

[21 August, 2003]

RAJYA SABHA

उपसभाध्यक्ष (श्री रमा शंकर कौशिक): अब हम धारावार विधेयक पर विचार करेंगे।

धारा 2, धारा 3 तथा अनुसूची विधेयक के अंग बने।

धारा 1, अधिनिवमन सुत्र और शीर्षक विधेयक के अंग बने।

SHRI ANANDRAO VITHOBA ADSUL : Sir, I beg to move:

"That the Bill to authorize payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 2003-04, as passed by Lok Sabha, be returned."

प्रस्ताव स्वीकृत हुआ

THE APPROPRIATION (RAILWAYS) NO. 4 BILL, 2003

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): Sir, I beg to move:

"That the Bill to authorize payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 2003-04 for the purposes of Railways, as passed by Lok Sabha, be taken into consideration."

प्रस्ताव प्रस्तुत हुआ

उपसभाध्यक्ष (श्री रमा शंकर कौशिक): माननीय सदस्य इस पर बोलने वाले हैं। मैं उनको बुला रहा हूँ। श्री सुरेन्द्र लाठ, बोलिए।

श्री सुरेन्द्र लाठ (उड़ीसा) : उपसभाध्यक्ष महोदय, धन्यवाद। जैसा कि हम सब जानते हैं कि भारतीय रेल नेटवर्क विश्व का सबसे बड़ा नेटवर्क है। इसकी लंबाई 63,140 किलोमीटर है। इसमें 14,444 गाड़ियां चलाई जाती हैं और 15 लाख से अधिक कर्मचारी सीधे तौर पर इससे जुड़े हुए हैं। महोदय, रेल हमारी आर्थिक और औद्योगिक उन्नति की एक महत्वपूर्ण कड़ी है। हमारे देश का औद्योगिक विकास तथा आर्थिक विकास रेल यातायात पर निर्भर करता है। रेल देश को एक कोने से दूसरे कोने तक, पूरब से पश्चिम तक, उत्तर से दक्षिण तक जोड़ने का काम भी करती है।

[उपसभाध्यक्ष (डॉ.ए.के.पटेल) पीठासीन हुए]

