

THE VICE-CHAIRMAN (SHRI SURESH PACHOURI): There is one amendment in clause 3 by Shri Margabandu. Are you moving?

SHRI R. MARGABANDU: I am not moving.

The question was put and the motion was adopted.

Clause 3 was added to the Bill.

THE VICE-CHAIRMAN (SHRI SURESH PACHOURI): There is one amendment in clause 4 by Shri Margabandu. Are you moving?

SHRI R. MARGABANDU: I am not moving.

The question was put and the motion was adopted

Clause 4 was added to the Bill.

Clauses 5 to 7 were added to the Bill.

Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRIMATI MENAKA GANDHI: I beg to move:

"That the Bill be passed."

The question was put and the motion was adopted.

I. THE APPROPRIATION (RAILWAYS) NO. 3 BILL, 2000

AND

II. THE APPROPRIATION (RAILWAYS) NO. 4 BILL, 2000

THE VICE-CHAIRMAN (SHRI SURESH PACHOURI): The Minister will move the Bills separately, but the discussion will take place together.

THE MINISTER OF RAILWAYS (KUMARI MAMTA BANERJEE): Sir, I beg to move:

"That the Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain services for the purposes of Railways during the financial year ended

on the 31st day of March, 1998 in excess of the amounts granted for those services and for that year, as passed by Lok Sabha, be taken into consideration."

Sir, I also move:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 2000-2001 for the purposes of Railways, as passed by Lok Sabha, be taken into consideration."

The questions were proposed.

THE VICE-CHAIRMAN (SHRI SURESH PACHOURI): Now, the Appropriation (Railways) No. 3 & 4 Bills are open for discussion.

THE MINISTER OF PARLIAMENTARY AFFAIRS AND THE MINISTER OF INFORMATION TECHNOLOGY (SHRI PRAMOD MAHAJAN): Sir, we have the Private Members' Business at 2.30 p.m., which will continue up to 5.00 p.m. So, some of the speakers will have to withdraw their names so that we can get these Bills passed by 2.30 p.m. ...*(Interruptions)*... Or, if the House so decides, will have to sit till late in the night.

श्री मूल चन्द मीणा (राजस्थान): सभापति महोदय, रेलवे एप्रोप्रिएशन बिल, 2000 रेल मंत्री जी ने पेश किया है, मैं इस बिल का समर्थन करता हूँ।

महोदय, इस देश की आजादी में रेलों का महत्वपूर्ण योगदान है। आजादी की लड़ाई लड़ने वालों को एक स्थान से दूसरे स्थान तक ले जाने और इस देश के नागरिकों को सामाजिक एकता और राष्ट्रीय एकता के धागे में बांधने में रेलों ने महत्वपूर्ण रोल किया है। आज हिंदुस्तान के एक करोड़ से ज्यादा यात्री प्रति दिन रेलों में यात्रा करते हैं। इस के अलावा सामान के यातायात का भी रेलें महत्वपूर्ण साधन हैं। लेकिन जहां हम रेलों के योगदान की बात करते हैं, वहीं कुछ कमियां भी हैं। बड़े-बड़े रेलवे स्टेशनों पर सुरक्षा की दृष्टि से महत्वपूर्ण कमियां हैं। आज रेलों में बम विस्फोट तक हो जाते हैं। आज यात्री जब अपनी फैमिली के साथ किसी स्टेशन पर जाता है, तो वह सुरक्षित नहीं रहता। हम दिल्ली के स्टेशन की ही बात करें तो पाते हैं कि दिल्ली के स्टेशन पर कई असामाजिक तत्व घूमते-फिरते रहते हैं जिनसे यात्रियों की बहू-बेटियों की इज्जत तक को खतरा रहता है। कई बार यात्रियों का सामान चोरी कर लिया जाता है। इन असामाजिक तत्वों को पकड़ने के लिए रेलवे स्टेशनों पर पुलिस की व्यवस्था नगण्य होती है। नई दिल्ली स्टेशन पर लाइसेंसधारी कुलियों के अलावा कई ऐसे असामाजिक तत्व हैं जो सामान लाने-ले जाने का काम करते हैं जिन से रेल यात्रियों का सामान सुरक्षित नहीं कहा जा सकता। इन असामाजिक

तत्वों को रेलवे स्टेशनों पर घूमने की इजाजत कैसे दे दी जाती है, ऐसे तत्व कैसे स्टेशनों पर आ जाते हैं यह मैं नहीं जानता। ये असामाजिक तत्व लाइसेंसधारी कुलियों के साथ झगड़ा-फसाद तक करते हैं और अपनी दादागिरी और गुंडागर्दी के बूते पर अपना काम करते हैं जिससे कि रेल यात्रियों में भय और असुरक्षा व्याप्त रहती है।

महोदय, रेलवे स्टेशनों पर सफाई व्यवस्था में सुधार हुआ है, लेकिन जितना सुधार होना चाहिए, जैसी शुद्धता आनी चाहिए वह अभी भी नहीं है। साथ ही स्टेशनों पर यात्रियों को ठंडा पानी उपलब्ध कराने के लिए लगाए गए वाटर कूलर्स काम नहीं करते हैं। वहां पीने के ठंडे पानी की व्यवस्था नहीं है। हर प्लेटफॉर्म पर पीने के ठंडे पानी की व्यवस्था की जानी चाहिए। महोदय, गर्मी के मौसम में दिल्ली, मुंबई और कलकत्ता जैसे स्टेशनों पर यात्रियों की भारी भीड़ रहती है। वहां पर कूलर की व्यवस्था की जानी चाहिए ताकि यात्रियों को ठंडा पानी मिल सके। इसी तरह से रेलवे स्टेशनों पर जो पीने के पानी की बोतलें मिलती हैं, वे एक विशेष कम्पनी की होती हैं और दूसरी जो अच्छी कम्पनी की पानी की बोतलें हैं, वे नहीं मिलती हैं। तो पीने के पानी की जो कई प्रकार की अच्छी कम्पनियों की बोतलें हैं जैसे बिसलरी है, तो बिसलरी की बोतलों को वहां स्टेशनों पर बिक्री के लिए बंद कर रखा है क्योंकि टेंडर और सिस्टम इस प्रकार का है कि घटिया से घटिया किस्म के पानी की बोतलें वहां बिकें और लोग उनको लें क्योंकि जब लोगों को पानी नहीं मिलता है तो उनको बोतल लेनी पड़ती है चाहे वह किसी भी कम्पनी की बोतल हो। इसलिए मैं कहना चाहता हूँ कि इस व्यवस्था में सुधार होना चाहिए।

दूसरे, चाहे फर्स्ट ए.सी. की बात हो या सैकिंड ए.सी. की, हमको कई बार दिल्ली से जयपुर जाना पड़ता है, जोधपुर जाना पड़ता है तो यह देखने में आता है कि अहमदाबाद मेल जो जयपुर जाती है या जो मंदौर एक्सप्रेस है, इनमें हम देखते हैं कि बिछाने के लिए जो चदरें या कपड़े वगैरह दिए जाते हैं, वे न सिर्फ बहुत गंदे होते हैं बल्कि धुले हुए भी ऐसे होते हैं कि उनमें कहीं तेल तो कहीं कुछ और लगा होता है, जिस कारण उन पर कोई सो नहीं सकता है या उन्हें बिछा नहीं सकता है। कई बार हम कहते हैं कि जब रेलवे इतना पैसा धुलाई के लिए देती है, फिर भी यह सही धुलकर क्यों नहीं आते हैं तो कंडक्टर अपने हाथ ऊंचे कर देता है और कहता है कि साहब धोबी ऐसे ही धोते हैं, इस प्रकार का ही टेंडर हुआ है। इसलिए इसमें सुधार होना चाहिए। यह तो मैं दो ट्रेनों का उदाहरण दे रहा हूँ लेकिन ज्यादातर ट्रेनों में ऐसी व्यवस्था है कि सैकिंड क्लास में जो बैड-रोल होता है, वह बहुत गंदा होता है और इसमें सुधार होना चाहिए। खाने की व्यवस्था के बारे में मैं कहना चाहूंगा कि शताब्दी आदि कुछ गाड़ियों में तो खाने की व्यवस्था अच्छी है लेकिन पश्चिम एक्सप्रेस, फ्रंटियर मेल आदि कई ऐसी ट्रेनें हैं जिनमें खाने की व्यवस्था अच्छी नहीं है और इस व्यवस्था में सुधार होना चाहिए। यात्रियों को अच्छा खाना मिल सके, यह हमें देखना चाहिए और इस तरफ विशेष ध्यान दिया जाना चाहिए।

मैं एक और निवेदन यह करना चाहता हूँ कि रेलवे के यात्रियों में सबसे ज्यादा दुखी जनरल कोच के यात्री होते हैं क्योंकि जनरल कोच के डिब्बे कम होते हैं और जनरल कोच में यात्रा करने वाले ज्यादा होते हैं। पहले एक सिस्टम था कि दिन में जो स्लीपर कोच होता था, उसको जनरल कोच बना दिया जाता था और लोग उसमें यात्रा कर लेते थे और शाम को 6 बजे के बाद वह डिब्बा फिर से स्लीपर कोच बना दिया जाता था। यह एक ऐसा सिस्टम था जिससे लोगों को ज्यादा दुख महसूस नहीं होता था, विशेषकर दिन में यात्रा करने वालों को, लेकिन आज स्थिति

दूसरी है। आज जनरल कोच के डिब्बों की बहुत कमी है और यात्रा करने वाले ज्यादा हैं। कई बार तो स्थिति यह हो जाती है कि जनरल कोच में जो लोग चढ़ नहीं पाते हैं, वे स्लीपर कोच में चले जाते हैं और उनको पेनल्टी देनी पड़ती है। कई लोग, जो गरीब होते हैं या पेनल्टी देने में असमर्थ होते हैं, वे तो स्टेशन पर ही रह जाते हैं, उनको यात्रा दूसरे दिन करनी पड़ती है। तो ऐसी स्थिति में सुधार करने के लिए या तो जनरल के डिब्बे बढ़ाए जाएं या स्लीपर कोच का जैसे पुराना सिस्टम था कि स्लीपर कोच को दिन में जनरल बना दिया जाता था, उस सिस्टम को बहाल कर दिया जाए ताकि लोग कम से कम दिन में तो आराम से यात्रा कर सकें।

इसके साथ ही साथ मैं एक और निवेदन करना चाहता हूँ कि रेलवे में नई रेल लाइन बिछाने के जो मापदंड हैं, इन मापदंडों पर कोई राजनीति नहीं होनी चाहिए और इन मापदंडों के आधार पर ही नई रेल लाइनें बिछाई जानी चाहिए और यदि इन्हीं मापदंडों के आधार पर आप नई रेल लाइनों की स्वीकृति करती हैं तो मैं आपसे निवेदन करना चाहता हूँ कि धौलपुर से गंगापुर सिटी तक के लिए एक रेल लाइन का सर्वे हुआ था 1998 में और वहां आपके सारे मापदंड पूरे होते हैं - रेलवे को आर्थिक लाभ होना चाहिए नई रेल लाइन बिछाने से, नई रेल लाइन से शैड्यूल्ड कास्ट और शैड्यूल्ड ट्राइब्स के लोगों के ऐरिया में ज्यादा सुविधा होनी चाहिए, जो गरीब आदमी या श्रमिक काम करता हो, चाहे वह पैदावार करता हो या खनन का कार्य करता हो, उससे जो सामान निकले उस सामान के लिए उसको सस्ता ट्रांसपोर्ट मिले ताकि अच्छा पैसा उस समाज की लेबर को मिल सके।

उपसभाध्यक्ष महोदय, धौलपुर से गंगापुर सिटी के बीच नयी रेल लाइन बिछाने से वह जो एस.सी./एस.टी. और बैकवर्ड क्लास के लोगों का ऐरिया है, उस ऐरिया के लोगों को बहुत फायदा होगा। उस ऐरिया में खनन कार्य सबसे अधिक होता है। वहां के निकले हुए पत्थर से ही संसद भवन, राष्ट्रपति भवन, बड़ी-बड़ी इमारतें और स्मारक बने हैं और आज वह पत्थर विदेशों में भी एक्सपोर्ट हो रहा है। वहां के लोग बड़ी मेहनत से खनन कार्य करते हैं, लेकिन उनको बड़ी सस्ती दर पर अपने खनन कार्य से निकले हुए पत्थर को बेचना पड़ता है क्योंकि वहां इनका ट्रांसपोर्टेशन ट्रकों से होता है, जो बहुत महंगा पड़ता है। यदि रेलवे से इनका ट्रांसपोर्टेशन होगा तो उनको अच्छा पैसा मिल सकेगा। इसलिए मेरा आपसे निवेदन है कि ऐसी रेलवे लाइन को प्राथमिकता के आधार पर स्वीकृति देनी चाहिए।

महोदय, मैं एक और निवेदन करना चाहूंगा कि रेलवे स्टेशनों के अंदर पहले जो सिस्टम थे, वे धीरे-धीरे बदलते रहे। पहले भाप के इंजन चलते थे। उसके लिए कई जगह लोको शेड बनाए गए, फिर डीजल इंजन शेड बनाए गए, उसके बाद बिजली के शेड बने। उसके बाद सारी स्थिति बदल गई। कई ऐसे स्टेशन थे जहां पर डिब्बों के रख-रखाव के लिए सुविधाएं जुटाई गईं और स्टाफ के लिए मकान बने। लेकिन बाद में सारी स्थिति बदल गई और आज रेलवे की वह 2,000 हेक्टेयर भूमि और मकान खाली पड़े हैं। मेरा सुझाव है कि ऐसे स्टेशनों पर आपको रेल के डिब्बे बनाने के कारखाने खोल देने चाहिए और उन सुविधाओं का सही इस्तेमाल करना चाहिए। ऐसे स्टेशनों में गंगापुर सिटी रेलवे स्टेशन भी है जहां 2,000 हेक्टेयर भूमि खाली पड़ी है और मकान भी खाली पड़े हैं। लोग वहां की खिड़कियां और दरवाजे निकालकर ले जा रहे हैं और वहां अनधिकृत कब्जे भी हो रहे हैं। इसलिए रेलवे की संपत्ति की रक्षा के लिए आपको वहां पर रेल के डिब्बों का कारखाना स्थापित कर देना चाहिए। ऐसा करने से वह भूमि भी काम में आ जाएगी और

