऐसे देश हैं, जहां की रेलगाड़ियां 400 से 450 किलोमीटर प्रति घंटे की रफ्तार से चलती हैं। मान्यवर, मुझे अफसोस होता है कि दुनिया के जितने भी देश अंग्रेजों के गुलाम थे, उनमें हिंदुस्तान सबसे पहले आजाद हुआ, लेकिन हिंदुस्तान पहले आजाद जरूर हुआ, पर दुनिया के जितने भी देश हिंदुस्तान के बाद आजाद हुए, आज वे हमसे हर क्षेत्र में कोसों आगे निकल गए।

मान्यवर, यह बहुत हैरानी और चिन्ता की बात है। ट्रेनों की रफ्तार पर भी मंत्रालय को विचार करना चाहिए और उन देशों से टेक्नोलॉजी लाने पर विचार करना चाहिए। आखिर क्या वजह है कि विदेशों की ट्रेन 450 किलोमीटर प्रति घंटे की रफ्तार से चलती है और हिंदुस्तान की ट्रेन अगर 100 किलोमीटर की रफ्तार से भी चलती है तो पटरी हिलने लगती है। माननीय मंत्री जी, यह टेक्नोलॉजी लाने पर विचार होना चाहिए।

[श्री अरविन्द कुमार सिंह]

मान्यवर, रेल में प्रतिदिन 2 करोड़ 10 लाख यात्री सफर करते हैं तथा 25 लाख टन सामान की ढुलाई होती है। यात्रियों की संख्या और सामान की ढुलाई में लगातार बढ़ोतरी हो रही है, मगर रेलवे के पास क्षमता विस्तार के पर्याप्त संसाधन नहीं हैं। इतनी बड़ी आबादी वाले देश के लिए रेल मंत्रालय को अपनी व्यवस्था सुधारनी होगी, नहीं तो लोगों को बहुत परेशानी होगी। रेल मंत्रालय को जनता के बीच जवाब देना होगा। अब तो लोक सभा का चुनाव भी नज़दीक है, इसलिए मेरा आपसे आग्रह है कि यात्रियों को सुविधाएं मिलनी चाहिए, यात्रियों के लिए ट्रेन में बैठने का पर्याप्त इंतजाम होना चाहिए और हर वह सुविधा मिलनी चाहिए, जो एक पैसंजर को मिलती है।

मान्यवर, मुझे सबसे अधिक चिन्ता होती है ट्रेनों की दुर्घटनाओं की। विगत 10 वर्षों में 3061 से अधिक दुर्घटनाएं घटी हैं, जिसमें लगभग 500 करोड़ रुपये का नुकसान हुआ है। 3500 रेलवे स्टेशन ऐसे हैं, जो जर्जर हो चुके हैं। 11250 पुल पुराने हो चुके हैं। 14000 रेलवे क्रॉसिंग्स पर गार्ड नहीं हैं। महोदय, यह बहुत चिन्ता का विषय है कि देश में 14000 रेलवे क्रॉसिंग्स पर कोई गार्ड ही नहीं हैं। 25 जनवरी, 2012 को रेलवे ने दिल्ली हाई कोर्ट में जवाब दाखिल करते हुए कहा था कि रेलवे 2015 तक मानवरहित फाटकों पर गार्ड नियुक्त करेगा तथा फ्लाईओवर भी बनाएगा। इस बात को एक साल से अधिक समय हो गया है। मैं माननीय मंत्री जी से जानना चाहता हूं कि इतना समय बीत जाने के बाद रेल मंत्रालय अपने किए हुए वादे पर कितना खरा उतरा है?

महोदय, अभी हाल ही में इलाहाबाद रेलवे स्टेशन पर भगदड़ मच गई थी, जिसमें 40 यात्री मरे थे। रेल विभाग की यह हालत है। महोदय, सबको पता है कि कुम्भ दुनिया का ऐतिहासिक स्थल है, जहां दुनियाभर से लोग स्नान करने आते हैं। रेल मंत्रालय ने कुम्भ की सफलता के लिए तरह-तरह के वादे किए थे, लेकिन एक भी वादा पूरा नहीं हुआ। रेल मंत्रालय द्वारा 50 कुम्भ-स्पेशल ट्रेन्स चलाने की घोषणा की गई थी, परन्तु 10 फरवरी को, भगदड़ की दुर्घटना होने तक रेलवे ने सिर्फ 5 ट्रेनें ही चलाई थीं और दुर्घटना के बाद 11 फरवरी को रेलवे ने 250 कुम्भ-स्पेशल ट्रेन्स चला दीं। रेल विभाग की यह हालत है। अगर यही इंतजाम पहले कर दिया होता तो इलाहाबाद में इतना बड़ा हादसा नहीं हुआ होता। 50 ट्रेनें चलाने की घोषणा की गई थी, लेकिन दुर्घटना के दिन तक सिर्फ 5 ट्रेनें ही चल रही थीं और जब दुर्घटना घट गई, तो 250 ट्रेनें चला दी गईं। रेल विभाग की घोषणाओं और रेल मंत्रालय की कार्यशैली का यह हाल है।

मान्यवर, मुझे याद आता है, इसी सदन के एक सम्मानित सदस्य ने यह बात कही थी और मैं भी दावे के साथ कहता हूं कि मंत्री जी ने इस बार का जो रेल बजट पेश किया है, वह पूरी तरह से भेदभाव युक्त है। कांग्रेस शासित राज्यों को ज्यादा सुविधाएं दी गई हैं। जहां से कांग्रेस के सांसद प्रतिनिधित्व कर रहे हैं, उन क्षेत्रों को अधिक से अधिक सुविधाएं दी गई हैं। इस मामले में उत्तर प्रदेश तो शुरू से ही दुर्भाग्यशाली रहा है। उत्तर प्रदेश

के साथ हमेशा भेदभाव हुआ है, जबकि, मान्यवर, मैं बताना चाहता हूँ कि उत्तर प्रदेश हिन्दुस्तान का सबसे बड़ा राज्य है।

यह आबादी के दृष्टिकोण से, संसदीय सीटों के दृष्टिकोण से और स्वतंत्रता आन्दोलन को लेकर अब तक की लड़ाई में भागीदारी के दृष्टिकोण से भी यह सबसे बड़ा राज्य है। मैं नहीं समझता था कि उत्तर प्रदेश के साथ इतना बड़ा भेदभाव क्यों होता है। इसी सदन में एक माननीय सदस्य ने माननीय रेल मंत्री जी से एक प्रश्न पूछा था कि देश में कितने ऐसे रेलवे स्टेशंस हैं, जिनको आदर्श रेलवे स्टेशंस की सूची में रखा गया है, तो माननीय मंत्री जी का जवाब था कि बंगाल में 283 रेलवे स्टेशंस को आदर्श रेलवे स्टेशंस की सूची में रखा गया है, जबकि उत्तर प्रदेश में मात्र 43 रेलवे स्टेशंस को ही इस सूची में रखा गया है। इससे बड़े दुख की बात और क्या हो सकती है? हम दूसरे राज्यों के विकास के पक्ष में हैं, हम चाहते हैं कि छोटे राज्य तरक्की करें, हम चाहते हैं कि सरकार छोटे राज्यों को आर्थिक दृष्टिकोण से, संसाधनों के दृष्टिकोण से या अन्य दृष्टिकोण से आगे बढ़ाए, लेकिन देश के सबसे बड़े प्रदेश के साथ इतना बड़ा भेदभाव करना अन्याय है और मैं कह रहा हूँ कि उत्तर प्रदेश के साथ शुरू से अन्याय हो रहा है। जब बंगाल में 283 रेलवे स्टेशंस को आदर्श रेलवे स्टेशंस की श्रेणी में रखा गया है और वहीं उत्तर प्रदेश में मात्र 43 रेलवे स्टेशंस को ही इस सूची में रखा गया है, तो इससे यह साबित होता है कि केन्द्र की सरकार उत्तर प्रदेश को भेदभाव की दृष्टि से देखती है। नई घोषणाओं में उत्तर प्रदेश को 8 ट्रेनें दी गई हैं, तो राजस्थान को 26 ट्रेनें दी गई हैं। ठीक है, राजस्थान को 26 ट्रेनें मिलनी चाहिए, लेकिन उत्तर प्रदेश को 27 ट्रेनें दे दी जातीं, तो कौन-सी बुराई आ जाती या कौन-सी आपत्ति का पहाड़ टूट पड़ता? लेकिन, मैंने देखा कि प्रायः उत्तर प्रदेश के साथ भेदभाव हुआ है।