रेल हमारे देश की जीवन रेखा है। रेल केवल एक व्यावसायिक संगठन नहीं है, मेरा मानना है कि व्यवसाय के अलावा भी रेल का एक सामाजिक उत्तरदायित्व है। आज जब हम रेल नेटवर्क के विस्तार की बात करते हैं तो हम केवल व्यवसाय या हानि-लाभ के आधार पर इसका निर्णय नहीं ले सकते। यह आवश्यक है कि जब हम रेल की विस्तार की बात करें तब हमें इस देश के पिछड़े हुए क्षेत्रों के बारे में भी विचार करने तथा इनके बारे में प्राथमिकता के आधार पर निर्णय लेने की आवश्यकता है जिससे उस क्षेत्र में पिछड़े क्षेत्र में रेल के विकास के साथ-साथ आर्थिक विकास भी संभव हो सकेगा। महोदय, आज इस देश में जो सबसे अधिक चिंता का विषय बना हुआ है, सबसे अधिक चर्चा का विषय बना हुआ है, वह पिछले दिनों हुई रेल दुर्घटनाएं हैं। आज हर दूसरे-तीसरे दिन छोटी-बड़ी दुर्घटनाओं के समाचार हमें मिलते रहते हैं। इसके कारण रेल की विश्वसनीयता पर एक प्रश्न विहन लग गया है। पिछले कुछ दिनों में जो रेल दुर्घटनाएं हुई हैं, वे निश्चित रूप से सारे देश के लिए एक चिंता का विषय हैं। महोदय, आंकड़ों से पता चलता है कि जितनी दुर्घटनाएं होती हैं उनमें 68 भाग दुर्घटनाएं रेल की पटरियों से उतर जाने के कारण होती हैं। रेलवे हर साल इन पटरियों के रखरखाव में तथा ट्रैक मॉडर्नाइजेशन पर करोड़ों रुपए खर्च करता है, फिर भी ऐसी दुर्घटनाएं होती हैं। इस विषय पर रेल मंत्रालय, रेल विभाग को गंभीरता से विचार करने की आवश्यकता है। हमारे यहां जो रेल ब्रिज हैं उनमें बहुत से ब्रिज बहुत पुराने हो गए हैं। इस सभी ब्रिजों की मरम्मत करने की आवश्यकता है, इनके रखरखाव की आवश्यकता है एंय जरूरत पड़े तो नए ब्रिज बनाने की भी आवश्यकता है। कुछ दुर्घटनाएं मानव जनित या ह्यूमन फेल्योर के कारण भी होती हैं इसलिए आवश्यकता है कि रेलवे कर्मचारियों के प्रशिक्षण स्तर पर अधिक सुधार लाया जाए तथा उनकी कार्यकुशलता बढ़ाई जाए। महोदय, यह अच्छी बात है कि रेल ने 17,000 करोड़ रुपए के रेलवे सेफ्टी फंड की व्यवस्था की है, जो नॉन लैप्सेबल है। इसके द्वारा रेल की कार्य प्रणाली में और अधिक सुधार आ सकेगा। रेल में होने वाली दुर्घटनाओं को रोका जा सकेगा, इसके कारण यात्री अपने को सुरक्षित महसूस कर सकेंगे रेलवे पर विश्वसनीयता और अधिक बढ़ सकती है। जैसाकि मैंने कहा कि भारतीय रेल का एक सामाजिक दायित्व भी है इसलिए भारतीय रेल अपनी योजना बनाते समय देश के पिछड़े क्षेत्र के विकास के लिए भी प्राथमिकता के आधार पर विचार करे। उड़ीसा प्रदेश, जैसाकि हम सब जानते हैं कि आर्थिक दृष्टि से पिछड़ा प्रदेश है, उड़ीसा में सब प्रकार की प्राकृतिक संपदा होते हुए भी इसका आर्थिक विकास नहीं हुआ है। आज उड़ीसा देश के कुछ सबसे अधिक पिछड़े क्षेत्रों में आता है। इसका कारण यह है कि उड़ीसा का जो आधारभूत विकास होना चाहिए, जो इन्फ्रास्ट्रक्चर डेवलपमेंट होना चाहिए, वह आज तक नहीं हो पाया है। रेल नेटवर्क भी उड़ीसा में बहुत कम है। आज देश में कुल 64,000 किलोमीटर रेल लाइन में से उड़ीसा में केवल 2,340 किलोमीटर है जो की कुल रेल लाइन का केवल 3.75 प्रतिशत है। महोदय, उड़ीसा में रेल लाइन पर थाउज़ेण्ड स्कवायर किलोमीटर 14.4 किलोमीटर है जबकि राष्ट्रीय औसत 19 किलोमीटर है। उड़ीसा के पड़ोसी प्रदेश, जैसे बिहार पश्चिम बंगाल में यह प्रतिशत, यह औसत 30 किलोमीटर और 43 किलोमीटर है। महोदय, मैं रेल मंत्री को धन्यवाद देना चाहता हूं कि इन दिनों सरकार ने कुछ सकारात्मक कदम उठाए हैं। भुवनेश्वर में ईस्ट-कोस्ट जोन की स्थापना की गई है। इस जोन की स्थापना किए जाने के बाद निश्चित रूप से उड़ीसा के पिछड़े क्षेत्रों में रेल योजनाओं का अधिक विकास संभव हो सकेगा।