वे मकान भी काम में आ जाएंगे। अगर आप दूसरी जगह नया कारखाना खोलेंगे तो आपको उसके लिए भूमि खरीदनी पड़ेगी और मकान भी बनाने पड़ेंगे। यहां पर तो आपको सारी सुविधा मिल रही है, इसलिए आप जल्दी ही वहां रेल के डिब्बों का कारखाना स्थापित कर दीजिए। इससे रेलवे को भी फायदा होगा।

उपसभाध्यक्ष महोदय, माननीय मंत्री महोदय ने यह जो ऐप्रोप्रिएशन बिल पेश किया है, उसका तो हम समर्थन कर रहे हैं लेकिन हमारा अनुरोध है कि हमने जो बातें कही हैं, उन पर विशेष ध्यान दिया जाए। धन्यवाद।

श्री मोहम्मद सलीम (पश्चिमी बंगाल) : उपसभाध्यक्ष महोदय, आज इस सत्र का अंतिम दिन है और यह ऐप्रोप्रिएशन बिल यहां प्रस्तुत किया गया है। वैसे जब रेलवे पर बहस छेड़ दी जाए तो वह घंटों चलती रहती है लेकिन अभी इतना समय और मौका नहीं है। मैं केवल कुछ विषयों की ओर माननीय रेल मंत्री महोदय का ध्यान आकर्षित करना चाहता हूं। महोदय, पिछली सप्लीमेंटरी ग्रांट्स के समय भी मैंने कहा था, हमारी माननीय मंत्री महोदय की रेल मंत्रालय की यात्रा भी उसी से शुरू हुई थी, मैंने यह कहा था कि whole exercise is now meaningless. यह सिर्फ उनके डिपार्टमेंट का मामला नहीं है, आपको इसे गंभीरता से देखना चाहिए। हमारी जो संसदीय लोकतंत्र की प्रणाली है और जो बजटरी प्रोविजंस हैं, उनके अंतर्गत हम आज ऐप्रोप्रिएशन बिल नंबर 3 को स्वीकृति दे रहे हैं। आप देखिए कि वर्ष 1998 के 31 मार्च को जो साल खत्म हुआ, उसके लिए हम 16,33,78,433 रुपए कंसोलिडेटेड फंड से खर्च करने की इजाजत दे रहे हैं। जो साल अब चल रहा है, उसके लिए हम कंसोलिडेटेड फंड से 20,000 रुपए खर्च किए जाने की व्यवस्था करेंगे, उसके बाद फिर 2-3 साल बाद देखा जाएगा। यह रेलवे मंत्रालय का हाल है। इसी तरह से भारत सरकार चल रही है। यह, यह मंत्री या वह मंत्री का मामला नहीं है, यह सरकार, वह सरकार का मामला नहीं है। हम पूरी प्रणाली को किस तरह से देख रहे हैं और चल रहे हैं। हम आई.टी. की बात कर रहे हैं, हम मोडर्नाइजेशन की बात कर रहे हैं, हम स्पीड की बात कर रहे हैं। अब कम से कम तीन साल बाद पोस्ट मार्टम करने का क्या फायदा। यह 160 करोड़ रुपया किधर गया। 160 करोड़ के बारे में मैं बार-बार इसलिए कह रहा हूं कि यह 12 से 13 परसेंट, उस साल का जो रेल बजट था, उसका है। 100 प्रतिशत बजट के प्रावधान के ऊपर सरकार ने उस समय तैयार किया जब आप नहीं थी। उसके ऊपर हमने रात भर लोक सभा में चर्चा की, राज्य सभा में चर्चा की और बाद में देखा गया कि यह मीनिंगलैस है। तो आपका रेलवे बोर्ड, रेल के बड़े-बड़े अफसरान जो सब काम करते हैं उसमें 12-13 प्रतिशत का ऐसा हो और वह भी छः महीने में रियू नहीं हुआ। अगर बजट के समय करते तो अलग बात थी। मार्च में जो बजट लाई थी उसके छः महीने के बाद सप्लीमेंट्री हो रही है, छः महीने के अंदर तो थोड़ी बहुत करक्शन हो सकती थी इधर से उधर, इसे रिप्रोप्रिएट करना है, इसे घटाना है, इसे बढ़ाना है, यहां सप्लीमेंट्री चाहिए। बार-बार हम कह रहे हैं और हमें उम्मीद थी कि नई मंत्री आने के बाद इनके बारे में लोगों की जो अवधारणा थी उसके लिए वह मुकम्मिल तौर पर कोशिश करेंगी। इनके भाषण में भी है कि रेलवे बोर्ड को यह रिस्ट्रक्चरिंग करना चाह रही हैं। इतना बड़ा इंदारा है, इतना बड़ा संगठन है, इसमें इतने लाख लोग हैं, यह सही बात है। बजट कोई एक सेंटर से तो नहीं होता है, एकदम डिविजनल तक और जो अंडरटेकिंग्स हैं उस तक वह पूरा एक्सरसाइज होता है लेकिन "Speed" is the word. रेल चलाने के मामले में भी और बजट में प्रावधान करने के लिए भी छः महीने पहले से एक्सरसाइज शुरू होती है। अगले बजट की

एक्सरसाइज सितम्बर माह से शुरू हो जाएगी और हम नीचे ले आएंगे। कितना रुपया लगेगा उसके लिए रेलवे बोर्ड -मंत्रालय से निर्णय लेंगे और फिर खर्च करने के बाद हम सप्लीमेंट्री लेकर आएंगे। यदि इस प्रक्रिया में दो-तीन साल लग जाए तो फुल बजट की यह जो एक्सरसाइज है हमारे यहां वह मीनिंगलैस है। इसलिए मैं यह कहूंगा कि पी.ए.सी. और सी.ए.जी. बार-बार इस बात का आकलन कर चुकी हैं। मैं पी.ए.सी. का मेंबर था, पी.ए.सी. की रिपोर्ट है कि किस तरह से हम बजट का प्रावधान रखते हैं, कहां से वह आंकड़ा आता है, क्यों रखते हैं और बाद में देखा जाता है कि वह सब धुल गया है। या तो बहुत ज्यादा खर्चा हो गया और या खर्चा हुआ नहीं, वर्षों से ऐसा है। यह बात सही है कि कहीं जमीन का मामला होता है, कहीं और भी कुछ टेक्नीकल मामला है, ठेके का मामला है, कांट्रैक्ट का मामला है, कहीं काम नहीं हुआ, सीजन नहीं है। वह हम समझते हैं कि उसके लिए कुछ एक्सक्लेशन यहां हो गया। लेकिन यह जो 12-13 परसेंट का एक्सपेंडिचर का वेरियेशन है, इनके लिए पार्लियामेंट ने कोई रवैया नहीं अपनाया। कंसोलिडेटेड फंड से खर्च करने में भी संसद को यह अधिकार है उसकी अनुमति ली जाए, उसके बाद खर्च करना पड़ता है टेक्नीकली और कंस्टीट्यूशनली। जब 5-10 करोड़ रुपया इधर से उधर होता है तो उसे कमेटी एक्जामिन करती है, कमेटी के बाद कमेटी बैठती है। यह सही है उसमें कोई अंतर नहीं है। मैं शिकायत नहीं कर रहा हूँ। लेकिन मैं कह रहा हूँ कि प्रक्रिया के अंदर जो गड़बड़ी हो रही है 160 करोड़ खर्च हो गया, वेरियेशन हो गया, एक्सेस हो गया, अभी हम उसको सुधार रहे हैं, इसके बारे में ध्यान रखना पड़ेगा। मैं मंत्री महोदया से अनुरोध करूंगा कि पी0ए0सी0 की पिछली कई रिपोर्ट और सी.ए.जी. की कई रिपोर्ट देखें, क्योंकि उस समय आप थी नहीं, दूसरे मंत्री थे।

कुमारी ममता बनर्जी : उपसभाध्यक्ष जी, सलीम भाई ने जो सुझाव दिया है मैं उससे सहमत हूँ। अभी 1997-98 के एक्सेस ग्रांट के बारे में पी.ए.सी. का क्लीयरेंस करने के बाद हम हाऊस में रख रहे हैं लेकिन मेरे आने के बाद हमारे डिपार्टमेंट में पहले इंटरनल ऑडिट नहीं होता था, अभी हम लोगों ने शुरू किया है। भविष्य में ऐसा नहीं होना चाहिए।

श्री मोहम्मद सलीम : बहुत अच्छी बात है। मैं यही कह रहा था कि कुछ परिवर्तन तो समय के अनुसार, नेचर के अनुसार आना चाहिए। अभी यह है कि जो होल फाइनेंसिंग सिस्टम है, एकाउंटिंग सिस्टम है रेलवे बोर्ड का, बेशक आप अचानक कॉमर्शियल आडिट शुरू नहीं कर सकते लेकिन कुछ तो करना पड़ेगा। हजारों-करोड़ों रुपए का, 28 हजार करोड़, 30 हजार करोड़ का तो आपने इंटरनल आडिट किया और हम यह उम्मीद करेंगे कि आने वाले दिनों में कम से कम जो भी रेल मंत्री बने उनको यह दिक्कत न आए कि दो-तीन साल बाद बार-बार इतने वेरियेशन का सामना करना पड़े।

दूसरी बात सेफ्टी के बारे में मैं कहूंगा। उनका इस साल का जो मूल बजट था उसके भाषण में जोर डाला था सेफ्टी के बारे में। प्रश्नोत्तरकाल में भी उन्होंने कहा कि खजाना समिति की रिपोर्ट में है कि पांच साल का खर्च 15 हजार करोड़ रुपया, सालाना तीन हजार करोड़ रुपया और अगर सरकार नहीं देगी तो कहां से आएगा?

2.00 P.M.

बेशक मैं इस मामले में सहमत हूँ लेकिन सरकार में मंत्री महोदया बहुत ही सशक्त और क्रियाशील एनडीए की घटक हैं। वे केबीनेट में बहुत से फैसले करवा सकती हैं। मंत्री महोदया ने अपने मूल भाषण में कहा था कि इसके लिए हमें 15 हजार करोड़ रुपये के अनुदान की आवश्यकता है और यहाँ पर प्रश्नकाल में कहा था कि पाँच साल तक तीन हजार करोड़ रुपये हर साल देने की बात खन्ना कमेटी ने कही है। यह सेफ्टी वाला मामला है और सेफ्टी को बहुत ज्यादा अहमियत दी जाती है। जब एक्सीडेंट हो जाते हैं तो उनके बाद हम रोजाना सिर पीटते हैं। मैंने यह उम्मीद की थी कि छह महीने के बाद सप्लीमेंट्री आयेगी तो कम से कम कुछ प्रावधान करेंगी सेफ्टी में। सेफ्टी कंडीशन में इम्प्रूवमेंट करने के लिए उन्हें कुछ करना चाहिए। इसके बारे में मंत्री महोदय अपने जवाब में कुछ कहें तो बेहतर होगा। मुझे नहीं लगता है कि जो सेफ्टी एनवायरनमेंट है वह केवल ऊपरी मामले से हो सकता है। बेशक जो रिपेयरिंग का मामला है, मेंटेनेंस का मामला है, रिप्लेसमेंट का मामला है, रिन्युवल का मामला है, अगर इसको हम ठीक नहीं करते हैं तो वह मामला पहले जैसा ही रह जाएगा। पहले रिपोर्ट और रिपोर्ट के बाद हमारे वचन और प्रवचन ही रहेंगे। हमारी मंत्री महोदया, ने कहा हम सब जानते हैं कि इंडियन रेलवे सिस्टम विश्व के अन्दर दूसरा स्थान प्राप्त करता है बाई वरच्यु ऑफ लैंग्थ, किलोमीटर वगैरह में, लेकिन क्या स्पीड के तहत, गति के तहत हमारा आकलन होता है। कि पूरे विश्व के अंदर हमारी इंडियन रेलवे की एवरेज स्पीड कहाँ पर आती है, सेफ्टी पैरामीटर्स के मुताबिक हमारा दर्जा कहाँ पर आता है? ...**(व्यवधान)**... यह सब मालूम होना चाहिए। आप ग्लोबलाइजेशन की बात करते हैं। ग्लोबल सिनैरियो में क्या हम अपना पर्सपेक्टिव प्लान ठीक कर पायेंगे? सेफ्टी के नजरिये से हमारा स्थान कहाँ आता है रूट से नहीं ...**(व्यवधान)**...