मान्यवर, रेल कोच फैक्टरी राय बरेली में थी। मैं प्रोफेसर राम गोपाल जी के साथ दर्शक दीर्घा में बैठ कर मंत्री जी का रेल बजट पर भाषण सुन रहा था। पूरे बजट में भाषण के दौरान राय बरेली का नाम छः बार आया, लेकिन उत्तर प्रदेश का नाम एक बार भी नहीं आया। ये बड़े मन के लोग हैं, इनकी बड़ी सोच है और इनकी बड़ी विचारधारा है। बड़े मन के लोगों में जिले का नाम आ जाता है, बड़े लोगों के विचार में जिले का नाम आ जाता है, लेकिन देश के सबसे बड़े प्रदेश का नाम नहीं आता है, यह बहुत ही हैरानी और शर्म की बात है। मंत्री जी ने राय बरेली में ही रेल व्हील फैक्टरी दी है। मैं जानना चाहता हूँ कि जब राय बरेली में रेल कोच फैक्टरी थी, तो रेल व्हील फैक्टरी उत्तर प्रदेश के किसी अन्य हिस्से में दे दी जाती, तो कौन-सी मुसीबत का पहाड़ टूट पड़ता। वह फैक्टरी पूर्वांचल को दे दी जाती, रुहेलखंड या बुंदेलखंड दे दी गई होती, मध्य उत्तर प्रदेश या पश्चिमी उत्तर प्रदेश को दे दी गई होती। लेकिन, मुझे लगता है कि वर्तमान सत्तारूढ़ सरकार उत्तर प्रदेश के सिर्फ दो जिलों तक सिमट गई है। जनता तो इंतजाम कर रही है। जनता जब चुप बैठती है, तो उसको यह नहीं समझना चाहिए कि वह कुछ बोलना नहीं

[श्री अरविन्द कुमार सिंह]

जानती है। लोकतंत्र में देश की जनता जब बोलती है, तो लोगों के कान खड़े हो जाते हैं। इसलिए, मैं रेल मंत्री जी और रेल मंत्रालय से आग्रह करता हूँ कि उत्तर प्रदेश को भेदभाव की नजर से न देखें, क्योंकि उस प्रदेश की लोक सभा में 80 सीट्स हैं और बहुत बड़ा परिवर्तन उत्तर प्रदेश ने किया है और आगे भी करेगा। माननीय रेल मंत्री जी से मैं आग्रह करता हूँ कि अभी-भी कुछ बिगड़ा नहीं है, अगर वे चाहें तो और भी कुछ दे सकते हैं।

महोदय, मैं गाजीपुर जिले का रहने वाला हूँ। गाजीपुर में रेलवे लाइन बिछी है, लेकिन रेल नहीं है। मैं स्वयं पार्लियामेंट का एक मेम्बर हूँ, परन्तु मुझे ट्रेन पकड़ने के लिए या तो बनारस आना पड़ता है अथवा मुगलसराय जाना पड़ता है। महोदय, गाजीपुर का भी शानदार इतिहास रहा है। वीर अब्दुल हमीद गाजीपुर के ही रहे हैं। गाजीपुर जिला प्रदेश के बॉर्डर पर बसा हुआ है। वहां से ट्रेनें बिहार के लिए जाती हैं, लेकिन गाजीपुर के लोगों से बिना बातचीत किए निकल जाती हैं।

इसलिए माननीय रेल मंत्री जी, हम आपसे यह आग्रह करते हैं कि गाजीपुर को भी कुछ नयी ट्रेनें दीजिए। एक तो वहां वाशिंग पिट खोलना बहुत जरूरी है, क्योंकि जब तक वहां वाशिंग पिट नहीं खुलेगा, तब तक आप वहां रेल का इंतजाम नहीं कर सकते हैं। माननीय मंत्री जी से हम मांग करते हैं कि गाजीपुर से नयी दिल्ली तक और नयी दिल्ली से गाजीपुर तक हमें दो नयी ट्रेनें दी जाएं। बरेली एक्सप्रेस, जो बनारस से लखनऊ होते हुए बरेली जाती है, उसका विस्तार करके उसे गाजीपुर से बरेली तक किया जाए। इसके साथ ही, वहां गुवाहाटी राजधानी एक्सप्रेस का ठहराव किया जाए। आनंद विहार से चलने वाले गरीब रथ को बढ़ा कर गाजीपुर-बलिया तक किया जाए। शिवगंगा एक्सप्रेस का विस्तार करके गाजीपुर-वाराणसी-दिल्ली तक किया जाए।

हम उम्मीद करते हैं कि रेल मंत्रालय हमारी मांगों की दिशा में गम्भीर होगा, वह उत्तर प्रदेश के साथ भेदभाव का रवैया छोड़ेगा और उत्तर प्रदेश के साथ दोस्ताना और अच्छा व्यवहार करेगा, क्योंकि यह जो सरकार चली है, इसमें उत्तर प्रदेश का भी योगदान रहा है, लेकिन मुझे अफसोस होता है कि जब कुछ देने की बात होती है, तो लोग यह भूल जाते हैं।

उपसभापति जी, आपने इस सदन में चर्चा पर मुझे बोलने का मौका दिया, आपने मुझे अपनी बात कहने का मौका दिया और हमने विस्तारपूर्वक अपनी बात कही है। हम एक बार फिर रेल मंत्री जी से यह आग्रह करते हैं कि वे गाजीपुर को नजरअंदाज न करें। हमें लगता है कि जब इनको दिल्ली से उत्तर प्रदेश छोटा दिखायी देता है, तो गाजीपुर तो कहीं दिखायी ही नहीं देता होगा। हम उम्मीद करते हैं कि हमने जो भी मांग की है, मंत्री जी उन मांगों को पूरा करेंगे। इस आशा और विश्वास के साथ, आज की चर्चा में आपने मुझे भाग लेने का मौका दिया, इसके लिए मैं आपका आभार व्यक्त करते हुए अपनी बात समाप्त करता हूँ, बहुत-बहुत धन्यवाद। जय हिन्द, जय समाजवाद।

SHRI SHASHI BHUSAN BEHERA (Odisha): Mr. Deputy Chairman, Sir, railway is the vital segment of our transport infrastructure. It helps in the socio-economic growth of our country. The Railways continue to serve this country and it has the biggest contribution in the national integration. That's why the people of this country with all eagerness wait for the railway projects to be declared in the Railway Budget. But this year's Railway Budget could not make them smile. It is not only the Opposition that is unhappy with the Railway Budget, but some of the allies of the present Government, supporters of the present Government and former Railway Ministers are also disappointed with this Railway Budget. The Samajwadi Party, the Bahujan Samajwadi Party, the TMC and the NCP all have critically commented on this year's Railway Budget. Former Railway Ministers — Shri Nitish Kumar, Mamata *didì*, Shri Dinesh Trivedi, Mukul *da* — have critically assessed this Railway Budget and have disapproved it. Not only these former Railway Ministers, but some of the Chief Ministers of the non-Congress ruling States also have expressed their unhappiness that discrimination has been made against them. The Chief Minister of Odisha, the Chief Minister of West Bengal, the Chief Minister of Gujarat, the Chief Minister of Bihar, the Chief Minister of Chhattisgarh, all these non-Congress Chief Ministers have critically commented on this Railway Budget. The Railway Minister is not present here. He is not worried with these comments of the Opposition or the non-Congress ruled States or their own allies or their own supporters because he has the blessings of the Chairperson of the UPA-II.