महोदय, अब मैं उड़ीसा की कुछ लम्बित योजनाओं के बारे में आपको बताना चाहता हूँ और आपके माध्यम से रेल मंत्रालय का ध्यान आकर्षित करना चाहता हूँ। उड़ीसा में कई योजनाएं ली गई हैं, किन्तु इन योजनाओं पर कार्य बहुत धीमी गति से चल रहा है। मैं कुछ योजनाओं का नाम लेना चाहता हूँ। लांजीगढ़ रोड-जूनागढ़, जो 54 किलोमीटर की योजना है, जिसकी घोषणा 1993-94 में की गई थी। इसकी ऐस्टिमेटिड कॉस्ट 119 करोड़ रुपए है लेकिन 2001 तक केवल 17 करोड़ रुपए खर्च किए गए। 2002-2003 में दो करोड़ रुपए का प्रावधान किया गया था और 2003-2004 में अलॉटमेंट केवल पांच करोड़ रुपए किया गया है। इसी प्रकार खुर्दा रोड-बोलंगीर योजना है, जिसकी घोषणा 1994-95 में की गई थी। इस योजना में 355 करोड़ रुपए का ऐस्टिमेट किया गया था लेकिन 2001 तक केवल 11.72 करोड़ रुपया खर्च किया गया। 2002-2003 में 5 करोड़ की व्यवस्था की गई, 2003-2004 में 15 करोड़ रुपए की व्यवस्था की गई। महोदय, इसी प्रकार अंगुल-दुबरी-सुकिन्दा रोड रेल लाइन योजना है, जिसकी घोषणा 1997-98 में की गई थी 245 करोड़ के ऐस्टिमेट से, लेकिन अभी तक इस पर केवल 6 करोड़ रुपए खर्च किए गए हैं। 2002-2003 में एक करोड़ रुपए, 2003-2004 में दो करोड़ रुपए की व्यवस्था की गई। मेरे कहने का तात्पर्य यह है कि जो योजनाएं ली गई हैं और जिस प्रकार योजनाओं के लिए धन का आवंटन किया जा रहा है, उससे मुझे नहीं लगता कि आगामी 10-15 वर्षों तक ये योजनाएं समाप्त हो पाएंगी। अभी हाल में रेल मंत्रालय की एक विज्ञप्ति अखबारों में निकली है कि सारी पेंडिंग योजनाएं 10 वर्षों में समाप्त की जाएंगी, लेकिन यदि इसी प्रकार से धन का आवंटन किया गया तो मुझे नहीं लगता कि 10 वर्ष में ये योजनाएं पूर्ण हो पाएंगी।

मैं एक और योजना के बारे में आपका ध्यान आकर्षित करना चाहता हूँ- तालघर-विमलागढ़ योजना। 20 साल से इस योजना की मांग लोग कर रहे हैं। इस योजना का सर्वे किया गया और सर्वे की जो रिपोर्ट आई, उसमें 10 परसेंट रिटर्न आया है। महोदय, यह क्षेत्र खनिज पदार्थों से भरपूर है। यह क्षेत्र बहुत से माइनिंग एरियाज़ से जुड़ा हुआ है। यह रांची, बोकारो, टाटा, राउरकेला तथा तालघर को जोड़ेगा। यह रेल-रुट झारखंड के रांची को पारादीप पोर्ट तक जोड़ने में सहायक होगा। यह योजना इस क्षेत्र के बनवासी क्षेत्रों का विकास ठीक ढंग से कर सकेगी। इस योजना के बारे में कई बार बातचीत हुई, किन्तु मुझे दुख के साथ कहना पड़ता है कि रेल मंत्रालय ने इस योजना को गंभीरता से नहीं लिया है। महोदय, अभी-अभी इस क्षेत्र में लगभग 100 स्पाँज ऑयरन प्रोजेक्ट्स आने वाले हैं, इसके साथ ही साथ कई मिनी सीमेंट प्लांट लग रहे हैं। चूंकि यह क्षेत्र बनवासी क्षेत्र है, शैड्यूल्ड ट्राइब्स एरिया है, इस क्षेत्र के विकास के लिए अधिक ध्यान दिया जाना चाहिए। महोदय, मैं आपके माध्यम से रेल मंत्री महोदय से अनुरोध करता हूँ कि वे इस योजना के बारे में गंभीरता से विचार करें तथा इस पिछड़े क्षेत्र को और उन्नत बनाने में सहायक हो।

महोदय, मैं और अधिक आपका समय नहीं लेना चाहता हूँ, केवल एक-दो शब्दों में अपनी बात समाप्त करना चाहूंगा...(समय की घंटी)...

THE VICE-CHAIRMAN (DR. A.K. PATEL): Please conclude.