श्री भारतेन्दु प्रकाश सिंहल (उत्तर प्रदेश) : वर्ल्ड में हायर भी है और फायर भी है।

श्री मोहम्मद सलीम : मैं हायर भी और फायर भी करने के लिए तैयार हूँ। कोई बात नहीं है। ...**(व्यवधान)**... यह बात अच्छी है। आप घोषणा कीजिए। मैं मंत्री महोदया से कह रहा हूँ कि वह घोषणा कर दें कि हमारे पीछे बीजेपी के बंधु हैं इस देश में हम हायर और फायर हो तो बाकी सब ठीक हो जायेगा। इस देश में तो हायर एंड फायर चालू कर दीजिए। यह तो आपके सामने है।

अब मैं आर्थिक पहलू पर आ रहा हूँ। 850 करोड़ रुपया इस बजट से इस साल आयेगा। जो हमारा बजट का घाटा था उसको पूरा करने के लिए। उसके बारे में मंत्री महोदया ने कहा है कि नॉन ट्रेडीशनल ऑफ सोर्स। मैं अक्सर अखबारों में देखता हूँ कि 500 करोड़ रुपया है, एक तो फाइबर ऑप्टिकल कम्पनी बनी है और कुछ ऐनीवेटिव का तरीका है ...**(व्यवधान)**... फिर जमीन के कामर्शियलाइजेशन, यूटीलाइजेशन का मामला पड़ा हुआ है। हम अप्रैल महीने से लेकर अब तक, हाफ इयर्ली से एक महीना कम हैं तो उसकी जो मैजिकल फिगर्स हैं वे किस तरीके से आगे बढ़ेंगी, ओवरनाइट होगा, उस प्रोसेस से अब तक हम किस स्थिति में पहुँचे हैं। पाँच सौ करोड़ रुपये की इक्विटी कम्पनी बना लेने से इस बजट के अन्दर 850 करोड़ रुपया किस तरीके से आयेगा? अगर मंत्री महोदय इसके बारे में अपने रिप्लाई में बता दें तो यह हमारे लिए ठीक रहेगा ...**(व्यवधान)**...

कुमारी ममता बनर्जी : यह कारपोरेशन हमने बना दिया है। ...**(व्यवधान)**...

श्री मोहम्मद सलीम : इसके लिए पैसा कहाँ से आयेगा?

KUMARI MAMATA BANERJEE : It has been cleared by the Cabinet also. Consultancy is over. A corporation has also been set up. पैसा टैडर करके आयेगा।

श्री मोहम्मद सलीम: ठीक है। हम तो कहते हैं कि आना चाहिए। जो नॉन ट्रेडिशनल सोर्स की बात कही गई थी वह कंकरीट की होनी चाहिए। मैं तो हमेशा यील्ड करना चाहता हूँ, बाद में रिप्लाय नहीं हो सकता है, मुझे भी दूसरे काम की वजह से जल्दी जाना है। इसलिए रिप्लाय सुनने के लिए रुक नहीं सकता हूँ तो यह तो असम्भ्यता हो जायेगी। मुझे तो साथ-साथ रिप्लाय सुनने में फायदा है।

तीसरी बात, हमारी स्टैंडिंग कमेटी के संबंध में है। जब मैंने बजट पर चर्चा में हिस्सा लिया था उस समय भी मैंने कहा था कि समय की कमी के कारण मैं नहीं बोल पा रहा हूँ। मंत्री महोदया इससे कुछ दिन पहले खुद अरलीयर इनकमबेंसी रेलवे कमेटी की चेयरमैन थीं। उसकी जो रिपोर्ट आती है वह कानूनन तो बाध्यतामूलक नहीं है, वह रिकमण्डेटरी नेचर की होती है। उन्होंने खुद ही स्टैंडिंग कमेटी की चेयरमैन होते हुए रिकमण्डेशन भेजी थी, अब वे खुद रेलवे मंत्री हैं तो क्या वह पालिसी डायरेक्शन देने के बारे में, पर्सपेक्टिव प्लान के बारे में, थ्रस्ट देने के बारे में, चेंजिंग लाने के बारे में विचार करेंगी।

आपके दौरान और उससे पहले स्टैंडिंग कमेटी की तमाम जो रिकमेंडेशंस थीं, एमीनिटीज़ के बारे में, सेफ्टी के बारे में, प्रोग्राम इम्प्लीमेंटेशन के बारे में, स्पीडी इम्प्लीमेंटेशन के बारे में, ताकि समय बढ़ जाए, खर्च बढ़ जाए, ऐसा न हो। तमाम सवालों पर मैं एक एक करके नहीं जा रहा हूँ। मंत्री महोदया स्वयं उसका आकलन करके हम लोगों के फायदे के लिए एक, दो, तीन, चार, पांच...करके बताएं कि ये सारी स्टैंडिंग कमेटी की रिकमेंडेशंस थीं और इसके अंदर इन रिकमेंडेशंस को हम लागू कर सकते हैं। मैं मानता हूँ कि कुछ टाइम पीरियड लगेगा, रातों रात नहीं हो सकता है - मंत्री महोदया बता दें कि एक साल में, दो साल में या इतने समय में हम कर सकते हैं। क्या मंत्री महोदया स्टैंडिंग कमेटी की पास्ट रिकमेंडेशंस को ध्यान में रखते हुए उन्हें लागू करने की कोशिश करेंगी या नहीं? सर, मैं बंगाल से आता हूँ। वहां बंगाल में एक अजीब विडम्बना है और वह विडम्बना यह है कि पूरे देश में यह बोला जा रहा है कि सब कुछ बंगाल में जा रहा है। ऐसा नहीं है, इन्साफ से जिसको जो कुछ मिलना चाहिए, वह उसी तरीके से मिल रहा है। रातों-रात बंगाल को सब कुछ मिल जाएगा, ऐसा नहीं है और रेल तो ऐसी चीज है जिसके लिए आप रातों-रात कुछ कर भी नहीं सकते, उसके लिए योजना बनानी पड़ती है। लेकिन जो कुछ हमारे पास था, ऐसी कुछ रेलें जो गरीबों की रेलें थीं, बड़ी-बड़ी रेल नहीं, राजधानी वगैरह नहीं, जो मध्यम वर्ग और निम्न वर्ग की रेलें थीं, उनमें से कुछ रेलें बंद कर दी गयी हैं, नैरो गेज - वर्धमान-काटवाह लाइन में...

कुमारी ममता बनर्जी : वह रैस्टोर हो गया है।

श्री मोहम्मद सलीम: यह अच्छी बात है। इसी तरह से आद्रा-खड़कपुर भी रैस्टोर कर दिया है ...

कुमारी ममता बनर्जी : मैमो एक्सप्रेस चला देंगे।

श्री मोहम्मद सलीम : ठीक है, मैमो चलाएंगे ..(व्यवधान) ..

एक माननीय सदस्य : बीच में ही प्रश्न उत्तर चल रहे हैं ।

श्री मोहम्मद सलीम : हम बंगालियों में ऐसे ही चर्चा होती है । ..(व्यवधान).. हमारे दूसरे साथियों को भी खुशी होनी चाहिए कि मैं मांगूँ और साथ साथ मिल जाए । ..(व्यवधान)..

उपसभाध्यक्ष (श्री सुरेश पचौरी) : सलीम जी, आप बोलिए । ..(व्यवधान)..

SHRI MD. SALIM : Don't try to derail me. मैं डीरेल होता भी नहीं हूँ । रीस्ट्रकचर करने के लिए राकेश मोहन कमेटी बनायी गयी थी, उसकी रिपोर्ट अभी भी आनी बाकी है । ..(व्यवधान)..

उपसभाध्यक्ष (श्री सुरेश पचौरी) : सलीम जी, आप अपनी बात रख दीजिए । रिप्लाय में सारी बातें आ जाएंगी ।

श्री मोहम्मद सलीम : रीस्ट्रकचरिंग के मामले में मंत्री महोदया ने जब यह जिम्मेदारी ली थी, तब उन्होंने खुद अपने बजट में कहा था कि रेलवे के ओवरऑल, केवल इकॉनमी नहीं, जो टोटल सैटअप है, उसको नज़रसानी करने की जरूरत है, उसकी समीक्षा करने की जरूरत है - कई ऐंगल्स से, मोनोलीथिक ऑरगनाइजेशन है कि काफी बड़ा हो गया, भारी हो गया । मैं यह उम्मीद करूंगा कि पिछली कमेटी की जो रिपोर्ट्स हैं, वे भी खन्ना कमेटी की रिपोर्ट्स की तरह न हो जाए । रिपोर्ट आए और उसके लिए कारगर कदम उठाए जाने चाहिए । हम भी चाहते हैं कि परिवर्तन हो, मॉडर्नाइजेशन हो । मॉडर्नाइजेशन का मतलब है कि जो ट्रेन की स्पीड है, वह बढ़े न कि कॉस्मेटिक चेजिज । आप यकीन नहीं करेंगे, कलकत्ता और सिलिगुड़ी हमारे बंगाल के पार्टेशन के बाद नॉर्थ एंड साउथ स्ट्रिप हैं । हम बीस साल पहले जब दार्जिलिंग में जाते थे, उसके बाद फरक्का बैरेज हो गया, उसके बाद भी हम टाइम कंज्यूम को घटा नहीं पाए हैं । रेलवे के सकसेस का आकलन यह होना चाहिए । मैं एक उदाहरण दे रहा हूँ । सियालदा से या दूसरी किसी भी जगह से हो सकता है, मुम्बई से बाकी जगह पर हो सकता है, सियालदा से एन.जे.पी. जो डिस्टेंस हैं, उस डिस्टेंस को कवर करने के लिए दस साल पहले हमें कितने घंटे सफर करना पड़ता था, आज कितना करना पड़ रहा है और पांच साल बाद हम उसे कितने घंटे तक लाना चाहते हैं, मॉडर्नाइजेशन का मतलब यह है । हम उसमें अच्छी सी पेंटिंग लगा दें, वॉटर बॉटल्स लगा दें, वॉयस इंटरैक्शन अच्छे से कर दें लेकिन These are all cosmetics. जो जर्नी में टाइम कन्ज्यूम होता है और जो लेबर करना पड़ता है, जो पेन होता है जैसे पूजा के दौरान ऐसा होता है कि काफी रश होता है, क्राउड होती है, 'आप नई दिल्ली स्टेशन पर जाइए, नई दिल्ली स्टेशन के बाहर ऐसी कई शॉप्स मिलेंगी जिन पर जाली साइन बोर्ड लगे हुए मिलेंगे, जिससे ट्रेन के पैसेंजर्स को बहुत परेशानी होती है । उसको किस तरह से हल किया जाए ? उसके संबंध में क्या स्टेप्स लिये जाए ? जो पूरे देश में टाउट्स का मामला है, उसको सही ढंग से मॉनीटर करके, स्टेट गवर्नमेंट के साथ इस संबंध में डिसकस करके..

श्री सतीश प्रधान (महाराष्ट्र) : टाउट्स को मॉनीटर करें..

श्री मोहम्मद सलीम : जो काउंटर्स हैं, उनको अगर ठीक से मॉनीटर करते हैं, तो टाउट वाला जो मामला है - टाउट्स को भी मॉनीटर कर सकते हैं । जब जिसकी सरकार आती है, उसके साथ टाउट्स चले जाते हैं । पॉवर्स के कॉरीडोर में ऐसा ही होता रहता है । इसे देखना चाहिए । धन्यवाद ।

SHRI K. RAMA MOHANA RAO (Andhra Pradesh): Mr. Vice-Chairman, Sir, I thank you for giving me this opportunity.

The Indian Railways is one of the largest railway systems in the world. It has 147 years of history and today, it carries more than 12 million passengers per day. It has 62,809 route kilometres out of which 44,216 kms is broad-gauge and 15,178 kms metre-gauge, as on 31st March, 1999. Even though broad-gauge forms around 70 per cent of the route, it generates more than 95 per cent of the freight output and more than 90 per cent of the passenger output.

THE VICE-CHAIRMAN (SHRI SURESH PACHOURI): You are not speaking from your seat.

SHRI K. RAMA MOHANA RAO: Sorry, Sir.

THE VICE-CHAIRMAN (SHRI SURESH PACHOURI): Okay. Please continue.

SHRI K. RAMA MOHANA RAO: Thank you, Sir.

SHRI MD. SALIM: Has he got a confirmed seat or is he on the waiting list?

SHRI V.P. DURAISAMY (Tamil Nadu): He is speaking from an RAC seat.

SHRI C.P. THIRUNAVUKKARASU (Pondicherry) : I vacated it.

THE VICE-CHAIRMAN (SHRI SURESH PACHOURI): Please continue.

SHRI K. RAMA MOHANA RAO: Sir, even though the broad-gauge forms around 70 per cent of the route, it generates more than 95 per cent of the freight output and more than 90 per cent of the passenger output. But the meter-gauge, with around 24 per cent of route, generates only around 1.5 per cent of freight output and around seven per cent of the passenger output. This shows the extent to which the meter-gauge is under-utilised or not giving the optimum returns. Therefore, it is very essential that we should give priority to gauge conversion.

As at the end of March, 1999, the overall arrears in track renewal was around 12,000 kms on broad-gauge and 4,9996 kms on meter-gauge and narrow-gauge. One of the reasons for rail accidents is non-renewal of the

track. Even after achieving so much industrialisation, it is surprising that out of the total of 108,418 kms track, 62,809 kms track is to be renewed. This is a very serious issue and the Minister should lay emphasis on the completion of renewal of track as early as possible.

The Indian Railways has more than 40,300 level crossings out of which only around 16,000 have gatemen. Unmanned crossings are unsafe and we are all aware that many accidents take place at unmanned crossings. I urge upon the Minister to provide either gatemen with barrier or advanced safety devices and lifting barriers at all the crossings.

Electric traction is pollution free and energy efficient. Today, we have to find pollution free and energy efficient modes. Even though electrification was introduced in the Indian Railways in 1925, today, we have only about 15,000 kms of route electrified out of the total route of 62,000 kms which comes to about 23 per cent. There is a need for stepping up the pace of electrification.

Now, I would like to mention about the safety. Every second day, we hear about a railway accident at some place or the other in the country. According to the Year Book of Railways for 1998-99, during 1998-99, 388 accidents took place. Even though this number is less than that in 1997-98 which was 392, but it is more than that in 1996-97, i.e., 377. Therefore, we should not feel complacent about it. It is surprising to note that more than 85 per cent of train accidents take place due to human failure. I strongly feel that this aspect has to be seriously considered. Even though the Railways claim to have taken a lot of safety measures, they do not appear to be sufficient enough to prevent the accidents. I urge upon the Minister to give a serious thought to the safety aspect. Young and energetic Minister as she is, I am sure, Mamataji will be able to do something in this regard.