Because he has the blessings of the UPA-II Chairman; he has the appreciation of Dr. Manmohan Singh; and, he has the appreciation of Shri P. Chidambaram, the Finance Minister. That is the reason why Shri P.K. Bansal, our hon. Railway Minister, is not worried about the Budget which he has presented before the country. Sir, I am not accusing personally our Railway Minister. After a long period of 17 years, the Congress leader has emerged as the Railway Minister. Prior to this, the regional leaders had been entrusted with the Railway portfolio. Since they had voting interests in their States, they always tried to satisfy voters in their States. So, some discrimination was being felt by the nation. But this time, the people of Odisha were hopeful that they will get justice from the present ruling-party Minister. Our all-party delegation, a House Committee of the Odisha Assembly, met the hon. Railway Minister before this Railway Budget and submitted a proposal of Rs.3,050/- crore, with all details regarding their new lines, gauge

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conversion, electrifications, etc., basically, the privatised sectors, but nothing has been honoured. Sir, last year, they allocated Rs. 727 crores, but withdrew Rs. 280/-crores later. This year, they have allotted Rs. 869/- crores. We are apprehending as to what will happen to this Rs.869/- crores, whether they will withdraw from this amount or will stick to it. The present Railway Minister got the appreciation from the Finance Minister. This is a responsible and implementable Budget. Our Prime Minister says it is a reformist Budget. So, I am a little bit hopeful that this will be an implementable Budget. The present Railway Minister is, certainly, a well-behaved gentleman, but he lacks courage. Resorting to cleverness, he hiked the fare just before the Railway Budget. In the Railway Budget, he announced that there was no hike in the rail fare. But, instead, he increased the freight by six per cent. Besides this, he also mentioned in his speech that there will be twice evaluation in the freight. So, there is every possibility of freight being increased in the coming months. So, there will be heavy price hike in the days to come because we carry all foodgrains, petrol, diesel, kerosene, minerals by rail, which will lead to the price rise. Sir, there is every apprehension of this to happen. So, we can assess how this can be a responsible, practicable and implementable Budget. The common people will suffer because of this. They will suffer because of rise in the prices and they will bear the burden of these additional charges. So, this is how you have adopted an implementable Budget. People will have to swallow this Budget; there is no way out. They were eagerly waiting for the Railway Budget. But when the Budget has been announced, the people have to swallow it. They are staging demonstrations all over the country. But it has no impact on the Railway Minister, because he has the appreciation of the Prime Minister and also the Finance Minister.

He has cleared all his debts of Rs. 300 crores. So, it is a debt-free Budget. He got the blessings of the Finance Minister. Sir, this is the scenario of the Railway Budget.

Now, Sir, I will come to the Odisha chapter. You know, Odisha is endowed with vast natural and mineral resources like iron ore, chrome ore, bauxite, coal, manganese ore, limestone, etc., and Odisha is now the most sought-after investment destination from MNCs. Most of the MNCs are waiting there for investment, but, for this, the development of railway infrastructure is required. If

you are really interested to support the backward States, you have to develop the proportion of rail density in the backward States. For the exploration of our mineral resources, we need a timely support of the Railway Minister. Sir, I hope the hon. Railway Minister will listen to the backward State's demand on them. We are contributing to Railways more than Rs. 14,000 crore a year, but our budgetary allotment is only Rs.869 crores, and there is every apprehension that you may withdraw some amount in the coming year. We are in this year and we have to speak about the coming year. Sir, if we assess our railway route length, the national average is 19 per cent for one thousand kilometres of density of railways, but our State's average is only 15 per cent. If you go to various States, the picture is somewhat different. In case of Delhi, it is 138 kilometres; in West Bengal, it is 43 kilometres; in Punjab, it is 41 kilometres; in Bihar, it is 35 kilometres, and in Assam, it is 31 kilometres. This indicates that the railway density in my State is much less than any other State in the country. Sir, I am not jealous of other States. I am not asking you to neglect the non-revenue earning States. Sir, you are contributing to Jammu and Kashmir; you are contributing to the North-Eastern States. Sir, we are proud of this. You are doing a commendable job for these types of regions of our country, which are the most integral parts of our country. But, in the same way, on the same lines, you are not considering Odisha's plight and the emotions of the people of Odisha.

Sir, for a long time, we have been pleading for the Khurda-Bolangir rail link, which connects six districts, and it connects the coastal parts of Odisha to the western parts of Odisha. Sir, there is an emotional bondage for this. There is a cultural and social bondage for this. The railway is not only contributing for economic growth. It is contributing to the social bondage, cultural and emotional bondage with different States and within the State itself. Sir, this is a Project of 289 kilometres. Out of that, only 34 kilometres have been completed after 19 years. The budgetary allocation for this year is only Rs.60 crores. The Plan started with Rs.1,000 crores, and it might have gone to Rs.2,000 crores or Rs.3,000 crores. When will this project be completed? When will we join the cultural ethos of eastern part with the western part? It will be done only if it is connected with the railway line. If this line is completed, then, we can cross the distance, from coastal part to the western part, within five hours.

Sir, you are distancing our dream to have a strong bondage within the State. Sir, this is the scenario of railway projects in my State. The Lanjigarh-Junagarh Railway Project was also started in 1993-94, and it is also likely to cross 20 years. You are not taking proper care of it.

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Sir, seven districts are still not connected. Odisha is a backward State, but with rich mineral ores. You have to make an assessment how you can support it. Odisha's economy, culture and social integrity can be strengthened by your real support. Dear Minister, please look at our emotional bondage. I welcome your decision connecting a place of our freedom movement by introducing a train, the Azadi Express. Sir, let me remind you the freedom struggle background of Odisha. Before the Sipoy Mutinee of 1857, Sir, Odiya Militia had fought the British in 1803, for fourteen years, and one of their soldiers, Jayaraj guru was hanged. Khurda was the last fort captured by the Britishers. We fought till our last breath. That is the spirit of the Odiya people; we never surrender. This is the pride of the nation. Sir, I welcome your Azadi Express because you want to inspire the youngsters by helping them visit historical places of our freedom struggle. I am not sure whether concessional rates would be provided to the youngsters on that train, but I hope, you would also introduce a train from Khurda, the last fort captured by the Britishers, to Delhi, as Azadi Express, in the name of Jayarajguru. That would be a matter of pride for the State and a matter of pride for the nation. So, this is my sincere request to you, Sir. The Minister has taken a commendable decision by introducing the Azadi Express and, I hope, Odisha would be a part of it too.

Sir, you have given six new trains to Odisha but, unfortunately, no train runs on a daily basis. They are either weekly or bi-weekly trains. Out of the six trains, two trains-pass through the State; four originate from the State. Even last year, so many new trains were declared but most of the trains originated outside the State. Kindly consider it and evaluate the performance of the trains introduced last year; you may even cancel some trains that are not feasible to run; you should then start some new trains, originating from the State itself, as has also been proposed by the State Legislature's House Committee to you.

Sir, last year, you had introduced some new trains in the name of Odisha, but they only passed through the State. I had spoken about these earlier also. Sir, our demand for introduction of new trains has also been rejected. Odisha is the most tribal-populated State, with 22 per cent of its population being that of tribals. Most of the tribal areas are now affected by the Maoist Movement. We badly need new trains to be introduced in this tribal belt. Sir, we have given a proposal for a train from Bhadrachalam in Andhra, through Malkangiri to Junagad. This is a very

vital sector and it would serve as a lifeline for the tribal areas. This is not being considered. Then, take the Lanjigarh-Talchar-Bimlagarh sector, especially the KBK Zone, the Koraput-Bolangir-Kalahandi zone, which are known tribal districts; you can have a North-South corridor for the overall development of this zone. Sir, the Railways under the former Railway Ministers created a new zone in Odisha, the East Coast Railway Zone. There have been some hasty decisions by which you have left some areas which belong to Odisha. Some parts fall in the South-Eastern Railway, parts like Rourkela, Jharsuguda and Balasore. Some parts are nearer to Jharsuguda, in the Southern part of Odisha, and connected with the South-Eastern Railway. So, if you can re-organise this arrangement and bring back these areas into the East Coast Railway Zone, it would become more convenient so far as the functioning of the Railways is concerned.

These are most important aspects. Sir, you have taken a decision to left more than 10,000 level crossings out of 32,000, and also some unmanned crossings. You might have information that last year in so many unmanned crossings several accidents took place and poor people died, elephants died. These are the safety sides. You have to take care of that. I don't know how many unmanned railways level crossings will be developed to underbridge or over-bridge crossings. This is a very vital point for safety side. Now, I come to gauge conversion and doubling of some important lines. I am not going into the detail of doubling of railway lines. One line is Delang-Puri line. You have made some allotment of Rs. 60 crores or like that this year. *Navakalebar* is a big festival. It heppens in Rath Yatra. This coming year, it is going to be organized in Puri. I am not sure that this money is going to be utilized before *Navakalebar* festival. The crowd will be like *Kumbh Mela*. We expect that it is a second *Kumbh Mela* gathering in *Navakalebar*. So, Delang-Puri doubling must be expedited. You have announced so many good proposals, but they are not being materialized. So, I want that electrification and other things should be expedited. You have announced that Cuttack-Bhubaneswar-Puri be made world class stations. But it is also not expedited. So many announcements are there. I was hopeful that you will complete the work within a time frame. Now, I come to the Eastern Dedicated Freight Corridor. That is a very important thing. For our economic growth, we want your support. Ludhiana-Dankuni Freight Corridor should be extended to Berhampur via Haridaspur and Gopalpur because a lot of ports including Paradip are in the sideline of this Railway Corridor. These are very important things because Odisha is always felt

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5.00 P.M.

neglected by the Centre. We are giving the revenue of Rs.14,000 crores. But how much are we getting? We do not want parity with Jammu and Kashmir or the North Eastern States, but some sort of importance should be given to revenue-generating States in their railway infrastructure development. I hope you will consider this. There are other new rail projects. Other projects for new lines, improvement of stations, etc., are not being properly considered, and the amount which has been given is not sufficient. I hope you will consider our genuine demand and request. We have a federal structure. Odisha is rulling by a non-Congress Government. In a federal structure, we are expecting justice from the Central Government. I hope we will get it.