श्री सुरन्द्र लाठ: महोदय, मैं रेल मंत्रालय और रेल मंत्री को धन्यवाद देना चाहता हूँ कि उन्होंने इन दिनों में उड़ीसा से चलने वाली राजधानी एक्सप्रेस, जो पहले सप्ताह में तीन समय चलती थी, उसे सप्ताह में चार बार किया है। मेरा आपसे अनुरोध है कि यह जो एक बार बढ़ाया गया है, इसको भुवनेश्वर-तालचर-संभलपुर-झारसुगड़ा-बिलासपुर-कटनी होते हुए दिल्ली लाया जाए जिससे कि उड़ीसा के पश्चिमी क्षेत्र के लोगों को इसका उपयोग करने की सुविधा उपलब्ध हो सके।

महोदय, मैं और अधिक समय न लेते हुए आपने जो मुझे बोलने का समय दिया उसके लिए आपको धन्यवाद करते हुए अपनी बात समाप्त करता हूँ।

SHRI K. RAMA MOHANA RAO (Andhra Pradesh) : I thank you, Mr. Vice-Chairman, Sir, for giving me an opportunity to speak on the Railway Appropriation Bill, 2003.

The Indian Railways is the largest passenger transport system in the world. The Indian Railways has the biggest railway network in the world. But, at the same time, it is lagging far, far behind when compared with other railway systems with respect to electrification, infrastructure and passenger facilities. Even with regard to gauge conversion, our system is lagging far behind. And, it is not, out of place, to mention that we are not lagging behind, at least, in accidents. We cannot escape our responsibility on accidents by simply saying that we do not have the requisite funds. We have the funds, provided we used them optimally. And, moreover, we have to have the will to implement the programmes of the Railways with dedication and sincerity. This Bill seeks the approval of this House for drawing about Rs. 500 crores from the Consolidated Fund of India. We give approval. There is no problem in that. But the only problem is whether the funds are going to be utilised appropriately.

Sir, I congratulate the hon. Railway Minister for starting Multi-Model Suburban Commuters Transportation System recently in Hyderabad. The hon. Home Minister has inaugurated the same.

Sir, recently, the Railways have decided not to take up any new projects. I don't know the reasons behind this. I suggest that you only take up important projects and complete them in time. If there is any problem with regard to funds, you allow the private sector and let the private sector also participate in the speedy development of the Railways. I

think, in the priority list, you have about 150 projects, in which 13 projects are classified as A-1 projects; 29 projects are classified as A-2 projects; and, 13 projects are classified as A-3 projects. I just do not understand when the Minister says that the Railways is facing 'adverse financial conditions.' In the light of this comment, I would like to bring to the notice of this august House that the earnings of the Railways are going up every year. The passengers' earnings are going up than the target set. The goods traffic earnings are higher than the target set. There was also an increase in the other coach earnings and sundry earnings. So, one cannot say that this is the main reason for not taking up any new initiatives.

Coming to the electrification of the routes, I agree that you are taking up this programme in a phased manner. First, the Railway Board had identified the quadrilateral routes linking four Metropolitan cities, including two diagonal routes since these routes carry bulk of the traffic. The Minister may enlighten about the progress that has been made on this with particular reference to Andhra Pradesh and the proposed electrification in the State of Andhra Pradesh.

Now, I would like to come to the Railway accidents. In spite of the Ministry taking steps to contain railway accidents, they are on the rise. The latest statistics - I am not able to give you the whole figures due to paucity of time - on accidents show that the rate has increased very sharply and is now threatening to touch the level witnessed during the dark days of 1995-96. The annual average train accidents were 464 in 90s. But, in the period 2000-02, it was 444. So, there is almost no difference in the average rate of accidents, despite having the improved technology. I do not know what the Minister is contemplating to reduce accidents. I think, one of the steps the Ministry contemplated is to impose deterrent punishment on delinquent staff. But it is not enough. The CAG in his Report-stated that out of 14,000 accidents during 1993-98. only 3,157. that is, 22.5 per cent were reported by the Zonal Railways to the Railway Board, and the Railway Board, in turn reported only 15.6 per cent to Parliament. The remaining 85 per cent information had been kept under carpet. What justification would the Minister give for this? So, I would say that the Railways cannot abdicate its responsibility, and they should enforce all the norms strictly, in letter and spirit.