After every accident, the Railway Minister announces ex- gratia to the families of the persons deceased in the accident. But it is unfortunate, that even after years' of accidents, the settlements are not made.

I have come to know about many cases where members of the deceased families keep going to the Railway Claims Tribunals. I, therefore, request the Minister to kindly look into this and ensure settlement immediately after the accident. It has also come to my notice that the Tribunals have asked the family members of the deceased to produce journey tickets of the deceased persons. How is it possible to locate the

tickets of the deceased persons? This is an obnoxious clause, and this needs to be seriously looked into. I want a firm reply from the Minister on this point.

Now, I would like to bring to the notice of the Minister some specific issues. We have been requesting the Railway Minister to allot Rs. 20 crores for a railway line on Karimnagar-Nizamabad section. But no action has so far been taken in this regard. I want to know from the hon. Minister whether this has been considered, and if so, what action has been taken. There was earlier a separate Rajdhani Express train between Delhi and Secunderabad. Last year, this train was suspended. Several requests were made to the Railway Ministry for restoring this train. I would like to know whether this train would be restored or not.

The Dakshin Express runs between Nizamuddin and Visakhapatnam stations. It is a Link Express with linkage to Hyderabad. But passengers do not get good service. The compartments are not properly cleaned and regular water supply is not provided. Passengers travelling in this train face a lot of problems. Half of the train which comes from Visakhapatnam, does not have vestibule facility due to which, passengers cannot have the pantry facility. I request the Minister to issue necessary instructions to improve the service in this train.

There is a small station in Vijayawada at Satyanarayanapuram. For quite some time, there has been a proposal to close this station. But the decision is still pending due to which the residents of this area are facing a lot of problems. I request the Minister to kindly look into this problem and do the needful. The traffic at Vijayawada station has considerably increased due to which regularly trains have to wait at the outer till the platforms are cleared. I, therefore, request the Minister to kindly look into this, and see, that at least, two more platforms are provided for Vijayawada station as early as possible.

Traffic has increased several folds in Hyderabad and Vijayawada. Therefore, there is an urgent necessity to provide metro railway facility in these two cities. I request the Minister to consider these two proposals. Vijayawada also requires more number of local trains. Lastly, lakhs and lakhs of pilgrims are visiting Tirupati. So, a train may be introduced from Delhi via Bhopal-Shirdi-Tirupati so that majority of the pilgrims can be satisfied. I make an earnest request to the hon. Minister for Railways to consider all the proposals that I have made.

SHRI RAMACHANDRA KHUNTIA (Orissa): Mr. Vice-Chairman, Sir, we are discussing the Appropriation (Railways) No. 3 Bill, 2000 and the Appropriation (Railways) No. 4 Bill, 2000. We must also appreciate the initiative taken by the Railway Minister in regard to the development of the Railways. I also thank the Railway Minister for the initiative taken by the Railways at the time of the super cyclone in Orissa for transportation. But I do not appreciate the Appropriation Bills because the Appropriation Bills and the main Budget do not allot sufficient money to the State of Orissa. Instead of dwelling on other things, I would like to draw the attention of the House to the injustice being done to the State of Orissa by the Railways. The Daitari-Bansapani railway link was originally scheduled to be completed by 2003, and the State Government had demanded Rs. 150 crores but it has been given only Rs. 20 crores. The total cost of the project from Lanjagarh to Junagarh last year was Rs. 13.39 crores. But only Rs. 2 crores have been allocated in the current Railway Budget.

In respect of 280 km. Khurda Road-Bolangir railway line, the estimated cost was Rs.353.32 crores, but only Rs.14.50 crores have been given for this project. For Talcher-Bimalgarh new railway line, the work has not been started till today. For 78 kms. Haridaspur-Paradeep railway line and Angual-Sukinda railway line, a very meagre amount has been allocated. As regards Angual 50 Loco diesel shed, the project was started in 1994 but the work could not be completed till today. In respect of doubling the single line section in Orissa Sector and electrification of S.E. Railway, the work could not progress to the expected extent. One Chief Engineer of Electrical Works from Khandwa was posted in Orissa and it was decided that the major portion of railway line would be electrified fast, but I am sorry to inform you, Sir, that the electrification is not being done from Kharagpur to Orissa and from Vijayawada to Orissa. We do not oppose the electrification of Vijayawada or Kharagpur. The thing remains that all the money allotted to the railway is exhausted before it reaches Orissa.

About East Coast Railway Zone, I want to inform you, Sir, that the work for East Coast Railway Zone for which the foundation-stone was laid by no less a person than the then hon. Prime Minister of our country, Shri Deve Gowda, has not been completed till today. It is a matter of shame that this year, the total Budget allocation which was Rs.4.5 crores last year, is only Rs.30 lakhs. That clearly shows that this zone is not going to function. Why? I want to know whether, in the country, any other project for which the foundation-stone was laid by the Prime Minister could also not be completed. I strongly urge upon the Minister and the Government to

allocate more funds and get the work of East Coast railway line be completed.

About gauge conversion, Rupsha-Bangiriposhi railway line could not start till today. Rupsha-Bangiriposhi railway line and Nuapara-Gunupur railway line are important for bridging the road and rail communication gap, and extension of Kujendre-Ramaguda railway line to Rayagada railway line. They belong to Koraput District.

Sir, as you know, I want to mention here three things. One is, Orissa is backward, and the second is, Orissa has enough mineral resources. We are also doing transportation of coal and mineral products. The third is, Orissa got, last time, Rs.1,30,000 crores of investment. That is the MoU signed by the Orissa Government for investment. In my opinion, it is, probably, the second or the third State to get such a huge investment. But without port, without transportation, without development of railway, how could this investment come to our State?

Sir, I want to mention a simple thing about Rajdhani Express. Rajdhani Express is running from Bhubaneswar to Delhi. That is running two days a week. Now Rajdhani Express is going from Bhubaneswar to Calcutta and from Calcutta to Delhi. Why? The Rajdhani train which has been introduced to run from Delhi to Bhubaneswar can also run from Bhubaneswar to Delhi. The Rajdhani train can reach Bhubaneswar within 17 hours, 5 hours less than the total time. Since the third Rajdhani Express is going to Calcutta, in my opinion, the Minister could also be kind enough to consider running the Rajdhani Express from Delhi to Bhubaneswar and from Bhubaneswar to Delhi directly. If that is done, five hours could be saved.

Sir, I also want to mention that there is one place called Navigaya. Jaipur was also one of the important places in the country and people from various States used to go to Jaipur. Now the Dhamra port is coming up. A railway line from Dhamra Port to Jaipur is possible via Navigaya. Navigaya is an important and reputed place. It is well known in the whole country.

I want to mention here that there are Shatabdi Expresses. The South Eastern Railway is also an important zone. The Orissa people have been demanding a Shatabadi Express for a long time. Many places are

connected with Shatabdi Expresses. I would like to draw the attention of the Minister to the demand of the Orissa people for a Shatabdi Express from Delhi to Bhubaneshwar.

Similarly, I would like to draw the attention of the Minister to the service between Bhubaneshwar and Berhampur. The Railway Ministry has not paid attention to this sector. I request the Minister to start a DMU between these two stations.

There has been a long-pending demand to extend the Vijayawada-Vizinagaram passenger to Rayagada. The Railways have been constructing metro railways in many metropolitan cities. As you all know, Cuttack is one of the oldest cities in the country and it is very congested. Similar is the condition of Bhubaneshwar, Sambalpur and Berhampur. So, metro railways should be set up at Sambalpur, Cuttack, Berhampur and Bhubaneshwar. It will be more beneficial because these cities are fast developing and becoming congested.

Along with these suggestions, I want to mention one more point here. The Railways are getting a lot of revenue from Orissa. Everybody knows that. But at the time of Budget allocation, Orissa is not getting its due share. This is the main reason for discontentment among the Orissa people. The projects, which have been started at the time of the Congress regime, are now stopped due to shortage of funds. The new projects, which have been surveyed, could not also start. I urge the hon. Minister who is dynamic, to consider all these proposals. I know she will not do any injustice to Orissa. She knows Orissa well. She is belonging to our neighbouring State. Considering the Orissa situation and considering that major investments are coming to Orissa, I once again urge the Minister and the Government to consider all the proposals and allocate more funds for the completion of the new projects, gauge conversion and electrification in Orissa. Thank you.

MISS FRIDA TOPNO (Orissa): Sir, I associate myself with the views expressed by Shri Ramachandra Khuntia.

KUMARI MAMATA BANERJEE : Sir, the Andhra Pradesh Rajdhani has not been withdrawn. We are going to sign an MoU with the Andhra Pradesh Government and the Karnataka Government for the development of the railways.

Sir, in the case of Orissa also, I would like to respond to the views expressed by the hon. Member. Mr. Khuntia mentioned about the investment in Orissa and all other things. The Indian Railways and the Orissa Government are supporting the private sector in building railway sidings and other things. We are encouraging the Orissa Government like anything.

THE VICE-CHAIRMAN (SHRI SURESH PACHOURI): You have not responded to the point raised by Mr. Rama Mohana Rao that a special train should be run from Delhi to Tirupati via Bhopal.

KUMARI MAMATA BANERJEE: Sir, I will examine it. At this moment, I cannot say anything. I will examine it.

SHRI K. RAMA MOHANA RAO: There was a Delhi-Secunderabad direct Rajdhani. That was withdrawn last year.

KUMARI MAMATA BANERJEE: It has not been withdrawn. The Rajdhani between Delhi and Secunderabad has not been withdrawn.

SHRI RAMACHANDRA KHUNTIA: What about the Rajdhani from Delhi to Bhubaneshwar directly?

KUMARI MAMATA BANERJEE: You make a suggestion and let us examine it.

THE VICE-CHAIRMAN (SHRI SURESH PACHOURI): I would like to take the sense of the House. Should we continue with this Bill or should we take up the Private Members' Business?

SHRI S. VIDUTHALAI VIRUMBI (Tamil Nadu): Sir, we should continue with this Bill.

SHRI SANGH PRIYA GAUTAM (Uttar Pradesh): Sir, let us finish it. After that we can take up the Private Members' Business.

SHRI V.V. RAGHAVAN (Kerala) : Sir, the Private Members' Business is also important. I have to move a very important Resolution. Let us take up ...*(Interruptions)*...

THE VICE-CHAIRMAN (SHRI SURESH PACHOURI): Shri S. Niraikulathan.

†SHRI S.NIRAIKULATHAN (Tamil Nadu): Mr. Vice-Chairman, Sir, I rise to speak on the Railway Appropriation Bill on behalf of AIADMK. I wish to tell one thing to the Hon'ble Railway Minister. Madam Minister, you are 'Mamtaji' for the Railways, but for the oppressed people, for the SCs'STs and BCs you are Mataji; that is what I feel.

Sir, year after year, in each Railway Budget, Tamilnadu is being neglected. For a length of 1336 Kms. of railway network in Tamilnadu, the estimated expenditure under various heads is rupees 1260 crore. But in the current year's Budget only Rs.41 crore has been allocated. This is how Tamilnadu is being treated.

I wish to cite one example. For the last five years we have been demanding for laying a new BG line from Manamadurai to Tuticorin *via* Kamudhi in Ramanathapuram district of Tamilnadu. I have raised this matter several times inside and outside the House. I had pleaded with the former Railway Minister also. Even the Railway Committee in its meeting held at Chennai last year, accepted my demand for Manamadurai -Tuticorin BG line *via* Kamudhi as viable project. Survey for this 126 Kms. long project was carried out and it was estimated that the project would cost Rs.209 crore rupees. But it has been rejected by the railway authorities on the ground of negative rate of return: That the project will not earn profits. If so, then I would like to ask, whether all other projects of railways are earning profits? In fact, this project will benefit four districts namely, Ramanathapuram, Siragangai, Virudhunagar and Tuticorin.

If this project is executed, a number of benefits would follow: Tuticorin-Nagappattinam ports would be linked, the people of the backward district of Ramanathapuram will get employment opportunities, people of the famine-hit Ramanathapuram district would be able to travel to different places to work and earn their livelihood, the generation of employment opportunities would also put an end to caste violence etc. in the region, the travel distance of 800 Kms. from Tuticorin to Chennai *via* Thirunelveli, Thenkasi, Virudhunagar shall be reduced to 600 Kms. thus save a distance of 200 Kms, fuel would be saved, travel time and train fare would come down and freights from Tuticorin coming to the north would earn huge revenues.

† English translation of the original speech delivered in Tamil.

During the current financial year so far, the Southern Railway has earned rupees 374.6 crore profit by way of freight charges. Yet the railway authorities say that the project shall have negative rate of return. In view of the enormous benefits likely to accrue to the people and the Railways, I request the Hon'ble Railways Minister to kindly give green signal to the Manamadurai - Kamudhi -Tuticorin BG line project.

Mr. Vice-Chairman, sir, out of the total Railway Budget allocation for the year 2000-2001, only one fiftieth amount is allocated for Tamilnadu. If the allocation for Tamilnadu continues this way, it will take over 25 years to complete the projects. When we ask for execution of projects, we are told there is paucity of funds. But stainless steel coaches, each costing over 1 crore rupees are being built. When higher railway officials travel, a full coach known as saloon is given. But for genuine projects, funds are not allocated. Madurai-Rameswaram, Trichy-Manamadurai, Tanjore-Nagore, Tanjore-Villuppuram, Cuddalore-Salem and Villuppuram-Katpadi new-lines need to be allocated more funds. Allocation of meagre funds for these projects would be meaningless.