SHRI N. BALAGANGA (Tamil Nadu): Mr. Deputy Chairman, Sir, I thank you for giving me an opportunity to express my views on the Railway Budget presented by the hon. Minister for Railways, Shri Pawan Bansal. It is for the first time after a gap of 17 years that the Congress Party was able to get the Railway Ministry and present the Budget. First, I would like to congratulate the Minister for Railways, Mr. Bansal.

Sir, at first sight, it may appear that the Railway Minister has not increased the passenger fares in this Budget, but in reality, he has increased the supplementary charges for the superfast express trains, clerkage charges, cancellation charges and Tatkal charges. This is making the rail travel more expensive. Sir, I want to remind the House that the Railway Minister had already increased the passenger fares by 21 per cent just a month before the presentation of this Budget.

Sir, our hon. Minister has further made us worry by mentioning in the Budget about the fuel adjustment component linked revision of freight rate. It is also announced that it will come into force with effect from 1st April this year. Sir, the proposal to link freight charges to diesel prices would lead to five to six per cent hike in freight rates. He has also further stated that in future, passenger fares would also be linked to fluctuation in diesel prices. He has shocked us by saying that over a period of ten years, he intends to increase the passenger fares up to five to six per cent per annum. Sir, this will put the common man into further difficulties.

Sir, I would like to bring to the notice of the Railway Minister a comparison between rail and road traffic. In the last one year, the road traffic has fallen by 8 per cent. Railway's share in freight has fallen by 25 per cent. Sir, in the last sixty years, the road network has trippled to around 33 lakh kilometres, whereas the railway network has seen an increase of only 10,000 kilometres. I would like to impress upon the Minister that the huge difference will have a telling effect on the revenues of the Railways. Hon. Minister must ponder over this and do the needful.

Sir, our Chief Minister of Tamil Nadu has said that any increase in freight would definitely have an impact on inflation. The indirect increase in passenger and freight rates would cause a rise in prices of essential commodities. Hon. Chief Minister has also said that the Budget is uninspiring, inflationary and is lacking long-term perspective for the infrastructural development of the country.

Sir, hon. Minister has announced several new projects that include ten doubling and five electrification projects. Apart from this, he has also proposed to take up 22 new projects. Sir, here, I would like to remind that many projects, which were announced long ago, are still pending. Even some ongoing important projects are also moving at snail's pace.

Sir, Southern Railway has been given a raw deal. During 2012-13, the amount allocated was Rs. 1,800 crores. In this year's Budget, the amount allocated is Rs. 1,000 crores. The need for the ongoing railway projects is Rs. 2,431 crores. But, this Budget has provided only Rs. 108 crores. I request the hon. Minister to see whether this meagre amount is enough to undertake this work.

Sir, Dindigul-Villupuram doubling project is a prestigious work connecting northern and southern parts of Tamil Nadu. Though work has been started, the Railway authorities are lacking seriousness in completing the project. I humbly request the Minister to look into this project. Sir, Chennai-Cuddalore via Mahabalipuram new line project was estimated at Rs. 800 crore. But, an amount of only Rs. 20 crore has bene allotted in this year's Budget.

Like-wise, there is Madurai-Thoothokudi, a new line project. The estimated cost is Rs. 600 crore. So far, Rs. 8 crore have been spent and this year's Budget provides Rs. 2 crore only. There is also Tindianam-Tiruvannamalai, a new line project. The estimated cost is Rs. 227 crore. So far, Rs. 42 crore have been spent and the 2013-14 Budget provides only Rs. 20 crore.

[Shri N. Balaganga]

Similarly, there is Erode-Palani, a 71-km new-line project, the estimated cost of which is Rs.57 crore. So far, only Rs.12 crore have been spent and only Rs. 2 crore have been provided in this year's Budget.

Hon. Railway Minister is an experienced Minister, who knows very well whether this meagre amount would be enough for all these projects. Sir, through you, I appeal to the Railway Minister that the Egmore and Central Stations, which were earmarked for upgradation to world-class stations have not been up to the mark. Sir, several stations, which were earmarked to be made as *Adarsh* Railway Stations, also have not been up to the mark. Sir, except Pandian Express, which runs from Chennai Egmore, other trains like Rockfort Express, Muthunagar Express, Guruvayur Express, Nellai Express, are not being maintained and are not neat and tidy. Sir, this is for information of the hon. Minister.

Finally, Sir, I appeal to the hon. Minister that people from North India, especially, from Rajasthan, are living in Chennai and also in other parts of Tamil Nadu. Nearly five lakh people are living in Chennai and another five lakh people are living in other parts of Tamil Nadu. The difficulty comes whenever they need to go to Rajasthan, their native-places as there is only one train from Chennai. I honestly appeal to the Minister to increase the frequency of this train, at least, to four times a week.

Sir, I want the Minister to cover these points while replying to the debate, for which I will be very grateful to him. With these words, I conclude my speech. Thank you.

MR. DEPUTY CHAIRMAN: Thank you, Mr. Balaganga. Now, Dr. Ashok S. Ganguly.

DR. ASHOK S. GANGULY (Nominated): Thank you, Mr. Deputy Chairman, Sir. I have been listening with great a deal of interest to various suggestions made by members from various parts of India.

First of all, through you, I wish to compliment the Railway Minister for having revived the hope that the Railways, once again, will be a lifeline of this country. But, hon. Minister, I have two suggestions for your kind consideration.

Sir, Railway Budget is a very unique occasion in India. The only other Budget

that is discussed is the General Budget. The Budgetary exercise is greatly helped by an institution called the Finance Commission. Once every five years, the Finance Commission is appointed in order to modernize and update the sharing of revenues between the States and the Centre. I think, it is time for us and for me to request the Railway Minister to seriously consider the concept of a Railway Commission so that the various requests which are coming from various places, and, both the compulsion and the vision of the Centre, can be shared in a manner, which is visited beyond this Budget by an independent Commission once in every five years. Hon. Railway Minister, I request you to kindly give some thought to this because, I think, it will be very important because Railway is the symbol of India's economic development and modernization like our revenue collection and taxation modernization is.

My second suggestion is, before I come to two or three other points which I wish to share with you, like in airlines business, all airlines really would like to operate on profitable lines and, therefore, although we are so critical about Air India Express, one of the major purposes served by this much maligned airline is to provide service in those places where no other private airlines wishes to go. I would like you to consider, hon. Minister, that these new freight corridors that are coming up, Mumbai-Delhi freight corridor, Bangalore-Mumbai freight corridor and Chennai-Bangalore freight corridor, from the beginning, in order to modernize these freight corridors, should be assigned to public private partnership because you require a huge amount of revenue to modernize the Railways. It will be impossible to raise that sort of revenues in the timeframe that the Indian Railways require. With all due respect, although we have a number of trains, number of populist measures, the condition of Indian Railways, which is the lifeline of this nation, has deteriorated over the period of years. However, areas which are not remunerative and which my colleagues have talked about, should be the primary responsibility of the public sector investment. I think this segmentation, hon. Minister, is going to be very critical for us. It may not happen in one year. But if you look at the five year plan or ten year plan and if you look at the two major Committees that were appointed, the Pitroda Committee and the Kakodakar Committee — I do not know the content of what their proposition is — if it is necessary, to appoint a committee to look at novel ways to finance and modernize and have a dialogue between the States and the Centre in order for the Railways to take an equal opportunity along with the Finance Ministry and the Revenue Budget that we have

[Dr. Ashok S. Ganguly]

annually to look at it in a ten to twenty year timeframe. I am very pleased that you have said that we are going to be a profitable enterprise by the end of the year. I am also very glad that the Railway Budget allows for freight rates to move with fuel cost. I think that is a very important pronouncement you have made, hon. Minister. The Tariff Regulatory Authority for automotive freight and fair adjustment is also another welcome step. You raised the fares in January. There was no question of raising passenger fares again, but you have revived the Tariff Regulatory Authority. It is a very important instrument not to wait from Budget to Budget in order either to give rewards to the passengers or to charge them extra for some exigency that may occur between Budgets. I think one of the biggest challenges that you have is railway safety. Lal Bahadur Shastriji had resigned after a railway accident. If every Railway Minister were to resign after every railway accident, we would have a queue of Railway Ministers waiting to be appointed after every accident. I say it with a lot of pain. Hon. Minister, one of the two major challenges is railway safety. We have talked about the Kakodakar Committee's recommendation which has to be urgently considered. The second major challenge is safety of women passengers. Either travelling alone or even with men folk, the criminal elements in Railways have increased so much that there is a fear in every passengers which was never there when we were growing up as young people in this country.

