

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.

ఆంధ్ర రైల్వే డివిజన్ (తూర్పు): సభాపతిగారు, నేను తొలిసారిగా రైల్వే బడ్జెట్ పై మాట్లాడటానికి సంతోషిస్తున్నాను. రైల్వే బడ్జెట్ 17 వేల కోట్ల రూపాయల పరిమాణంలో ఉన్నది. ఇది గత సంవత్సరం బడ్జెట్ కంటే 10 శాతం ఎక్కువగా ఉన్నది. ఇది చాలా మంచి సమాచారం. రైల్వే బడ్జెట్ లో రైల్వే డివిజన్ కు 1,500 కోట్ల రూపాయలు, ఇతర రైల్వే డివిజన్లకు 1,500 కోట్ల రూపాయలు, మొత్తం రైల్వే బడ్జెట్ 3,000 కోట్ల రూపాయలు ఉన్నాయి. ఇది చాలా మంచి సమాచారం. రైల్వే బడ్జెట్ లో రైల్వే డివిజన్ కు 1,500 కోట్ల రూపాయలు, ఇతర రైల్వే డివిజన్లకు 1,500 కోట్ల రూపాయలు, మొత్తం రైల్వే బడ్జెట్ 3,000 కోట్ల రూపాయలు ఉన్నాయి. ఇది చాలా మంచి సమాచారం. రైల్వే బడ్జెట్ లో రైల్వే డివిజన్ కు 1,500 కోట్ల రూపాయలు, ఇతర రైల్వే డివిజన్లకు 1,500 కోట్ల రూపాయలు, మొత్తం రైల్వే బడ్జెట్ 3,000 కోట్ల రూపాయలు ఉన్నాయి. ఇది చాలా మంచి సమాచారం.

రైల్వే బడ్జెట్, ముఖ్యంగా. ఇది రైల్వే డివిజన్ ఆర్థిక పరిస్థితిని 6 వేల కోట్ల 2004 నుండి రైల్వే డివిజన్ కు ఇచ్చినది. ఇది చాలా మంచి సమాచారం. రైల్వే బడ్జెట్ లో రైల్వే డివిజన్ కు 1,500 కోట్ల రూపాయలు, ఇతర రైల్వే డివిజన్లకు 1,500 కోట్ల రూపాయలు, మొత్తం రైల్వే బడ్జెట్ 3,000 కోట్ల రూపాయలు ఉన్నాయి. ఇది చాలా మంచి సమాచారం. రైల్వే బడ్జెట్ లో రైల్వే డివిజన్ కు 1,500 కోట్ల రూపాయలు, ఇతర రైల్వే డివిజన్లకు 1,500 కోట్ల రూపాయలు, మొత్తం రైల్వే బడ్జెట్ 3,000 కోట్ల రూపాయలు ఉన్నాయి. ఇది చాలా మంచి సమాచారం.

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1. $\vec{a} = \begin{pmatrix} 1 \\ 2 \\ 3 \end{pmatrix}$, $\vec{b} = \begin{pmatrix} 4 \\ 5 \\ 6 \end{pmatrix}$, $\vec{c} = \begin{pmatrix} 7 \\ 8 \\ 9 \end{pmatrix}$

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

$\text{A} \cup \text{B} = \{x \mid x \in \text{A} \vee x \in \text{B}\}$

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ಆಧಾರದ ಮೇಲೆ ಅಂದಾಜಿಸಿದಂತೆ 2011 ರಲ್ಲಿ ಸುಮಾರು 160 ಕೋಟಿ ರೂಪಾಯಿ ವರೆಗೆ ಹಣವನ್ನು ಖರ್ಚು ಮಾಡುವುದರ ಜೊತೆಗೆ 2012 ರಲ್ಲಿ ಈ ಅಂಶವು 17 ಶೇಕಡಾ ಹೆಚ್ಚಿನಿಂದ 18 ಶೇಕಡಾಗಳಿಗೆ ಬಹುಮಾನವಾಗಿರುತ್ತದೆ. ಆದ್ದರಿಂದ, ಇದು ಸುಮಾರು 160 ಕೋಟಿ ರೂಪಾಯಿಗಳಷ್ಟು ಹೆಚ್ಚಿನ ಹಣವನ್ನು ಖರ್ಚು ಮಾಡುವುದರ ಜೊತೆಗೆ 2012 ರಲ್ಲಿ ಈ ಅಂಶವು 17 ಶೇಕಡಾ ಹೆಚ್ಚಿನಿಂದ 18 ಶೇಕಡಾಗಳಿಗೆ ಬಹುಮಾನವಾಗಿರುತ್ತದೆ.