Due to gauge conversion in Tamilnadu, Chennai-Rameshwaram, Chennai-Egmore-Tambaram and Trichy-Manamadurai trains have been cancelled. This poses great inconvenience to the public, particularly the pilgrims who come from different parts of the country to Madurai and Rameswaram. Until the completion of Madurai- Rameswaram and Trichy-Manamadurai conversion projects, Chennai- Madurai and Madurai-Rameswaram express trains should be run. Same way day express should be run from Madurai to Dindugal and from Dindugal to Trichy.

Sir, Salem-Namakkal project should be expedited; Chennai-Beach to Taramani project should be extended up to Vellachery; on Madurai-Rameswaram-Thosi highways, railway overbridges should be constructed at Manamadurai, Kamudhakkudi, Ucchappuli and Paramakkudi; new railway platforms should be constructed at Paramakkudi, Ramanathapuram and Rameswaram in Ramanathapuram district, at Vamamarai and Karaikkudi in Sivagangai district, Thovalai in Kanniyakumari district and Valliyur in Thirunelveli district.

The Hon'ble Railways Minister, in a statement this month, has said that though estimates for Dindugal-Pollachi BG line have been made, it is not possible to take up this project now for the want of funds. I do not

understand, what is the use of such estimates. Sir, a point on purchase of cranes by railways. 140-T model cranes were imported by the Railways, sidelining the Calcutta-based M/s.Jessop company. CAG report was critical about it. I would like to know whether CBI enquiry has been ordered into the deal. Before I conclude, I request the Hon'ble Mamtaji, to get the Manamadurai-Kamudhi-Tuticorin new BG line project executed in the current year and have the blessings of Ramanathaswamy of Rameswaram. Thank you.

SHRI V.P. DURAISAMY : Sir, at the outset, I would like to offer my congratulations to the hon. Minister on her party's phenomenal success in the recent elections, and I am sure that this would set a forerunner for its success in the next year's elections as well ...(*Interruptions*)... I am demanding more money from the Minister and that is why I thought a good start would give good results.

I want to thank the Minister for the generous allotment of funds in the recent Railway Budget for the gauge conversion project in Tamil Nadu, especially in the metropolitan city of Chennai. The early completion of Chennai-Dindigul gauge conversion has helped in the direct link from Chennai to Kanyakumari which, in turn, has helped to connect the Southern part of India to various States of the North India, including Howrah. I also thank her for introducing a direct train between Kanyakumari and Howrah. I request the Minister that the frequency of the service should be increased in due course.

The Salem-Karur new BG line which was sanctioned in 1997-98 has not been given due recognition in the current Budget. The estimated cost of the new 8.7 km. BG line was Rs.155 crores. In the first year, 1997-98, the Railways allotted Rs.20 crores for this project and, subsequently, Rs.23 crores were allotted. For the current year, only Rs.10 crores have been allotted. At present, trains from Karur have to reach Salem via Erode, a distance of about 130 kms. The new line will provide a shorter and direct link to all the southern trains. Sir, till this day, Namakkal town has no rail link, though it is a lorry-body-building centre. Thousands of fleet owners from North India utilise the services of body-builders of Namakkal. Besides that, Namakkal is also a major poultry centre, next only to Andhra Pradesh. Poultry units located in and around Namakkal provide livelihood to thousands of rural people. A substantial portion of the traffic will be diverted to the railways after inauguration of the new Salem-Karur BG line.

The earlier project was scheduled to be completed by 2004. But, after seeing this allotment, I am afraid, it will take much more time. I request the hon. Railway Minister to allot additional funds for the current year and more funds for the coming year so as to complete this project.

Sir, Coimbatore City is an industrial town of Tamil Nadu, having various units manufacturing agricultural machinery, industrial components and other machinery and components. There is no express train connecting Kanyakumari and Coimbatore. So, a train has to be introduced from Kanyakumari to Coimbatore. At present, a day-passenger train is being operated by the Railways. This can be converted into a night-express train. Then, the Coimbatore-Dindigul gauge conversion work, which is 167 kms. long, should be initiated.

SHRI GOPALSINH G. SOLANKI (Gujarat): Sir, so far as these two Bills are concerned, I support them since they are meant to meet a constitutional requirement. At the same time, I want to make two or three suggestions. Sir, Railways being the largest organisation not only in our nation, but in the whole world, its administration must work properly. It is meant to be a public utility. So, all the railway employees are supposed to cooperate with the passengers, whenever the passengers require something or whenever they expect something from the railway staff. I came across an incident which I want to share and which I want to raise here. On the 17th, I was in Mathura. I went to the Deputy Station Superintendent, Mathura and asked him to inform the Station Master, Delhi Station that I will be boarding the train from Mathura instead of Delhi. He said that there was no facility for conveying this information. Secondly, when I asked for the telephone numbers of superior officers, he said he didn't have them. The office adjacent to the Station Master's Office was that of the Area Manager. So, I asked for the telephone numbers of the Area Manager's Office. He again said, "We don't keep those telephone numbers".

[THE VICE-CHAIRMAN (SHRI T. N. CHATURVEDI) in the chair]

I asked for the DRM's telephone numbers. He said that he doesn't have them. Sir, I would like to suggest one thing. There must be a board displaying the telephone numbers of the officers at every station so that whenever any passenger or any member of the public require any help from the superior officer or they want to get their grievances redressed, they are able to contact them.

Secondly, Sir, throughout the country, there is a craze for reservation.

We are not able to meet the demands of the people, so far as reservations on trains are concerned. So, I suggest that after every express train, at least, there should be one train, with just sitting accommodation, connecting Delhi with the other metropolitan cities of Mumbai, Chennai and Calcutta.

Sir, my next point is, for the last eight-nine years, we have been demanding a stoppage for the August Kranti at Godhra. It is a virtual bureaucratic denial not to have a stoppage there. From Mumbai, that train stops at Surat, at a distance of 65 kilometres; and from Surat, it stops at Vadodara, at a distance of 70 kilometres. We have been demanding that it should have a one-minute stoppage at Godhra, but it has not been done so far.

Sir, Vadodara Division is the highest profit-making division, but the passengers of that area are not being given adequate facilities. We have been requesting for a train from Dohad to Ahmedabad via Anand so that the Adivasis can travel by that train. There is a lot of rush on that route.

Sir, I want to put forth one more suggestion for the consideration of the hon. Minister. The Dehradun Express is the oldest train with first-class accommodation. I think the first-class accommodation needs to be converted into II AC or III AC. If it is done, then it would bring more revenue for the Railways. In the Frontier Mail also, the Railways have reduced the number of compartments. They have reduced the number of I AC and II AC compartments by just half, whereas there is a lot of demand, as it is the oldest train on the BBNC Railway since it was introduced.

Sir, I have to make one more suggestion for the consideration of the hon. Minister. I would like to point that the recommendations of the Standing Committee and other Commissions are not being properly implemented by the Railways. I hope, the present Railway Minister, who is very dynamic, would pay more attention to the recommendations of the Standing Committee and other Commissions so that there is some improvement in the functioning of our railway system.

THE VICE-CHAIRMAN (SHRI T.N. CHATURVEDI) : Miss Frida Topno not here. Shri Dhammaviriyo.

SHRI EDUARDO FALEIRO : Sir, just give me one minute. ...*(Interruptions)*...

VEN'BLE DHAMMAVIRIYO (Bihar) : Thank you, Sir.

उपसभाध्यक्ष (श्री टी.एन. चतुर्वेदी): आप का बहुत थोड़ा सा समय है । थोड़े में अपनी बात कह दीजिए ।

श्रद्धेय धम्मा विरियो : सर, मैं लंबी बात तो करता नहीं हूँ । ...*(व्यवधान)*.... Sir, thank you very much for giving me an opportunity to speak on this. I support both the Bills moved by the hon. Minister. We can divide the history of Indian Railways into two parts. One is the British period and the other is the period after Independence. It was a matter of great privilege for us that the British had laid two important lines, one in Darjeeling, at a height of 8,000 feet; and the other in Shimla. Even after 50 years of our Independence, the people in some of the State capitals of Sikkim, Tripura, Mizoram, Nagaland, Manipur and Arunachal Pradesh do not have the opportunity of welcoming the rail engine in their capitals. It is very surprising that even after 50 years of Independence, we are not able to lay railway lines in those areas. I would request the hon. Minister to kindly look into this matter. When Shri Ram Vilas Paswan was the Railway Minister he boldly said that within a short time, he would see that the railways reach those State capitals.

The North-Eastern people, especially of Arunachal Pradesh, Mizoram and Tripura, are very religious minded. They and the North Bengal people go to Gaya to perform *pitru paksha pinda pradana*. It is very important for the Hindus and the Buddhists. But there is no direct train from Guwahati to Gaya. When I requested the Minister, she said that people could go via Patna. But from Patna, there are just one or two passenger trains only. There is no safety too. I request the Minister, through you, Sir, to kindly introduce one superfast train from Guwahati to Gaya so that the Hindus and the Buddhists of the region get the privilege of paying their respect to their elders in the *pitru paksha mela*.

Sir, Patna is a very important railway station. There is naxalite activity in that region. There is no place to sit, even for VIPs like MPs, MLAs, Ministers

and officials. When these people come over there, there is no room for them. There is a room, but it is very close to the room of the Assistant Railway Manager. If you want to go to that room, you have to pass through the room of the Station Manager. My request is, since it is such an important railway station, kindly provide one room for the VIPs, at the Patna railway station.

Sir, there was one fast passenger train from Danapur to Howrah. Now they have discontinued it. I request you to kindly introduce it again. Gaya is an international spot. There is no direct flight to Gaya from any place. People have to come to Patna or any other place nearby and then go to Gaya. Sir, the Gaya railway station has to be modified now. It is very important from the point of view of foreign pilgrims also.

Another point is, there is no reservation facility at Bodh Gaya. Just for making reservation, people have to go from Bodh Gaya, spending Rs. 500-600. It is my humble request to you to provide a reservation counter at Bodh Gaya. Also, kindly renovate the Gaya railway station. That railway station is very important for you too because people are coming from every part of the world. ...*(Interruptions)*... Kindly renovate it and provide facilities, at least sitting facility, for the first-class and second-class passengers. There is no place to sit, at the Railway Station. There is no place to sit, at the platforms. Kindly provide these facilities.

I also request you to introduce a first-class coach in the Patna-Delhi Rajdhani so that all officials and MPs can have the privilege. Otherwise, there will be a lot of difficulties for them to get accommodation in the Rajdhani express. This is my request to you.

Madam Minister, we know that you are bold and energetic. We encourage you and we are proud of your administration of the Railways.

Thank you.

KUMARI MAMATA BANERJEE: Dhanbad, Gaya and Patna, all these would be model stations.

SHRI V.V. RAGHAVAN: Mr. Vice-Chairman, Sir, our hon. Railway Minister is very familiar with the acute problems the State of Kerala is facing with regard to railways. Sir, since the commissioning of the Konkan Railway, almost all the trains, connecting the rest of India, are being routed through the Konkan track. But there is no double line from Mangalore to Shoranur

and from Ernakulam to Trivandrum. All the trains running on the single line run late, for hours together. It is natural because they have to run on the single line. There has been a heavy traffic since the commissioning of the Konkan Railway. This problem is not being faced by the passengers of Kerala only. Passengers of other regions who are coming here are also facing this problem. The persons going to the temple at Guruvayur are very much inconvenienced. I request the hon. Minister to do something for expediting the doubling work in Kerala because she knows the problem. Sir, another point is regarding the Kuttipuram- Guruvayur line. It had been accepted earlier and an amount of Rs.92 crores was allotted. In the Budget, there was provision for it. Now, I have received an intimation from the Minister of State for Railways last week that Guruvayur to Kuttipuram...

THE VICE-CHAIRMAN (SHRI T.N. CHATURVEDI): Mr. Raghavan, you have been given only two minutes. Please be brief.

SHRI V.V. RAGHAVAN: Sir, I will be very brief. Sir, I have been told that Guruvayur to Kuttipuram is not a doubling project. Sir, it was a line accepted earlier by the Railway Board because lakhs and lakhs of devotees come to Guruvayur throughout the year from all parts of India. That is the only line connection Guruvayur to the main line. How is that that doubling of this line has been dropped when it had already been accepted? How can you drop it? It has been stated that the survey is going on. Sir, the survey was completed, the project was accepted, the Planning Commission had accepted it and the Railway Board had accepted...

THE VICE-CHAIRMAN (SHRI T.N. CHATURVEDI): I think I have not been able to make it clear that we are not discussing the Railway Budget. You had two minutes. Please conclude now.

SHRI V.V. RAGHAVAN: Sir, the first request I would make is, please expedite the work of doubling, allot more funds and provide engineers who are experts for the doubling work from Mangalore to Shoranur and from Ernakulam to Trivandrum. Please take up the Kuttipuram-Guruvayur line because it is not a new project. It was accepted earlier. Just because of the doubling of Shoranur to Calicut route, you cannot drop it. Please revive it, at least in the next Budget. Thank you.