You cannot afford to put policeman in every railway compartment. What other measures can you provide for the safety of railway passengers? I have a special plea to make about the sub-urban passengers in Mumbai. I come from Mumbai. Over six million passengers — men, women, students, children and everybody — travel everyday to earn their livelihood. But, the condition of sub-urban railway is reaching a breaking point. Here, my colleagues from Maharashtra and Mumbai can vouch for that. Sir, please do something to ease the pain of the people who travel by train everyday in Mumbai. If you provide air condition travel in a city like Mumbai today, people will pay for it. Please seriously consider air conditioning and providing extra coaches in Mumbai sub-urban trains.

Involving the private sector in a big way, as I mentioned in the beginning, is needed. Out of Rs. 5.19 lakh crore investment envisaged for the Railways in the Twelfth Five Year Plan, Rs. 1 lakh crore is expected to be mobilized through PPP

projects. In order for this to be achieved, I think, the number of projects and the priority of projects have to be announced before hand. You are not doing a favour to the people who invest in Railways. If these are profitable and exciting projects only then private investors will come. But, at the same time, marketing of these projects is as important as planning for these projects.

I have to finally, in my conclusion, complement you, Mr. Railway Minister that you have restored a great deal of faith that we will be able to modernize Indian Railways. I don't believe in what China has done. China has just dissolved its Railway Ministry because of incompetence. I think, we should strengthen our Railway Ministry. I am glad that you have been appointed as the Railway Minister. However, the responsibility that you carry is enormous. We are very backward as far as modernization is concerned. We are backward even in safety. But, I am not without hope. I am full of hope and I wish you all the best that you will take steps which are radical. And, please seriously think of a Railway Commission once in every five years to look freshly between the demand of States and what the Centre is ready to do.

I wish you all the best. Thank you Mr. Deputy Chairman.

SARDAR SUKHDEV SINGH DHINDSA (Punjab): Sir, I request you to please allow me to speak in Punjabi. As you know, the hon. Minister is also a Punjabi it will be better for him to understand me.

****Hon'ble Chairman Sir,** before I start my speech I would like to congratulate the Minister for getting this department because after a decade this department has come to North India, In the hands of a very competent and a nice person who has shown his mettle in other ministries earlier.

As Dr. Ganguly has rightly said that railways is the lifeline of the country whether it is in the case of transportation of the passengers or the freight. It is a very big department having a separate budget of its own. And it is a welcome omen that a very intelligent person has been made the minister. But this department is in a very bad condition for eg. If you look at the conditions of the railway stations across the country they are in a very bad condition. If you go to a railway station there is no cleanliness, the stations should be made world class.

*****English version of the original speech made in Punjabi.**

[Sardar Sukhdev Singh Dhindsa]

As Dr. Ganguly has suggested that the freight corridor be made through a private partnership, my suggestion is that some routes like in western European countries should be privatized or some railway trains be privatized so that it encourages competition and competence and it will have a positive affect on our employees. The minister has declared some stations as world class this is a good beginning though I am worried about from where the finances will come from. I commend the good initiative made by the minister especially in north India and Punjab as I have heard he has made some announcements regarding the region. I want to give additional suggestions like on New Delhi railway station, for disabled and elderly though provision has been made of battery operated cars on platform No. 1. But if the train arrives on another station than the disabled and elderly suffer as they have to climb stairs thus causing inconvenience to them. So I request you that arrangement of lifts or escalators be made on stations to inter connect all the platforms on the station especially on large stations having number of platforms. Second issue is of parking, if you go to any station the parking is in chaos one faces lot of difficulty to find parking space and especially on New Delhi railway station both the parking and traffic management of vehicles is in bad shape. I request the Minister that ample and managed parking space should be provided on the railway stations especially on metropolitan stations. One major issue is of trains often getting late the Minister himself travels on trains and due to that the positions in Chandigarh have improved. The trains entering and leaving the New Delhi railway station get late by about 25 to 30 minutes, same is the case at Ambala Cantt. railway station and other major stations. I don't understand what is the reason for this situation as one travels all over the world and hasn't experienced this ever. On platform No. 1 of New Delhi Railway Station where the executive class bogies of Shatabdi stop there is a gate but it is often found to be locked, it is requested that it should be opened before arrival of the train.

Next I will speak regarding two main stations of Punjab i.e. Amritsar and Bhatinda. Amritsar is a prominent religious place near Pakistan on the international border and it will be affected naturally by normalization of ties between India and Pakistan. It is requested that Amritsar railway station should be modernized on international standards. Like-wise Bhatinda railway station is very old station and seven railway lines converge there. But the railway management of the station is in

a very bad shape, there is no provision of sitting rooms and railway station is in shambles which you will find yourself if you visit the station. Promise of starting a Jan Shatabdi was made from here but it was converted into an Inter-City. A Shatabdi should be started because from Maur to Bhatinda the line is single it should be doubled because being a large station it causes inconvenience. I think being from Punjab the Minister will definitely look into this and will ensure that the work is speeded up.

Regarding freight corridor which has been approved for Ludhiana about which announcements have been made earlier in railway budgets but work has not started till date. It is requested that it be extended upto Amritsar. Whenever the trade starts with Pakistan then the need would arise to extend it upto Attari, but at least it be extended upto Amritsar.

You have made Rail over bridge (ROB) in Sangrur, but three ROB's are needed urgently. One in Jaito as it is a historic city where Pandit Nehru was imprisoned and you know the importance and the situation here is in a very bad shape. Secondly in Barnala, one ROB has been constructed within the city but the ROB on the road towards Jaito has not been constructed till date, it is requested that it should be constructed urgently and also in Malerkotla ROB has been approved for the last two years but has not been constructed yet.

I will now speak about trains; from Delhi to Ludhiana via Jakhal there is no train connectivity with Delhi from 7 O'clock in the morning till mid night. It is a important line as traffic has been diverted on this line and so many mandis fall on this line, minimum a Inter-City be started on this line and the line should also be doubled from Jakhal to Ludhiana. My second request Mantri ji is that, a train was started to Hazoor Sahib Nanded from Amritsar it is over crowded having a long waiting list. Either one more train be started on this line or my suggestion is that one more train be started from Amritsar to Anandpur Sahib via Patna to Hazoor Sahib Nanded to over come this problem.

...(Interruption)...

I will take 2 minutes. From Amritsar to Anandpur Sahib the railway line is there it be kindly extended upto Garshankar as it has already been sanctioned in earlier railway budgets during Lalu ji's tenure. So that both the cities are connected with each other.

[Sardar Sukhdev Singh Dhindsa]

My personal request is that one Shatabdi from New Delhi to Dhuri via Patiala be started as there is no Shatabdi /Jan Shatabdi/ Express on this line and Patiala is a very prominent station. My request is that some new lines be started, already survey has been done on Jakhal to Patiala via Moonak Patran, it be completed. Secondly I want that the place where you were born i.e. Tappa be connected to Malerkatla or Dhuri. A Survey be done on this route as it has three important stations of Dhanuala and Sherpur on this line.

Lastly I have two small points; One railway gate be constructed before S.D. College Barnala where ROB has been built as it is demand of the people. Secondly where loading and unloading is done on Barnala Station there is no barricading it should be done as it is a small demand.

Not saying much I thank you and I pray to god that you succeed in life and attain high positions. And you announce more railway projects for both Punjab and Haryana.