Sir, I would like to know from the hon. Minister as to what are the "Instant Action Groups" doing to prevent entry of prohibited inflammable articles. Even the 'escorts' provided in the Railways are doing literally nothing to prevent entry of inflammable articles, because they are hand in glove with the people. And the results are before us. So, I request the hon. Minister to enforce all the norms in the strictest possible way.

The Rail India Technical and Economic Services Limited has been given permission to carry out a study and develop crash-worthy design for railway compartments. I would like to know, when the study is going to be completed, and when the Rail India is going to submit its report.

I would like to know from the hon. Minister whether it is true that recently, the Asian Development Bank has approved a loan of Rs. US \$ 313.6 million for Railways. If 'yes', how much money from the above loan is going to be spent on railway safety across the country?

Sir, recently, Rail Coach Factory has manufactured new railway coaches under a technology transfer package from Germany, to reduce loss of life and casualties. I would like to know what is the performance of these coaches and technology. What is the target set by the Ministry to manufacture these coaches in 2003-04, and in the Tenth Plan, and how is this technology helpful in strengthening the joints and protection against collision, better braking at high speeds, etc.?

I also request that a new train from Mehboob Nagar to Chennai via Nandyal, Cuddapah be introduced since there is no train on this route to Chennai, and there is a lot of traffic on this route. And I am sure, the Railways will not incur any loss but, instead, they can earn more revenue if they run a train through this route.

THE VICE-CHAIRMAN (DR. A. K. PATEL): Please, conclude.

SHRI K. RAMA MOHANA RAO: Sir, we have been persistently requesting for a train from Tirupati. This, is the third speech in this House requesting for the same train. We are requesting for a train to be started from Northern India to Tirupati via Shiridi. Tirupati is the second richest temple in the world, after Vatican, and due to its popularity and faith, many people from North-India come to Tirupati, especially during *Brahmotsavams*.

Hence, there is every justification in my request for a train from New Delhi to Tirupati, if not daily, at least, thrice a week. I hope the hon. Minister will seriously look into this.

Sir, Vijayawada is becoming very rapidly the second Hyderabad of Andhra Pradesh. (Time-bell) It is the main railway junction for all South-bound trains. All South-bound trains have to pass through this junction. But the facilities at the station are meagre. There are very few platforms which are not able to cater to the needs of the passengers, and there is a requirement of, at least, two more platforms to meet the demand and there is also a need to have a foot-over bridge. I request the Minister to treat this as 'urgent' and kindly grant, at least, two platforms and a foot-over bridge to ease the traffic congestion. The problem is, because of heavy traffic, many trains are stranded outside the station, since they do not get the green signal and, as a result, there is a lot of delay in reaching their destinations. There is also a small stretch on the Vijayawada-Guntur-Tenali route, which needs to be converted into double line. I request the hon. Minister to look into this too, and since these stretches are minor ones, I hope, there would not be any problem in taking up and completing these works at the earliest possible time.

Then, finally, the *Rail Neer*, which was introduced with a lot of fanfare, is not available at railway stations and in trains. They are selling the mineral water of other brands. Hence, I request the hon. Minister to see that *Rail Neer* is made available at all stations and in all trains.

Thank you very much, Sir, for having allowed me to speak on the Appropriation (Railways) No. 4 Bill, 2003.