SHRI N.K. PREMACHANDRAN (Kerala): Mr. Vice-Chairman, Sir, I thank you for giving me this opportunity. Sir, I associate myself with what

3.00 p.m.

comrade Raghavan has said and support him Sir, the railways play a very important role in the national integration of our country. Sir, probably, Kerala is unlucky because we did not have any Railway Minister from Kerala since our Independence. That is why there is an imbalance in the development of railways throughout the last five decades of our post-Independence period. I remember, hon. Mamtaji, energetic Minister, protested against the Railway Budget presented by Mr. Ram Vilas Paswan in the Lok Sabha. I was a witness to that. As far as our State, Kerala, is concerned, it does not have any railway zone; we do not have any development project. We do not have any new project. We do not have new trains. Nothing is there. Kerala has been discriminated against during the last so many decades. Sir, I would be brief. Sir, the first thing I demand is that there should be an exclusive railway zone for Kerala. Sir, we are being neglected by New Delhi as well as the Southern Railway with its headquarters at Chennai. So, this is double neglect and discrimination against us by the administrative authorities as well as officials of the Ministry. Therefore, there should be an exclusive railway zone for Kerala. This is our main demand. I request the hon. Minister to consider it favourably. Sir, another point is that a commitment was made by the Railway Ministry that when the Mangalor-Shoranur line is completed and also when the Quilon-Shoranur doubling work is completed, new trains would be provided to the State of Kerala. Sir, it is to be noted that doubling of Quilon to Trivandrum line has been completed. But no new trains or new services or extension has been provided. Nothing has been done so far.

THE VICE-CHAIRMAN (SHRI T. N. CHATURVEDI): Please conclude.

SHRI N. K. PREMACHANDRAN: Yes, Sir, I am concluding. Since the Quilon to Trivandrum doubling is completed and the capacity is there, I request the hon. Minister to have more thrust in that area also. Regarding gauge conversion, only one gauge conversion, which is remaining in Kerala, is Virudnagar-Quilon conversion of meter gauge to broad gauge. Sir, it is very astonishing to know that in the last years' Budget, it has been described as Quilon-Virudnagar conversion. But, immediately, after the collapse of the Twelfth Lok Sabha when the Government was dissolved, it was seen that the work has started. In the last years' Budget, Rs. 10 crores have been earmarked and allotted to Quilon-Virudnagar conversion. But it is quite unfortunate to note that the work has started from Virudnagar

and not from Quilon. Probably when work starts in Quilon from A to B, in normal course the work starts from A and not from B. But it is quite unfortunate that due to some *mala fide* political intention, the work has started from Virudnagar. That is also discrimination. So, work should have been started from Quilon. That has not been done. I request the hon. Minister that simultaneous work has to be started both from Virudnagar as well as Quilon otherwise; we will not be able to get the fruits. Sir, Kayamkulam to Ernakulam doubling has not been accepted so far by the Railways. There is a Railway line between Kayamkulam-Alleppey to Ernakulam but that has not been accepted. So, I urge upon the Minister to have the doubling in this area also so that this problem could be avoided. Kerala has given much railway earnings by way of fare tickets as well as goods traffic also. I hope the hon. Minister will consider all these facts. With these words I conclude. Thank you.

श्री गांधी आज़ाद (उत्तर प्रदेश) : धन्यवाद महोदय। विनियोग रेल संख्या 3 व 4 विधेयक, 2000 का मैं समर्थन करने के लिए खड़ा हुआ हूँ। महोदय, सर्वप्रथम मैं माननीय रेल मंत्री को अपनी तरफ से, अपनी पार्टी, बहुजन समाज पार्टी की ओर से तथा अपने क्षेत्र की जनता की ओर से बहुत-बहुत स्वागत और अभिनन्दन करते हुए बधाई देना चाहता हूँ कि वहाँ की क्षेत्रीय जनता की मांग जो काफी दिनों से लखनऊ पहुँचने की थी उसे अपने अभी 12 अगस्त को छपरा-बलिया-लखनऊ नई ट्रेन चला करके पूरा किया है। इससे लखनऊ की जनता हर्ष और गर्व महसूस कर रही है। लेकिन आज भी मुम्बई, कलकत्ता एवं नई दिल्ली पहुँचना उनके लिए काफी दूर ही नहीं सुदूर सा लगता है। महोदय, मैं मंत्री महोदया की मजबूरी को भी जानता हूँ और उस मजबूरी को समझ करके और देश की आर्थिक व्यवस्था को ध्यान में रखते हुए कोई नई ट्रेन चलाने की मांग तो नहीं कर सकता लेकिन मैं कुछ सुझाव देना चाहता हूँ। अगर इन सुझावों को मान लिया जाए तो वहाँ की क्षेत्रीय जनता की समस्या का काफी समाधान किया जा सकता है।

उपसभाध्यक्ष (श्री टी.एन. चतुर्वेदी): देखिए, अभी प्राइवेट मेंबर्स बिजनेस लिया जाएगा, जरा जल्दी खत्म करिए।

श्री गांधी आज़ाद: गोरखपुर से जो दादर एक्सप्रेस चलाई जाती है वह वाया वाराणसी से होते हुए मुम्बई जाती है। अगर उसका रास्ता मऊ से आजमगढ़, शाहगंज, जौनपुर, इलाहाबाद होते हुए कर दिया जाए तो उधर की जनता काफी लाभान्वित हो सकती है। मुम्बई जाने के लिए प्रतिदिन 500 से लेकर 1000 लोग आजमगढ़ के रेलवे स्टेशन से टिकट भी लेते हैं। इसी तरह से लक्षवी एक्सप्रेस जो मुजफ्फरपुर-नई दिल्ली वाया वाराणसी जाती है, अगर वह उसका मऊ से आजमगढ़, शाहगंज, जौनपुर, इलाहाबाद होते हुए रास्ता कर दिया जाए तो उधर की जनता की समस्याओं का भी समाधान हो सकता है। महोदय, एक राजधानी एक्सप्रेस नई दिल्ली से सियालदा चलाने की योजना अभी है। लेकिन उसका रास्ता अभी तय नहीं किया गया है। अगर उसको लखनऊ, शाहगंज, मुजफ्फरपुर होते हुए सियालदा ले जाई जाए तो उधर की जनता कलकत्ता और दिल्ली दोनों की समस्याओं का हल हो जाएगा। मुझे आशा ही नहीं भरोसा है कि इस क्षेत्र की जनता की

वेदना को आप अपनी ममतामयी भावना से अवश्य पूरा करेंगी। दो पंक्तियों के साथ मैं अपनी बात को विराम देता हूँ।

"गर हो जाए नजरे इनायत किसी की,
कट जाए यों ही मुसीबत किसी की "।

***मिर्जा अब्दुल रशीद** (जम्मू और कश्मीर): उपसभाध्यक्ष महोदय, रेलवे एप्रोप्रिएशन बिल पर मंजूरी के लिए डिसकशन हो रहा है। मैं रेलवे एप्रोप्रिएशन बिल के हक में, सपोर्ट करने के लिए खड़ा हुआ हूँ। इसमें कोई शक नहीं है कि हमारे देश का रेलवे बहुत अहम डिपार्टमेंट है। यह मुल्क की एकता के लिए, मुल्क की तरक्की के लिए, बहुत जरूरी है। मेरे पास टाइम थोड़ा है। मैं जम्मू-कश्मीर के बारे में आनरेबल रेलवे मंत्री जी के नोटिस में चंद बातें लाना चाहूँगा। यह अच्छा होता कि इब्तिदा से ही जम्मू से श्रीनगर तक कश्मीर को रेलवे लाइन से जोड़ा होता तो आज जो यह मामला बिगड़ा हुआ है कश्मीर का यह नजर नहीं आता। अगर 25 साल या 40 साल पहले जम्मू-कश्मीर को रेलवे से जोड़ दिया होता तो कश्मीर से सर्दियों के छह महीने में जो वहाँ के लोग सारे भारत में घूमते और घूम फिरकर देखते और तजारत करते और यह भी देखते कि भारत कितना सुंदर मुल्क है। इसमें हिन्दू-मुस्लिम-सिख-ईसाई कितने प्यार से रहते हैं और उनकी सोच पर एक अच्छा असर पड़ता और गर्मियों के महीने में करोड़ों भारतीय गर्मी की शिदत से बचने के लिए कश्मीर वादी में जाते हैं उन लोगों की तिजारत बढ़ती, टूरिज्म भी बढ़ता और यह शिदत-ए-गर्मी से बचते। इससे आपस में एक मुहब्बत, एक प्यार, एक मेलजोल, एक खलूस बढ़ गया होता, लेकिन उस वक्त अगर रेलवे ने काम शुरू किया होता तो चंद करोड़ रुपए से यहाँ रेलवे बन सकती थी, आज यह रेलवे अरबों रुपयों से भी नहीं बन सकती है। मैं इनके नोटिस में जो बात लाना चाहता हूँ वह यह है कि नरसिम्हाराव जी ने उस वक्त ऑन दि फ्लोर ऑफ दि हाउस 25 अरब रुपये का अनाउंसमेंट किया, लेकिन अमल तौर पर कुछ नहीं हुआ। उसके संबंध में प्रोजेक्ट भी बना। उसके बाद देवगौड़ा जी प्राइम मिनिस्टर बने, उन्होंने काजीकुंड में बहुत बड़े जलसे में एलान किया कि हम इसी साल काम शुरू कर देंगे, उन्होंने इनोगरेशन किया, पत्थर लगाया, लोगों ने तालियाँ बजाई, वह पत्थर भी वहाँ से गायब हो गया। इसी तरीके से गुजराल जी के जमाने में उधमपुर में पत्थर लगाया गया, अब वहाँ पत्थर ही पत्थर हैं और काम कुछ नहीं हुआ है। 1982 में इन्दिरा गांधी जी ने जब जम्मू से उधमपुर तक रेलवे शुरू की तो उन्होंने वहाँ फरमाया था कि पाँच साल के अंदर-अंदर हम इसको मुकम्मल करेंगे, लेकिन 20 साल गुजरने के बाद भी न जाने कितने साल और लगेंगे। इसी तरीके से उधमपुर-कटरा के लिए सर्वे हुआ और जम्मू से पूंछ के लिए सर्वे हुआ, हम आनरेबल मंत्री जी से यही तवक्को रखेंगे कि नई कोई अनाउंसमेंट नहीं करें, लेकिन जो बड़े-बड़े लोगों ने, वजीरे आजमों ने और बड़े-बड़े जिम्मेदार लोगों ने जो अनाउंस किया है उसको इम्प्लीमेंट करने की कोशिश करें। हमें खुशी है और हम मंत्री जी का शुक्रिया अदा करते हैं कि कश्मीर के बारे में उन्होंने पाजिटिवली फरमाया था कि हम एज ए स्पेशल केस वहाँ पर फंड्स देकर काम शुरू करेंगे। हमने बड़ा इंतजार किया लेकिन मशरूफियत की वजह से वे नहीं आ सकीं।

† Transliteration of the speech in Persian script is available in the Hindi version of the Debate.

मैं एक बात की और आपसे गुजारिश करना चाहूँगा कि इस वक्त सबसे बड़ा मसला कश्मीर में जो फेस किया जा रहा है वह अनएम्प्लायमेंट का है। वहाँ पर पढ़े-लिखे नौजवान बेरोजगार हैं। वहाँ पर जो चेंबरमैन हैं वह पिछले 4 साल में एक बार भी श्रीनगर नहीं जा सके और न ही इन चार सालों में एक भी शख्स का कश्मीरवादी से रिक्रूटमेंट हुआ है। हम आपसे यह गुजारिश करेंगे कि वहाँ की बेरोजगारी को दूर करने में रेलवे डिपार्टमेंट बहुत मदद कर सकता है। अगर आप वहाँ पर पढ़े-लिखे लोगों को रिक्रूटमेंट करने के लिए चेंबरमैन रखें तो अच्छा होगा। आप वहाँ के लोगों को मेन स्ट्रीम में लाने के लिए रोजगार प्रदान करें। अगर भारत में पाँच सौ, दो हजार या दस हजार लोग रिक्रूट होते हैं तो उनकी जो बहने होती हैं, उनकी जो माँ होती हैं, उनकी निगाहें देश में पड़ी होती हैं और अपने देश में अपने बच्चों को, अपनी बहनों को और भाईयों को ढूँढती हैं। इसी सिलसिले में जम्मू में एक फैक्टरी के लिए सर्वे हुआ है और उस फैक्टरी का बाकायदा अनाउंसमेंट भी हुआ, लेकिन आज तक वहाँ पर बेरोजगारी दूर करने के लिए यह फैक्टरी नहीं लगाई गई है। वहाँ पर एक डिमांड यह सबसे बड़ी है क्योंकि वैष्णो देवी हर साल लाखों यात्री जाते हैं, अमरनाथ यात्रा के लिए भी यात्री जाते हैं। जम्मू के लोगों की बहुत बड़ी डिमांड है कि जम्मू से हरिद्वार एक ट्रेन चलाई जाए। जो यात्री अमरनाथ या वैष्णो देवी की यात्रा से वापस आते हैं उनमें से यात्री हरिद्वार भी जाना चाहते हैं। यह अच्छा हो कि जम्मू से हरिद्वार के लिए एक ट्रेन चलाई जाए। इतना कहते हुए मैं मंत्री जी से तबक्को रखूँगा कि जम्मू कश्मीर के जो हालात हैं, उनमें सुधार करने में आपका डिपार्टमेंट बहुत अहम रोल अदा कर सकता है। हम तबक्को भी रखते हैं, क्योंकि ये बड़ी डायनमिक हैं, बड़ी एनर्जीटिक हैं और उनका अच्छा नाम भी है और अच्छा काम भी है। वे बहुत अच्छे तरीके से उन लोगों को अपने देश की तरफ रागिब करने में, मेन स्ट्रीम में लाने में अपना रोल कर सकती हैं। हम उनका फुल्ली कोआपरेशन करेंगे।