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]

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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.

[illegible]

[illegible]

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

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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, "कट और चिपका दिया" (Cut and paste), but I will not say that. I will say that the Minister's speech is a cut and paste job.

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.

[AḠ ṠḠḠḠḠḠ ḠḠḠ]

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 —

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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 Laluji, 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, ḠḠḠḠḠ ḠḠḠḠḠ ḠḠḠḠḠ we can understand 'Railways' as ḠḠḠḠḠ.

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*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,

•میں نے اس کے لئے ریلوینٹ نہیں تھے، اس لئے آخر میں،
 وہ اس بحث کے لئے ریلوینٹ نہیں تھے، اس لئے آخر میں،

†] 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.

†] 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.

†] 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)*...

THE VICE-CHAIRMAN (SHRIMATI RENUKA CHOWDHURY): I never expected ...*(Interruptions)*...

† [پروفیسر سیف الدین سوز: رائے بریلی آپ کا ابسیشن ہے۔ میں شری بلبیر 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 اسپیکٹس 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,

† جب میں بناؤنگا، 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

†] پرانے زمانے میں ایف۔اے۔ کہتے تھے، میڈم، میں ایف۔اے۔ میں انگلش 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.

†[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.

[illegible]

†] جب پنج 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 بنسل 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.

†[Transliteration in Urdu Script]

[Prof. Sai-Ud-Din Soz]

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† گرمی 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*.

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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 نہ ہو تو یہ مٹی بہت زرخیز ہے ساقی

ہندستان کے لوگ، بھارت کے لوگ ذرا سا اور سوچیں، ذرا سی اور کوشش کریں،

تو ہندوستان کامیابی کا آسمان چھو لیگا۔ شکر یہ۔

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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 अरविंद कुमार सिंह (अध्यक्ष) : जी, मैं आपके बजट में एक बड़ी बात पूछना चाहता हूँ। हमें याद है कि 1969 में राजधानी, 1977 में शताब्दी और 1977 से 2009 तक कोई नया ट्रेन का concept नहीं आया। तो Duronto एक ऐसा concept है जो यहाँ तक है कि हमें याद रखना है कि 25 साल, 25 महीने — या 25 दिन भी नहीं। धन्यवाद, सर।

[illegible]

[illegible]

[illegible]

[illegible][illegible][illegible]

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 *didi*, 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

[Shri Shashi Bhushan Behera]

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.

[Shri Shashi Bhushan Behera]

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

[Shri Shashi Bhushan Behera]

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 Kakodkar 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 *महा योद्धा, महा आत्मा, महा उद्योगी* who was *महोद्योगी आत्मोद्योगी महोद्योगी*. 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, *आज मैं उद्योगी हूँ, मैं उद्योगी हूँ, मैं उद्योगी हूँ, मैं उद्योगी हूँ*. I hope and pray *शुभ आशीर्वाद*. 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, Cleanliness, quality of railway catering, They say, Sir, way to one's heart lies through his stomach. So, there should be right catering; and then, safety and security, 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 comfortable; 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 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 **யோசனை தீர்மானம், தீர்மானம், தீர்மானம்** who is known as BPL also, whom Mamata Didi had rightly pointed out, **மாமதா தீர்மானம்**. I am talking of that manush. I mention that common man whom we will say **மேதவன் மனம் தீர்மானம்**, whom Gandhiji called **மேதவன் மனம் தீர்மானம்**, he does not need Garib Rath of Lalu Yadav Saheb. He does not need Izzat of Mamata Didi, he does not need **தீர்மானம்**.. of Shri Pawan Bansal. He is starting a very luxurious coach in certain trains, known as **தீர்மானம்**.. The common man is not interested in **தீர்மானம்**.. He can never travel in that. He travels without ticket, if he can. He travels on the roof of the train. He travels **யோசனை தீர்மானம்**. My plea is for that, Sir. **யோசனை தீர்மானம் தீர்மானம் தீர்மானம் தீர்மானம் தீர்மானம்**

[Dr. Gyan Prakash Pilania]

“दूसरी क्लास का मतलब है। तब तो दूसरी क्लास है, आगे आगे क्या है ‘कैबल’... 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 तब... 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 •••••, he is given poison while travelling in the train. He has to face gangs of pickpockets. •••••. 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 ••••• ३००, ४००-४०० •••••. So, Mr. Minister, your ••••• 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 ~~0900E 11000E~~ 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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6.00 P.M.

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 Arokia 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