*SHRI C. PERUMAL (Tamil Nadu): Mr. Vice-Chairman, Sir, I am happy to speak on the Railways' Appropriation Bill on behalf of AIADMK. But I am unhappy with the way the railway projects in Tamilnadu are treated by the Government. A meeting was convened at Madurai last year by the railway authorities. It was attended by the Hon. Minister of State for Railways, Mr. A.K. Moorthy, the General manager of Southern Railways and

* English Translation of the original speech in Tamil.

about 30 M.Ps from Tamilnadu. It was assured in that meeting that new trains would be introduced between Jolarpet and Hosur *via* Bargur, Krishnagiri and Sulagiri at a cost of 222 crore rupees covering 104 Kms

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during the year 2003-04. But this project does not find a mention in the current year budget. It has disappeared. I appeal to the Government to include this project at least in the coming year. Next to Tirupathi Thirumalai temple, it is Sabarimalai in Kerala, which is very famous in our country as a pilgrim centre. In the year 1997 an estimate was made for laying a new line for a distance of 201 Kms between Dindugal and Sabarimalai *via* Theni and Kumuli at an estimated cost of 205 crore rupees. This project should also be given importance and taken up soon for execution.

Sir, there has been a long pending demand for laying a new line between Bangalore and Pondicherry *via* Hosur, Jolarpet, Mathur, Singarapettai, Uthangarai, Thiruvannamalai, Villupuram and Cuddalore. This line will connect not only two capital cities but also the states of Karnataka, Tamilnadu and Pondicherry. This project should be taken up at the earliest. I have a few more small but important demands for the consideration of the Government. 80 Kms long Madurai-Bodi line should be converted into BG line. Jolarpet junction in Tamilnadu is an important junction that connects Andhra Pradesh and Karnataka with Tamilnadu by rail. So, all the trains crossing Jolarpet should be given stop-over at Jolarpet. Cheran Express and Thiruvananthapuram Express should be given stop-over immediately. There is urgent need to construct overbridges near collector's bungalow at Adhiyaman Kottai in Dharmapuri, at Samalpatti railway crossing on NH 66 between Krishnagiri and Thiruvannamalai, and at Velan Nagar railway crossing near Thirupattur in Vellore district. I have one more demand. The rail coaches used in Tamilnadu are very old and are in a bad state. They should be replaced by modern coaches. The express trains like the inter-city express should have the most modern coaches. Sir, I have a word about safety. Steps should be taken to avoid accidents. The unmanned level crossings should be manned to avoid accidents at level crossings. Ticketless travel should be discouraged by imposing stringent penalties. I have a final demand. Hosur is an industrial town in Tamilnadu. Tuticorin is a famous Port city. If these two cities are linked *via* Salem, Madurai and

Thirunelveli by a direct rail line, economic development in this region will get a boost and help earn more foreign exchange. With these words I conclude.

SHRI S. VIDUTHALAI VIRUMBI (Tamil Nadu): Mr. Vice-Chairman, Sir, if we compare the metre gauge line coverage, the percentage of the metre gauge to the total lines, in Tamil Nadu with that of Indian average, it is much more than the Indian average. That is why, Railway Department has to concentrate, to see that the gauge conversions take place in a proper way. Secondly, Sir, in the Ninth Plan period, some of the projects, after having approved, were not commissioned. Money was allocated for these projects and, subsequently, it was surrendered because the projects were not executed. In the Ninth Plan, what are those projects, which, after having approved and money being released, were left unexecuted? How much amount has been surrendered to the Railway Department? These things need to be separately culled out for the areas covering Tamil Nadu and see that these are executed. My third point is regarding incomplete projects. What the Ministry is doing is that it is allocating money for the incomplete projects and afterwards, it is surrendering the money. So, what I feel is, once you allocate money for the incomplete project, you treat this as a non-lapsable fund and see that it is executed. Then, my fourth request is regarding appointments. What is happening is that after having conducted interviews, appointments have been kept in abeyance. In these days of unemployment, it is not fair. I would like to know how many interviews have been conducted and how many appointment orders are pending? I do not want to go into all these issues in detail at this late hour. That is why, I am just telling you the concepts. Then, there is the issue of appointments on compassionate ground, particularly for widows and daughters of those who died. The Government has to see that jobs on compassionate ground are actually given. Then, Sir, some projects are diverted to some other States or just left out. I will give one example. Projects of more than Rs. 20 crores were envisaged. Money was allotted for nearly 20 kms from Coimbatore to Irigur. What has happened to those Rs.20 crores; nobody knows, it has gone to the bin. I do not want to go into the details of projects, because this is not the time for that. There are so many projects. A status paper was submitted by the Southern Railway regarding the projects pending, projects incomplete, projects envisaged, etc., at a meeting held at Madurai. After submission of a list of projects, very slow progress takes place. That is why, I request the Government of India, particularly the Railway Ministry to see that all the incomplete projects,