कुमारी फ़िडा टोपनो: उपसभाध्यक्ष महोदय, रेलवे के बारे में मुझसे पहले खूंटिया साहब डिटेल में बोले इसलिए मैं केवल मेरे क्षेत्र में जो प्रॉब्लम्स हैं, उनके बारे में कहना चाहती हूँ। राउरकेला, सुंदरगढ़ डिस्ट्रिक्ट मेरी कॉन्स्टीट्यूएँसी है, एम. पी. कॉन्स्टीट्यूएँसी है लेकिन राज्य सभा के हिसाब से पूरा उड़ीसा है। रेलवे के मामले में सुंदरगढ़ डिस्ट्रिक्ट में बहुत प्रॉब्लम्स हैं। विशेषकर राउरकेला एक मेन सेंटर है, स्टील सिटी है लेकिन वहाँ से जब हम लोग दिल्ली आते हैं तो केवल एक ट्रेन उत्कल एक्सप्रेस है जिसमें बैठकर हम लोग दिल्ली आ सकते हैं। महोदय, जिस समय मैं लोक सभा में थी, सम्भलपुर से एक ट्रेन, हीराकुंड एक्सप्रेस आती थी, वह एक बार राउरकेला आती थी और एक बार सम्भलपुर जाती थी, उसमें आने से हम लोग बहुत जल्दी दिल्ली पहुँच जाते थे। मैं चाहती हूँ कि मंत्री महोदय उसी ट्रेन को फिर से रिपीट कर दें। अगर ऐसा हो जाए तो हम लोग सैकिंड ट्रेन पा सकते हैं। इसके अतिरिक्त तालचर-बिमलागढ़ लाइन न्यू लाइन है। उसका सर्वे बहुत दिनों से हो चुका है। जब से मैं एम. पी. बनी हूँ, 1991 से मैं उसके लिए डिमांड करती आ रही हूँ। उसके बारे में हर बार बोलते हैं कि सर्वे हो रहा है, इनवेस्टीगेशन हो रहा है लेकिन अभी तक सर्वे खत्म नहीं हो रहा है। आपसे अनुरोध है कि कृपया उसको एक्सपीडाइट कर दीजिए। उसके चलने से ट्रेन माइनिंग एरिया में जा सकेगी और राउरकेला से भुवनेश्वर, वह हम लोगों की कैपीटल है, शॉर्टस्ट रुट हो जाएगा। अभी हम लोगों को ट्रेन के द्वारा खड़गपुर से होकर अपनी कैपीटल जाना पड़ता है इसलिए मेरा अनुरोध है कि तालचर-बिमलागढ़ न्यू लाइन जल्दी चालू होनी चाहिए। वह रेलवे का बड़ा स्टेशन है। वहाँ रेलों के डिब्बे और इंजन धोने की सुविधा होनी चाहिए और वहाँ से दिल्ली या कहीं ओर जाने के लिए ट्रेन स्टार्ट हो सकती है। यह सब बातें मैं आपके माध्यम से मिनिस्टर महोदय से अर्ज करना चाहती हूँ। धन्यवाद।

SHRI S. SIVASUBRAMANIAN (Tamil Nadu): Sir, I rise to speak on the Appropriation (Railways) Bill, and support it. The first issue pertains to stoppage of some trains at the Ariyalur Railway Station on the Southern Railway. Ariyalur has been newly carved out as a District Headquarters. The State Government is taking necessary steps for establishing the District Collectorate and other offices in the District. This is the only one railway station in the vicinity of the Ariyalur District. This Station takes care of the needs of 30 lakh people belonging to three districts -- Perambalur, Tiruvarur and Namakkal. Sir, the matter of stoppage of the Pandian Express, Nellore Express, Vaigai Express and Madras Egmore-Kanyakumari Express trains at the Ariyalur Railway Station was taken up with the hon. Railway Minister. So, I request the hon. Railway Minister to be kind enough to sanction the stoppage of the trains here.

Sir, I would also like to bring to the kind notice of the hon. Railway Minister a long-pending request of the people of my area. We have been requesting for a survey of a new railway line connecting Kukkambalam-Namakkal-via-Jayankondam, Ariyalur, Perambalur and Tiruvarur. This line will provide railway facility to the people of more than six districts in my State. It will also benefit the Jayankondam Lignite Corporation which is likely to become operational shortly. By laying this line, the Railways can expect a sizeable revenue from the Jayankondam Lignite Corporation. The total length of the proposed new line will be only around 180 kms.

THE VICE-CHAIRMAN (SHRI T.N. CHATURVEDI): That is all right.

SHRI S. SIVASUBRAMANIAN: I want to add only one more point here. Sir, the House knows fully well that reservation in recruitment is being provided by the Central Government to Other Backward Classes. Railways is the biggest organisation with maximum manpower. They recruit lakhs of employees every year at all levels, from Group 'D' to Group 'A'. I am happy that they are following the Constitutional obligation of providing reservation to OBCs in recruitment.

THE VICE-CHAIRMAN (SHRI T.N. CHATURVEDI): Now you are going further. ...*(Interruptions)*... I think this is ...*(Interruptions)*... Later on, during the Railway Budget, you will have an opportunity to discuss this. ...*(Interruptions)*... Shri Bratin Sengupta. ...*(Interruptions)*...

SHRI S. SIVASUBRAMANIAN: There should be a separate Liaison Officer in the Ministry of Railways for the entire Railways.

SHRI BRATIN SENGUPTA (West Bengal): Sir, I would like to say that over-centralisation in the operational and administrative functions of the Railways is a handicap for it in discharging different works. Will you go for decentralization at different levels? Secondly, at one point of time, passes were issued, indiscriminately, to 14,000 persons. Will you ensure that this will never happen again? Will you divulge the names of those 14,000 persons who were the beneficiaries?

श्री खान गुफुरान जाहिदी (उत्तर प्रदेश) : शुक्रिया वाईस चेयरमैन साहब। वक्त बहुत कम है और बातें बहुत कहनी हैं लेकिन आपकी हिदायतों का भी लिहाज करना है। मुझे सिर्फ यह कहना है कि कितना काम हुआ और कितना नहीं हुआ, इस तरह का कुछ ब्यौरा आना चाहिए था। दूसरा, देखने की चीज यह है कि जो जमीनें पड़ी हैं करोड़ों करोड़ रुपए की जहां रेलवे लाईन हटा दी गई है, उन पर जो एनक्रोचमेंट हो रहा है, वह बहुत जबरदस्त किस्म का एनक्रोचमेंट हो रहा है और रेलवे के इम्प्लॉइज मिलकर उसको खा रहे हैं। अगर यह एनक्रोचमेंट नहीं हटा तो रेलवे की बड़ी प्रॉपर्टी बरबाद हो जाएगी, बराबर ऐसा देखा जा रहा है।

महोदय, इससे पहले भी मैंने कहा था कि हर ट्रेन में सात स्लीपर, तीन ए.सी.सेकेंड, एक फर्स्ट क्लास के डिब्बा, गरीबों के लिए, मास लीडरशिप के लिए लगाए जाने चाहिए लेकिन मैं समझता हूं कि डिपार्टमेंट बड़ा ही उदासीन है, इसमें कोई दो रायें नहीं हैं, उन्होंने सेकेंड क्लास के डिब्बे नहीं लगाए हैं। गरीब लोग जिनकी मां मर जाती है या जिन्हें कोई और दुख हो जाता है, वे प्लेटफार्मा पर दौड़ते रहते हैं, they can't get entry in any train. तो सेकेंड क्लास के दो डिब्बे हर फास्ट ट्रेन में इसलिए लगाए जाने चाहिएटीक है "तत्काल" सेवा आपने दी है। (समय की घंटी) मैं एक ही बात कह कर खत्म कर रहा हूं, और कोई बात नहीं कह रहा हूं। वहां से तो इसका जवाब आ ही नहीं सकता है लेकिन मैं आपसे यह कह रहा हूं कि "तत्काल" आपने दिया कि पचास रुपए देकर ले तो टिकट लेकिन वह भी नहीं मिलता है। इसलिए ममता जी जैसी वजीर से मैं उम्मीद करता हूं कि सेकेंड क्लास के ओपन, अनरिजर्व्ड डिब्बे हर ट्रेन में लगा दें ताकि गरीब लोग वक्त-जरूरत पर पहुंच सकें। मैं और ज्यादा बात नहीं करते हुए उनके इस बिल को सपोर्ट करता हूं।

उपसभाध्यक्ष (श्री टी. एन. चतुर्वेदी): बहुत-बहुत शुक्रिया। वैसे उनके पास एम. पीज की भी शिकायतें जाती हैं।

श्री खान गुफुरान जाहिदी: उनका भी जवाब नहीं आता है।

SHRI EDUARDO FALEIRO : Mr. Vice-Chairman, Sir, whenever metre gauge is converted into broad gauge, that is, when the infrastructure grows, the number of trains usually increases. But in the case of my State, when metre gauge was converted into broad gauge, instead of the number of trains increasing, it decreased. There is one train which is important for our State. It is the Vasco-Bangalore train which connects Karnataka. About 15 per cent of our population are Kannadigas and we have a lot of

connection with Karnataka also, like we have with Maharashtra. Therefore, my request here is, firstly, please restore this Vasco-Bangalore train. In case it is difficult for you to have a new train, please ensure that other trains are connected to Bangalore. Particularly, if you cannot provide a train from Goa to Chennai, then trains going to Chennai should be connected to Goa.

THE VICE-CHAIRMAN (SHRI T.N. CHATURVEDI): Keep only one demand for today.

SHRI EDUARDO FALEIRO: Sir, it is a very tiny demand. I am not demanding a new train. I am only demanding a connecting train. Secondly, there is the Railway Pravasi Sangh which takes a lot of interest in railway problems. I request the hon. Minister, specifically, to put a representative of this Railway Pravasi Sangh on any of your committees or boards of the States.

KUMARI MAMATA BANERJEE : Sir, I am grateful to you as also the hon. Members who participated in the discussion on the Railways' excess grants and the Appropriation Bill. The hon. Members have expressed a wide range of things, made constructive criticisms and given many important suggestions. I am really grateful to all of them. Sir, the Railways is always visible and whatever hon. Members have said, that is also very genuine. It reflects the people's demands as also the people's expectation. Sir, first of all, I would like to assure this House that a detailed reply will be sent on the issues that have been raised by the Members, be it related to individuals, stations, trains or the projects.

I do not want to waste the time of the House and want to concentrate myself on some specific problems. Number one is this. Ours is a vast country. The Indian Railways has a widespread and the biggest network. It is a fact that it is the second largest institution or the second largest organisation in the world. Our route extends to--everybody knows -- over 62,800 kilometers. Our daily passengers are about 12 million. There are around 78,000 stations. Everyday, about 12,000 trains run across the country. All kinds of areas --there are some potential areas; there are some vulnerable areas; there are some remote areas; there are some backward areas, are covered by the Railways. The Railways also serve as the main communication link. It is the lifeline of the nation. We are proud of the railways. In addition, the Railways is the main centre for national integration. When the people travel by rail, they do not consider the fact that somebody

belongs to this caste or somebody belongs to this creed, somebody belongs to this State or somebody belongs to that part of the State. The Railways carry with it a national integration, unity and diversity of our country. That is why everybody is proud of Indian Railways.

But we do have some problems. I appreciate the concern of the members regarding the passenger amenities; regarding the safety, security and regarding other matters also. I will start from the passenger amenities. Sir, we did not increase the fare. This excess of grants is less. According to our Parliamentary system, what Public Accounts Committee cleared in 1997-98, I brought in. Number two is regarding the Supplementary Demands. It is very small. Nothing is there to include more projects or anything else, because this is highly technical. Number three is regarding passenger amenities. Yes. So far as passenger amenities are concerned, we are not satisfied. That is why, in my first Budget also, I did not increase the fare. I did not increase it. Instead of that, we issued passes to the poor people, especially for the unorganised sector, the agricultural labour and for the people living below the poverty line. For the first time in the Indian history, a monthly pass of Rs.15/- was issued to the poor people. Now, the poor people think that it is their right to travel by train. Sir, when I did not increase the fare and when we gave this facility to the poor, somebody asked me as to whether the Railways is losing on that account or not. What is our passenger earning? I want to tell the House, Sir, about the performance of the year 2000-2001. The hon. Members would recall that a loading target of 475 million tonnes for the current year has been kept in the Budget. I am happy to inform the House that the Railways have already loaded 154.66 million tonnes by the end of July, 2000. As compared to our targets, it is 8.94 million tonnes more than the last year.

Sir, last year also, i.e., within 5 months, the Indian Railways surpassed the records of 50 years in the freight loading. It surpassed all the records of the last fifty years. This is also an achievement for the Indian Railways. Sir, you will appreciate, during the period ending July, 2000] in financial terms, the earning from the goods traffic is Rs. 7683 crore which is Rs. 23 crore more than the target set for the period, and which is Rs. 450 crore more than that of the last year. Even, Sir, the earning from the passenger traffic during this period is Rs. 3344 crore, which is Rs. 58 crore higher than the target set for the period, and which is Rs. 256 crore more than that of the last year. That means, if you give the opportunity to the poor people, utilise their services and involve them in the main process, we believe, reforms can be done in our country. If we do not involve people in the

main process, there will be no reforms. That is why I am saying that the process of carrying out reforms should be taken at the grass-roots level. Sir, when I say, "the grass-roots level", I mean, the people who are below the poverty line. So, these people should really be involved in the process.

Sir, I am looking after this Ministry for the last about 10 months. I am grateful to all the hon. Members, the elders and the youngsters, who gave so many valuable suggestions. I am delighted that all these suggestions have been made. Sir, at the same time, I would like to say that Railways is a very big organisation. The Railways has its own police, the RPF, though it does not have the power to lodge an F.I.R. and it is a limited force. The Railways has its own hospitals, it has its own hotels and it has its own commercial utilisation of land and air space. It is having all these types of projects. There are so many other things. It has its own public sector units also. We feel that it is one of the biggest organisations. It is just like a parallel Government. I mean to say, that it is a vast organisation which covers a very huge area. That is why, now-a-days, I think, it has to be decentralised. Sir, earlier, the process was, if anything needed to be cleared, it had to be cleared from the Ministry or the Board. But you will be happy to note that we have decentralised the power and we have now empowered the General Managers and the DRMs. They have 25% power, especially, for commercial utilisation of land and air space, and for other purposes also. Now, they are not required to wait for the clearance from the Ministry or from the Board. I want to inform the House that an Expert Group under the leadership of Shri Rakesh Mohan is looking into the details of reforms and restructuring in Railways. It is going to submit its report within a week or two.