DR. GYAN PRAKASH PILANIA (Rajasthan): Thanks your honour for your kind generosity. Sir, I start my submission with salutations and greetings to new avatar of a worthy Railway Minister, Shri Pawan Kumar Bansal, whose name invokes image of Lord Hanuman, known as पवन तनय, पवन सुत, पवन कुमार, who was ज्ञानिनामग्रगण्यं सकलगुण निधानं अतुलितबलधामम्। I hope, the new Railway Minister proves worthy of this name and heritage.

Sir, along with other hon. Members of this House, I wish him God's speed in all his ventures. Sir, in his Speech, he quoted a *sher* of Dushyant, हंगामा खड़ा करना मेरा मकसद नहीं, मेरी कोशिश है कि सूरत बदलनी चाहिए। I hope and pray कि सूरत बदलेगी। I hail from Rajasthan, a most water-stressed State, and a Desert State. He has been very generous and bountiful to Rajasthan, this time, which Rajasthan deserved also. He has sanctioned 18 new trains; out of them, 13 are express; five railway tracks; ten routes extended; track electrification from Delhi to Ahmedabad; MEMU Coach Factory at Bhilwara; Rail Neer Plant at Jaipur; Rashtriya Kaushal Vikas Kendra at Alwar. I hope and pray, he remains equally generous to other States also. He is so suave and pleasant personality that I have no heart to censor or criticize him. But I would humbly point out, Sir, and seek indulgence to

draw his attention to certain dark areas and grey zones, and share certain thoughts with him. He presides over destiny of 14 lakh parivar; he is head of that parivar, and anybody will be proud to be that colossus, as he has pointed out in his Speech. He has said, "I felt like colossus". Naturally, he will feel that way, when he presides over Railways, the largest network under a single management in the country, which is fourth in the world, and which has a route of 64,000 kilometres, operating a fleet of 2,34,503 wagons; 55,20,211 coaching vehicles; and locomotives, one engine is enough, but he has 9549 locomotives. His empire is vast, and he has rightly said that safety is of paramount importance for operational efficiency.

Your honour, in Railways, there are five core areas, which his previous predecessors have always been emphasizing. But, still, much needs to be done, and those core areas are: Passenger amenities, आम पैसेजर्स को सुविधाएं। Cleanliness, सफाई; quality of railway catering, खानपान। They say, Sir, way to one's heart lies through his stomach. So, there should be right catering; and then, safety and security, सुरक्षा और संरक्षा। Safety is security of passengers, and security is safety of railway property, railway tracks, railway locomotives and railway movement. So, the first thing which a passenger wants is सुखद, सस्ती और सुरक्षित यात्रा। सुखद means comfortable; सस्ती means, fare should be very reasonable and affordable, which is very important; otherwise, a man will go by airplane or helicopter, if he has money; and सुरक्षित If there is a fear complex, while travelling in railways, as there is a fear complex in Delhi for women, Sir, the journey would not be worthwhile. So, these are the areas which need attention, and I have no personal plea to make for Rajasthan or for the place from where I come.

But I have a very special plea, Sir, for the common man. I will again draw attention of the hon. Railway Minister to that गरीब आदमी, आम आदमी, अनपढ़ आदमी, who is known as BPL also, whom Mamata Didi had rightly pointed out, मां, माटी, मानुष। I am talking of that manush. I mention that common man whom we will say दरिद्र देवो भव, whom Gandhiji called दरिद्र नारायण, he does not need Garib Rath of Lalu Yadav Saheb. He does not need Izzat of Mamata Didi, he does not need अनुभूति of Shri Pawan Bansal. He is starting a very luxurious coach in certain trains, known as अनुभूति। The common man is not interested in अनुभूति। He can never travel in that. He travels without ticket, if he can. He travels on the roof of the train. He travels लटकता हुआ। My plea is for that, Sir. यह तो बैलगाड़ी और ऊंट

[Dr. Gyan Prakash Pilonia]

पर चलने वाला आदमी है। आम आदमी है, उसे हाथी नहीं चाहिए। The class by which he travels, you call it second class. If it is euphemistically called second class, then there is no lower class than that. It is known as cattle class, really. The plight of common man is that he stands in a very long queue. With very great difficulty he gets into an unreserved compartment where they are huddled together like cattle. At times, he has travelled on the roof of the carriage. He is very lucky if he reaches his destination safely and comfortably. He is fleeced by everyone. The uniformed GRP man-I have had the experience when I was one of the chiefs of the GRP in my State-ticket checker, and so on. He is illiterate, he is ignorant, and he even does not know how much he should pay for the ticket because he cannot read what is printed on it. He need not to be glorified with the objectives of अतिथि। But if he is taken simple care of, I think that should be enough and for that I will suggest for the kind consideration of the hon. Railway Minister that there should be more passenger trains. This is one request, Sir. There should be more passenger trains, there should more unreserved compartments so that by spending the least money, the common man can get into it and can undertake journey in train. How insecure a person is who dares to travel in railways, he has to face drug mafia, he has to face जहस्खुरानी, he is given poison while travelling in the train. He has to face gangs of pickpockets. जेबतराशी। He has to face gangs of arms running mafia, heroin running mafias. Make common man free which he feels or faces while travelling in railways. Mamata Didi had said नहीं-नहीं भय, होवे-होवे जय। So, Mr. Minister, your जय होगी if you are able to ensure a safe, secure and a journey with affordable fare for common man. I will just mention one thing more. I will quote Mahatma Gandhi, the Father of the Nation, what he said about common man. Let it be kept in view by every worker, let it be kept in view by each and every employee of railways. Mahatma Gandhi said, "I give you a talisman. Whenever you are in doubt or when the self becomes too much with you, apply the following test'." Hon. Railway Minister, "Recall face of the poorest and the weakest man whom you may have seen, and ask yourself if the step you contemplate is going to be of any use to him. Will he or she gain anything by it? Will it restore him to a control over his own life and destiny? In other words, will it lead to Swaraj for the hungry and spiritually starving millions?" I am sure our hon. Railway Minister will percolate this message to each and every railwayman in the country.

Sir, my next plea will be for ensuring corruption-free railway operation. In my view, it is a very important thing. I have seen the corruption scenario in Railways from closer quarters. As was pointed out by one of the hon. Members here, he reminded, there was a Committee in 1952 under the Chairmanship of venerated Shri J.B. Kriplaniji. It was a Parliamentary Committee which was formed to look into the corruption in the railways. A Special Police Establishment, I may remind this House, was also constituted mainly to control corruption in the Central services, particularly in the Railways. The Committee concluded, your honour. I will quote verbatim. I hope the hon. Railway Minister is listening to me. Acharya Kriplani said, not Gyan Prakash, I quote, "if corruption is eliminated from the Railways the trains will ply on the tracks of gold, instead of iron". It may be an exaggeration. But it is as true today as it was in 1952. Since then, even the Ganges has been polluted, the Yamuna has been polluted, other rivers have been polluted, what to speak of Railways. These aspects need care at every point of mass contact of Railways, where Railways comes into contact with masses, they are the points of corruption. There are special places of corruption. They should be identified and looked into. Booking and reservation offices **...(Time- Bell rings)...** I will close very soon, your honour. You have special concessions, as Railways say it has, for specially-abled people or disabled people. Isn't it? Care should be taken to ensure that corruption is eliminated from booking and reservation offices, parcels and goods offices, engineering and construction offices, purchase and sale of scraps, etc. There are other corrupt practices also, like, if taking people without ticket, which is known murgabaji. These are different points and areas of corruption in the Railways which need very particular care. These are known areas where corruption breeds and where vigilance is needed. Out of 14 lakh employees of the Railways, how many have so far been caught by the Vigilance Department? It may be a few hundred only. What a great standard of honesty in this great country! Out of 14 lakh employees, only a few hundred employees have been found to have some aberration! And, they have also not been punished with any major punishment or some kind of jail, etc. Scandals in the Railway Recruitment Board.... *...(Interruptions)...*

MR. DEPUTY CHAIRMAN: Conclude please.

DR. GYAN PRAKASH PILANIA: Has my party's time exhausted?

MR. DEPUTY CHAIRMAN: No. But there are six more speakers. What can I do?

DR. GYAN PRAKASH PILANIA: I know, Sir. I will close soon. Vigilance is very much needed in the Railways. Ultimately, I will say one thing, which does not cost anything. It is 'courtesy'. And, it will be my last point.

MR. DEPUTY CHAIRMAN: Okay. You continue. You can take two minutes more.

DR. GYAN PRAKASH PILANIA: There should be courteous behaviour by every Railway employee. It does not cost you anything. But it matters very much for those who travel in the Railways. Very recently, you must have read in the headlines of the newspapers, a woman was crushed under the Shatabadi Express as the cops had pushed the couple off the train. The couple did not have the right ticket and the RPF people had pushed them down and the lady crushed under the train and died. A Railway officer was burnt alive after a train had run over a brother and his sister because there was no foot-over-bridge. Such kinds of violent reactions will come from people, from public. They will revolt if courtesy is not there, if care is not there and if they are pushed out. I would talk of accidents.

Accidents are many. They are preventable. Accident does not happen; accident is made. When vigilance is not there, accident will happen. Accidents are not God's wrath; they are out of our mistakes. Sir, I will take only a minute about accidents. Last year, there had been an increase in the accidents caused by derailments. About 41.98 per cent accidents are caused by derailment. It is because of either tracks being bad or because of the negligence of the driver or some one else. But the real crux is the negligence. Unmanned level crossings are death traps. 46.56 per cent accidents happen because of them. It was pointed out that 15,000 deaths on railway tracks were unaccounted for. It is not known who they were or what they were. No FIRs were registered. They were just buried or burnt like cattle. Nothing happens. This is the average every year. Annually, 70-80 people die by travelling on roof tops. Sir, I will just close it by saying what the causes are. Unmanned railway crossings account for 41 per cent deaths. With regard to casualties, out of 100 deaths during accidents, which they call consequential

accidents, 41 die at unmanned railway crossings; 29 die at the time of collisions and 17 die in derailments. These are all human failures. We can make them less through training, perseverance and through care. Ultimately, I will caution the hon. Railway Minister against the lure of populism. For getting claps from hon. Members or people, whoever are there, more trains and different kinds of broadgauges and gauge conversions are announced. Sir, I am quoting 1st April, 2012 status. "Currently, Railways have 347 on-going projects under new lines, gauge conversions, doublings, which need Rs. 1.47 lakh crores.....with limited availability of resources. As a result, funds are thinly spread out.... " This is the reply given by the Railway Minister. He will acknowledge it. This is there. The CAG report has said about the lure of populism. The Public Accounts Report has said this. ...(Time-bell rings)... you very much Sir. You have tolerated me for long. But, Sir, Railways need a long exposition. It is the lifeline of our nation. We are proud of it. I think, Shri Bansal, with his illuminating personality and being ज्ञानिनाम् अग्रगण्यम्, will leave footprints in the sands of time in Railways. This House wishes him best of luck and cheer. God bless him.

MR. DEPUTY CHAIRMAN: Now, Shri Kumar Deepak Das. Don't take much time. Take only five, six minutes.

SHRI KUMAR DEEPAK DAS (Assam): Sir, I thank you for having given me the opportunity to speak on the important Railway Budget, which is related to the life line of the country. Sir, this Budget has brought a great satisfaction to the North Eastern people in many ways. Firstly, after 62 years of Independence, the Government has decided to take up the proposal of doubling of line, the New Bongaigaon to Kamakhya via Rangia. Secondly, the Government has decided, after 62 years of Independence, to connect Arunachal Pradesh by Railways.

Sir, while congratulating the Railway Minister for injecting a sense of belongingness in the State of Assam or the North-East with other States of the country, I must say that, at the same time, the Railway Administration has failed to take note of some serious and urgent problem connected with the development of the Railways in the North-Eastern States. Sir, the MP Forum of the North-Eastern Region, which is constituted here in Delhi, across the Party, has unanimously decided to submit a memorandum to the hon. Minister regarding the development of railway connectivity in the North-Eastern Region. They have a submitted a

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memorandum and that included some long-standing demands which are pending with the Railways for a long time.

Sir, the long-standing demand of electrification of Railways in the region is still a nightmare. We must say that the country has expanded its railway network by only 11,000 kilometres during the last 62 years, out of which only 700 kilometres are in the North-Eastern Region. The Railway network is yet to cover all the States of the North-Eastern Region and all the districts of the State of Assam.

Although a single mainline track inevitably delays a number of trains in the North-East, the present Budget approved only a small stretch between New Bongaigaon and Kamakhya via Rangia for doubling the railway line. But the most important point which has not been considered here is that construction of the second railway bridge over Brahmaputra at Saraighat has not been approved. It is the main reason behind the problem of congestion of trains in the Region.

Sir, the Government has approved so many projects for the construction of new railway lines in the country. However, we, MPs from the North-Eastern Region, demanded only two-three lines. But not a single line has been included in this Budget. Sir, I want to talk about one new railway line, the survey of which has been over. The survey of the new railway line between Jogighopa and Amingaon via Barpeta, Hajo, Sualkuchi is over. In this regard, Sir, I would like to mention that successive Railway Ministers right from Shri Lalu Prasad Yadav to Shri Mukul Roy, many a time, have assured us in this House that this new railway line will be taken up, but this year, in this Budget, this proposal has not been included. So, I must request the hon. Minister to kindly look into this.

Sir, though I come from North-East, we have got very cordial relations with Punjab because we have got 500-year old relations with Punjab. The hon. Minister is from Punjab and we have cordial relations. So, I hope he will take a considerate and sympathetic view to consider this project of construction of this new railway line from Jogighopa and Amingaon via Barpeta, Sualkuchi, Hajo because the survey work of this new railway line has already been completed.

Sir, this Railway Budget proposed to take up 22 projects. But this project which includes Hajo, Sualkuchi, Barpeta, which are all important tourist spots, is

not included. The people of these areas depend upon the trade, commerce and agriculture for their livelihood. So, I think, the Government will give a serious consideration to these points.

Sir, on 23.11.2012, the Railway Minister, in his reply, stated that the survey for electrification was taken up for Guwahati Tinsukia via Lumding as part of the Railway Budget 2012-13 pronouncement item.

It has been stated in the reply that electrification of the Bongaigaon-Kamakhya section is not feasible on operational grounds. The Railway Budget, 2013-14, has pronounced that there would be doubling of the stretch between Kamakhya and Bongaigaon. I would request the hon. Minister to assure us that the project of doubling would be taken up along with the electrification of this stretch, because this has already been there on the map, and the Government have decided to take steps for electrification. This should be taken up along with the proposal for doubling.

Sir, in our region, there is an urgent need for road-over-bridges on the National and State Highways. It is pertinent to mention here that there are a total of 1,099 road over-bridges under construction in the country, out of which only three road over-bridges are under construction in the entire North-East. We need it because there is much expansion in that area. Thousands of people have died due to rail accidents after the railways have come up in this region and, therefore, I would request the hon. Minister to include this proposal with the other proposals that are pending for the North-Eastern Region.

MR. DEPUTY CHAIRMAN: Please conclude.

SHRI KUMAR DEEPAK DAS: Sir, many national projects have been announced for the North-East but every project has been delayed due to the paucity of funds.

MR. DEPUTY CHAIRMAN: Please conclude, Mr. Kumar Deepak Das. There is no time left.

SHRI KUMAR DEEPAK DAS: Sir, I just wish to make a few suggestions. The Government has decided to dedicate a non-lapsable fund, namely, the North-Eastern Region Rail Development Fund. All the national projects have already been

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delayed. So, I would request the hon. Minister to expedite work on the Railways, such as the Bogibil project, other electrification projects, doubling projects, and so on. I would request the hon. Minister to expedite these projects. **...(Time-bell rings)...**

Sir, there is a need for DEMU rakes. Government has proposed eight DEMU rakes in this Budget. The NF Railway Authority may resume running of the train between Rangia and Tezpur within a few ^ months. In this connection, we would like to request the hon. Minister to run these trains with DEMU rakes.

MR. DEPUTY CHAIRMAN: You may write to the Minister. Now, Mr. Ambeth Rajan.

SHRI KUMAR DEEPAK DAS: Sir, I would conclude with just one more request to the hon. Minister. Many a time, I have requested the hon. Minister in this House *...(Interruptions)...*

MR. DEPUTY CHAIRMAN: Please conclude. The next speaker is Mr. Ambeth Rajan. He would not be coming tomorrow.

SHRI KUMAR DEEPAK DAS: Sir, I would just talk about stoppage of trains and not touch upon the financial aspects. The Bijni Railway Station is a sub-divisional headquarter, and there is a very ancient fort and a historical place in the region. We want a stoppage of two trains there, one Howrahrbound train and a South-bound train.

MR. DEPUTY CHAIRMAN: You may write the rest to the Minister.