But, in the meantime, I think the House and the Government should think over the matter that the Railway needs to be divided in two parts. This matter has to be decided. I have learnt from my experience that one person cannot look after both the operation part and the administrative part of a vast Department like Railways. Sir, I do not think there is any need for the Minister to look after the operational matter of the Railways. I think, the Railway Board is enough to take care of the operational part. Sir, as far as the administrative part is concerned, I think the Railway Minister can look after this, but not the operational part because Railways is a vast Department. Therefore, I feel, it should be decentralised. We have not done it so far; we should do it now. Though, we do not want that the Indian Railways should be divided, the method of working, the system of working should be decentralised.

Sir, the other thing is that the Members complain that the money is being exhausted because of lack of implementation of the projects and all this. My humble submission, Sir, is that earlier the system was different. Now-a-days, the system is different because we present the Budget in the month of February and the Budget is passed in the month of May. Sir, for new projects, even for setting up of a new station, the Railways has to go for a tender, and, in that process, three months' time lapses. Then, there is rainy season. So, in all, the working of nine months' is lost in this way. I appeal to the House to think over this matter. The Finance Minister does not have construction work. But the Railway Ministry has the construction work.

We should not lose time. If, out of twelve months in a year, we lose nine months, it becomes very difficult for the railways to go in for construction and complete the project as per the Budget provisions. That is why I appeal to the House to look into this matter very seriously and see that such difficulties are removed.

Hon. Members have expressed their concern about the passenger amenities. For this purpose, we had increased our Budget provision by 74 per cent, but I feel something more needs to be done. That is why, now, we have four Station Masters along with other officers so that they can take prompt decision and also see that the stations are clean.

On the question of modernisation of the stations, I may inform the hon. Members that we had earlier included 186 stations as model stations. This year we have included 22 more stations in the list. So, in all, there will be 208 model stations.

Sir, stations have been categorised into six categories -- category 'A' to category 'F'. We also intend to improve the stations in the interior areas. That is why we are setting up a Rail-Tel. Corporation. We have kept a Budget provision for the purpose. Everybody cared about the potential areas like Delhi-Chennai, Delhi-Calcutta, Delhi-Mumbai or Delhi-Hyderabad. No one cared about the backward areas. Therefore, we thought, instead of going into four or five areas, it would be better to go into the 62,800 kilometres track at a stretch. We kept a Budget provision of Rs.500 crores for the purpose. At the same time, we have set up a corporation for the purpose. The Cabinet has already cleared the proposal. The corporation is going to be registered and it will soon start working. Here, I may point out that the delay in this direction is not because of our fault, but because of the fault in the system. Until and unless the Budget is passed in the month

of May and the Supplementary Demands in the month of August, we cannot utilise the money. Hence the delay.

Sir, Railways need modernisation on its various sectors. We need modernisation in signals, we need modernisation in tracks. In short, we need modernisation in the whole railway network in order to upgrade the railways, its telecom and signalling system through cables.

Some hon. Members raised the issue regarding the recommendations made by the Standing Committee on Railways. Of course, we respect the recommendations of the Standing Committee, the Railway Convention Committee, the Public Accounts Committee, etc. Wherever it is possible, we will accept their recommendations, in the interest of the Railways. But, as I have already mentioned, we need restructuring and reforms. The Rakesh Mohan Committee is going to submit its report. We will consider its recommendations as and when we receive the report.

Now, I come to the question of security on the Railways. Hon. Members were concerned about the recent incidents of blasts on the Railways. We, in the Railways, are also very concerned about these incidents. The problem is that the Railways have become soft-target. Even if it is a local problem, the people stop the trains and attack railway property. In such a situation, it becomes very difficult to run the Railways properly. Last month, if I remember correctly, they blasted a coach through a remote control device. We have taken some precautions, but the problem is that we cannot provide foolproof security to the passengers, because Police is a State subject.

Many people think that GRP means the Government Railway Police. But it is not so. It is the State Government Railway Police. We are concerned about the security of the passengers. In this connection, we have already set up a Task Force, wherein we are involving the State Governments also. This Task Force is going to submit their report. We have told them that we do not want to interfere in the affairs of the State Governments. But when a train passes through a State, that State should provide security to the passengers. I personally wrote many letters to the Chief Ministers of various States. We took up this matter with the Home Secretaries and Chief Secretaries of various States. We also took up this matter with the Home Ministry and other Ministries because law and order is a State subject. That is why my appeal, through you, to all the Members. *..(Interruptions)..* He raised one question. I will reply to it. Yes; I know

about it. It is not from the RPF. It is from the State Government, please find out. The order has been issued by the Executive Magistrate. He belongs to the State Government. This is not in our hands. This is for your kind information. I had asked for that report.

As I said earlier, law and order is a State subject. That is why my appeal to the hon. Members would be to pursue this matter with their State Governments also because we have to provide safety and security to the passengers. If there is a bomb blast, if there is a sabotage, then, we are all concerned. We are all concerned about what is happening in Jammu and Kashmir. But a message should go that innocent people should not be killed like this. Sir, it is not an accident, but it is an incident. So many bomb blasts are taking place. I feel, we have to take care of that, through the State Governments, we cannot take care of it on our own.

One hon. Member mentioned about drinking water. He has also mentioned about the delay in awarding claims by the Railway Claims Tribunals. We are already monitoring this system so that they can clear the claims, as early as possible. Some hon. Members mentioned about the Scheduled Castes/Scheduled Tribes backward districts. We have a social obligation towards backward districts. We are trying to do our best. Our hon. friend, Shri Gopalsinh Solanki has mentioned about the Station Masters. He is not present here. But I would like to assure him that we will inform all the Station Masters of 'A' and 'B' stations to keep telephone numbers of all the officials.

Sir, Meenaji initiated the discussion on these Appropriation Bills. Our hon. Member, Shri Rashidji has mentioned about the Udhampur-Srinagar railway line project. This project was announced by the then Prime Minister, Shri Deva Gowdaji. At that time, Rs.1500 crores was announced as the cost for this project. In fact, it was an assurance outside the Railway Budget, the Planning Commission would provide funds for this project. This time we gave Rs.100 crores. But I think this project should get national priority. We will decide how to pursue it with the Planning Commission. I request the State Government also to pursue it with the Planning Commission. That was an assurance given by then Prime Minister. Our problem is, we have only Rs. 800 crores for new lines in 2000-2001. We have to divide these Rs.800 crores among all the States. It is not possible for us to give more than Rs. 100 crores at a time. That is why I request you to pursue this matter with the Planning Commission because Jammu and Kashmir problem

is a national problem. They should get top priority. It is the people's demand and it should be fulfilled.

Regarding other points, I have already replied. Honourable Members from Kerala have mentioned about negligence of their State. But I would like to inform them that during 1999-2000, Rs.199 crores was given to their State.

This time, I have increased it. In 2000-2001, I increased it to Rs.203 crores, that is, Rs.4 crores extra. It is Rs. 203 crores. This is for your information. Why should we ignore Kerala? ...*(Interruptions)*...

THE VICE-CHAIRMAN (SHRI T.N. CHATURVEDI): She is only giving the facts.

SHRI A. VIJAYA RAGHAVAN (Kerala) : Could you state the percentage allocation?

THE VICE-CHAIRMAN (SHRI T.N. CHATURVEDI) : There is a time for it. Not now. ...*(Interruptions)*...

KUMARI MAMATA BANERJEE: It is a separate question. If you ask for details, I can send them. No problem. But please do remember U.P. is a big State, my State is a medium State which is not that big; Bihar is also not that big; Kerala is a small State; Goa is a small State; Andaman is a small Union Territory. There are some differences. It depends on each State. There are some big States, some medium States and there are some Union Territories. ...*(Interruptions)*...

SHRI A. VIJAYA RAGHAVAN: But we are not getting proportionately.

KUMARI MAMATA BANERJEE: You are getting. Yes, of course, you are getting.

THE VICE-CHAIRMAN (SHRI T.N. CHATURVEDI): Madam, you present your viewpoint.

KUMARI MAMATA BANERJEE: What more than that do you expect? If Bihar can take Rs.255 crores, you can take Rs.203 crores. Can't you think that it is all right within these financial constraints? There are 14 new overbridges to you also. You said there was no new train. Of course, five extensions, we have given. There are some problems. I talked to

Gopalachariji. From Coimbatore, you asked for extension. The local M.P. is there. We will talk to him. If he agrees, from our side, there is no objection. You may be agreeing. But we have to talk to the local M.P. Otherwise, sometimes, there is a problem in the Railways. If we withdraw a facility, then there is a problem. That is why, after talking to the M.P., it can be done.

Regarding Orissa also, I have a constant interaction with the Chief Minister of Orissa. Whenever he is having any problem, whatever help he asks from the Railways, the Railways is always willing to extend cooperation to the Orissa Government. Specially, Orissa is a very peaceful State. It is a very good State. Because of the super-cyclone, they are having a problem. At the time of the super-cyclone also, the Railways did their best service. Even when nobody was willing to go, the Railways sent, following an engine, following a pilot car, drinking water, with generator, food, everything. They were carried by the Railway. We have not taken any paisa. It is a social obligation sector. We do not get a paisa from the Government. But we carried them. You will be glad to know that this time also, because of the drought situation, the Railway carried, the Railway moved 300 rakes--and there was no paisa--for fodder and more than 12,000 BG wagons and 7000 MG wagons of water to the drought-affected areas of Gujarat, Rajasthan and Orissa.

THE VICE-CHAIRMAN (SHRI T.N. CHATURVEDI): He has come back. He is listening to you. He is noting down.

KUMARI MAMATA BANERJEE: We did it free of charge.

There are concessions also like the student concession, the NGO concession and so many other concessions, which the Railways give for the social sector. We are not only a commercial organisation. We have a social obligation also. That is why we always maintain that.

With these words, I would request. It is a very small demand. I am grateful to all the hon. Members. Please give us information. Please give us suggestions. Please give us whatever you think is fit for the Railways. Sometimes, it builds up a communication, interaction, channel also.

With these words, I convey my heartiest thanks to all of you.

THE VICE-CHAIRMAN (SHRI T.N. CHATURVEDI): I shall now put the motion regarding consideration of the Appropriation (Railways) No.3 Bill, 2000 to vote.

The question is:

"That the Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain services for the purposes of Railways during the financial year ended on the 31st day of March, 1998 in excess of the amounts granted for those services and for that year, as passed by Lok Sabha, be taken into consideration."

The motion was adopted.

THE VICE-CHAIRMAN (SHRI T.N. CHATURVEDI): We shall now take up clause-by-clause consideration of the Bill.

Clauses 2 and 3 and the Schedule were added to the Bill.

Clause 1, the Enacting Formula and the Title were added to the Bill.

KUMARI MAMATA BANERJEE: Sir, I beg to move:

"That the Bill be returned."

The question was put and the motion was adopted.

THE VICE-CHAIRMAN (SHRI T.N. CHATURVEDI): I shall now put the motion regarding the Appropriation (Railways) No. 4 Bill, 2000 to vote.

The question is:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 2000-2001 for the purposes of Railways, as passed by Lok Sabha, be taken into consideration."

The motion was adopted.

THE VICE-CHAIRMAN (SHRI T.N. CHATURVEDI): We shall now take up clause-by-clause consideration of the Bill.

Clauses 2 and 3 and the Schedule were added to the Bill.

Clause 1, the Enacting Formula and the Title were added to the Bill.

KUMARI MAMATA BANERJEE: Sir, I beg to move:

"That the Bill be returned."

The question was put and the motion was adopted.

THE VICE-CHAIRMAN (SHRI T.N. CHATURVEDI): Now, we will take up further discussion on the Resolution moved by Shri Rama Muni Reddy Sirigireddy on the 4th August, 2000. Shri S. Viduthalai Virumbi to continue his speech.

**PRIVATE MEMBERS' RESOLUTIONS - MEASURES TO CONTROL
POPULATION GROWTH -- Contd.**

SHRI S. VIDUTHALAI VIRUMBI (Tamil Nadu): Mr. Vice-Chairman, Sir, a fortnight back, when I was speaking on the population policy, I had to abruptly discontinue my speech because of shortage of time. At that time, I was dealing with the global situation. Instead of going through all these things, for the last five decades, we have been thinking in this country as to which is the best contraceptive. In this connection, I would like to say that we felt that development is the best contraceptive. But the question is whether the prevalent rates of contraceptives are comparable. We can compare it with China because they have also more than one billion population. We have reached that mark on May 11 this year. Sir, as per the study made by the International Institute of Population Studies regarding national family health survey, the prevalent rates of contraceptives in India stand at 43 per cent, while in China it is 83 per cent. Then what is the appropriate contraceptive rate prevalent now which has been determined by the United Nations for the Indian Sub - Continent? They say that the rate of 65 per cent is appropriate. Therefore, there is a big gap between the appropriate CPR and the actual achievement of CPR. Therefore, we have to go a long way. By 2050, India will surpass China in respect of population. If the programme, as envisaged by them, is implemented, they will be 168 crores, while our population would increase from 100 crores to 175 crores.

Sir, in this, who will play the maximum part? Number one, Bihar; number two, U.P.; number three, Madhya Pradesh; number four, Rajasthan. Apart from them, there will be Orissa. These States totally account for 44 per cent of the total population of the Indian Sub-Continent. They are going