SHRI KUMAR DEEPAK DAS: Sir, these are some of my requests to the hon. Minister. We would like the Minister to consider these points. Thank you.

MR. DEPUTY CHAIRMAN: Now, let us hear Mr. Ambeth Rajan, as he would not be coming tomorrow. After that, we shall conclude for today. Mr. Rajan, please do not take much time.

SHRI AMBETH RAJAN (Uttar Pradesh): Sir, I shall conclude within the time allotted to me.

Sir, my Party colleague made a speech here on the Railway Budget and I would like to join him and make a few more suggestions on the Railway Budget, 2013-14. Since the hon. Minister is here, I hope they would be considered.

I come to para 29, titled 'catering'. Sir, I strongly endorse the views of the hon. Minister and appreciate his suggestion to provide good quality, hygienic, affordable food catering to all classes of passengers in the trains. It is a welcome step. However, the hon. Minister has left a blank regarding the distribution of catering units, namely, food plazas, refreshment rooms, fast-food units at major stations, and stalls, trolleys, refreshments rooms at minor stations, to SCs, STs and OBCs in the railway catering policy.

Sir, the Catering Policy, 2005 states that there is a reservation in minor units as categorized stations 'C', 'D', 'E' and 'F'. Earlier, it was a reservation for SCs/STs about 25 per cent, at least, in all minor units, whereas it has become reduced in the Catering Policy 2010 as 6 per cent to Scheduled Castes, 4 per cent to Scheduled Tribes, 3 per cent to OBCs and 3 per cent to minorities. Sir, I have raised all these issues with various higher officials of Railway Ministry from time to time, whereas I have received a stereo-typed reply from all the concerned officials that "there is no provision for reservation for SCs/STs/OBCs and Minorities in the commercial activities." Sir, I would like to draw the attention of the hon. Minister to the constitutional provision. The provision in Article 46 clearly states that, "The States shall promote with special care the educational and economic interests of the weaker sections of the people, and in particular of the Scheduled Castes and the Scheduled Tribes, and shall protect them from social injustice and all forms of exploitation." In view of the constitutional provisions in Article 46, I would like to draw the attention of the hon. Minister to see that the reservation in commercial activities can be provided for SCs/STs and Other Backward Sections in all the major and minor units according to the ratio of the population of SCs/STs in States. Sir, the hon. Minister has full freedom, liberty, authority and no obstacles to implement the reservation in catering policy and distribution of major as well as minor units to the reserved categories as per the provision contained in the Constitution. Hon. Minister may say that some legal problems are there. But it is not at all required. You can implement it directly, whatever is required. I would like to draw your attention regarding the distribution and allotment system of vehicle

[Shri Ambeth Rajan]

parking areas at the railway stations all over India for SCs/STs/OBCs, as per the population, which also provides income and economic stability to the downtrodden.

Now I come to tourism. It is, indeed, a welcome step to further develop the Rail Tourism sector with the good proposals announced by the hon. Minister like Executive Lounge at major stations, multi-level package for Jammu and Kashmir passengers and introduction of Azadi Express for youths to know more about Indian History. These steps will increase the generation of revenue to the Railways on this account. In this regard, I would like to draw the attention of the hon. Minister regarding introduction of Buddhist Circular Trains connecting the Buddhist sites such as Lumbini, Kapilavastu, Sravasti, Kushinagar, Kaushambi, Sarnath, Bodh Gaya, Rajgir, Nalanda and Vaishali, which are not connected so far by rail. Even Japanese Government was ready to provide financial assistance to this ambitious project, Buddhist Circular Trains. In this regard, our Party's National President, the former Chief Minister of Uttar Pradesh, Km. Mayawati, wrote a detailed letter to the then Railway Minister and many reminders to Railway Ministry thereafter for this revenue-generating project which has been attracting domestic as well as foreign tourists, especially from Buddhist countries.

In this line, introduction of a new train between New Delhi to Vailankanni in Tamil Nadu, where the internationally renowned shrine Basilicca Arokiya Madha is located, for the benefit of pilgrimage, domestic and abroad, should be considered and implemented and this will also generate huge revenue to Railways. These will be profit -generating railway routes.

Sir, Jyotirao Phule was one among the pioneers of social reforms in our country. He tirelessly worked for women's education, women's upliftment and social emancipation of downtrodden people. He was honoured by installing a statue in the Parliament House Complex, which is the temple of democracy. So, I urge upon the Minister to name any Pune-bound train as Mahatma Jyotirao Phule Express.

Sir, no one can forget the services rendered by the father of Indian Constitution, *Bharat Ratna* Dr. B.R. Ambedkar. He was born at Mhow in Madhya Pradesh. He relentlessly fought for the social cause, economic cause and various other causes. He has been honoured in all aspects, including being honoured with the highest civilian award, *Bharat Ratna*. His statue has also been installed in the Parliament House Complex. The Railways should also not lag behind in honouring

Dr. Ambedkar. So, I request hon. Minister to name a train after his name, which passes through Mhow or any Nagpur-Mumbai bound train.

Chhatrapati Sahuji Maharaj, a great social reformist, was the man behind bringing the concept of reservation policy in India for the downtrodden people. So, in his memory also, I request you to rename any existing Kolhapurbound train after his name. This will be a befitting honour to Chhatrapati Sahuji Maharaj.

Sir, I will make one more point regarding promotions. I would like to draw the attention of hon. Minister in the area of post and services and the representation of SCs/STs in higher posts and services. Sir, the Railways have 58 DRMs—maybe more than that — and 24 GMs, including 17 Zonal Railways and 7 Production Units. It is pertinent to mention that only on rare occasions, one or two SC/ST candidates reach up to this post. I suspect that in a planned manner, SC/ST candidates are restricted in such a way that they do not reach higher level posts. I hope that the hon. Minister will pay attention to remove such injustice. I request the hon. Minister to find suitable solution to rectify such hurdles in selection policies to give justice and provide adequate representation to SCs/STs in higher posts.

Sir, I have one more point regarding bogus certificates. It is a fact that some employees have been appointed in the Railways with bogus community certificates in the name of SCs/STs. When it was found, the Railway authorities took long years to book the culprits and punish the concerned officials. It is needless to say that by that time, the errant employees might have retired after enjoying all the perks and facilities of those posts in the organisation. My sincere request is that in such cases, the hon. Minister should give directions to the concerned controlling authorities to speed up the process and fix a time-frame to punish such employees who entered the service with bogus certificates of SC/ST communities.

Before concluding, I thank you once again, and again request hon. Minister to consider all these points. I hope that the hon. Minister will give a positive reply.

MR. DEPUTY CHAIRMAN: Now, the discussion on the Budget (Railways) 2013-14 will continue tomorrow.

Now, I am taking up Special Mentions.

SPECIAL MENTIONS**Demand to strengthen solar power projects in border and rural areas and establishing a national solar power commission in the Country**

SHRI TARUN VIJAY (Uttarakhand): Sir, 600 million Indian people without power — and those were the ones expecting to have power. I am not going to join the chorus of critical voices reacting to two of the world's largest power black-outs in India. While surely there is ample blame to go around, it is not really clear as to what happened. It could have been the lack of infrastructure investment, the light monsoon weather causing farmers to use more electricity for pumping irrigation water or States taking more than their allotted share of electricity from the grid. But one thing is clear: this power outage grounded India's economy to a halt, left 10 per cent of the world's population without power and rolled through 22 of India's 28 States. And, that is not counting the 300 million people who have no regular access to electricity.

The electricity crisis will certainly bring India's energy problem into the forefront. So, this is a great time to rethink and recommit to solar energy being a larger part of the energy mix. Although the National Solar Mission has a goal of 20 GW of solar energy installed by 2020, the goal is relatively modest given that India currently faces an 8-12 per cent energy deficit at peak times and is estimated to need to add between 600-1200 GW of generating capacity before 2050, that is, 20-40 GW per year. Solar energy can contribute immediately and significantly in meeting India's urgent and growing energy needs.

While congratulating the Indian scientists, who have worked wonderfully in the field of non-conventional energy, and the Ministry, I demand for strengthening the solar power projects, specially in border and rural areas, and establishing a National Solar Power Autonomous Commission to make the use of solar power more popular.

SHRI ANANDA BHASKAR RAPOLU (Andhra Pradesh): Sir, I associate myself with the Special Mention made by Shri Tarun Vijay.

Demand for amending the Right to Education Act

SHRI SANJAY RAUT (Maharashtra): Sir, through this august House, I want to bring to the notice of the Government the need to amend the Right to