envisaged in the Ninth Plan, be completed as early as possible. Only one project was important when Mr. O. Rajagopala was the then Minister of Railways. That was Dindigul to Sabrimala broad gauge needs to be done, it would help pilgrims and help in the national integration. All the pilgrims from Tamil Nadu are going to Sabrimala. All devotees from Kerala are coming to Tamil Nadu for visiting Pailani Hills. That is why, if you find this is practical and natural, you just see that it is strengthened and completed. If you put the line from Palaghat to Dindigul and from Coimbatore to Pollachi, if this line is converted into broad gauge, it will be highly helpful for integration, for the devotees and pilgrims. I hope this project will be included along with the projects already put in the status paper, so that all these projects can be implemented. With these words, I conclude.

श्री गांधी आज़ाद (उत्तर प्रदेश): महोदय, रेल से संबंधित सेवाओं के लिए वित्तीय वर्ष 2003-04 के दौरान 5 अरब 25 हजार की धनराशि भारत की संचित निधि से लिए जाने हेतु विनियोग संख्यांक 4 विधेयक जो लाया गया है, उसका मैं समर्थन करता हूँ। महोदय, रेलवे विभाग देश की जनता की सेवा में लगा हुआ है, लेकिन कुछ कर्मचारियों की उदासीनता के कारण जनता को काफी परेशानी का सामना करना पड़ता है। मैं मंत्री महोदय का ध्यान आकर्षित करना चाहता हूँ कि जो पूछताछ पटल होता है उस पर कर्मचारियों की सुचारु रूप से व्यवस्था नहीं की जाती है और अगर की भी जाती है तो आम जनता अगर रेलवे का समय पूछती है या किसी ट्रेन के विषय में जानकारी करना चाहती है तो वहां बैठा हुआ कर्मचारी उसको समयसारिणी बता देता है। जब समयसारिणी के अनुसार लोग यात्रा करने के लिए प्लेटफॉर्म पर पहुंचते हैं तो पता चलता है कि वह ट्रेन घंटों विलम्ब से चल रही है। इससे लोगों को काफी परेशानी का सामना करना पड़ता है और काफी देर तक इन्क्वायरी करने पर भी कुछ पता नहीं चलता है। फिर एनाउंस किया जाता है कि फलां ट्रेन इतने घंटे तक विलंबित है। अब विलंबित होने तक तो यात्री को संतोष होता है, लेकिन उसी ट्रेन के लिए थोड़ी देर के बाद कहा जाता है कि विलंबित को निलंबित कर दिया गया है। तब तो यात्रियों की परेशानी और बढ़ जाती है कि वे कहां रुकें। ठीक यही हालत आरक्षण के मामले में है। आरक्षण के मामले में तो टेलीफोन का रिसीवर ही अलग रख दिया जाता है। आप टेलीफोन करिए तो वहां कोई मिलता ही नहीं या कभी-कभी घंटी बजती है तो रिसीवर ही नहीं उठाया जाता, जिससे आम जनता को काफी परेशानी होती है। मैं माननीय मंत्री जी से निवेदन करूंगा कि कर्मचारियों की इस तरह की उदासीनता पर अंकुश लगाया जाए, ताकि सेवा के लिए जो धन लिया जा रहा है उसका आम जनता की सेवा के लिए सदुपयोग हो सके।

महोदय, इसी वित्तीय वर्ष में नई ट्रेनों का संचालन किया गया। मैं माननीय मंत्री जी को बधाई देना चाहता हूँ कि आजमगढ़ से नई दिल्ली एक ट्रेन चनाले की घोषणा की गई थी। इसी सदन में माननीय मंत्री श्री नीतीश कुमार जी ने उस ट्रेन की नाम सहित घोषणा की थी और उसे जल्द से जल्द चलाने के लिए भी कहा था। आजमगढ़ और उधर के आस-पास के जिलों की जनता बड़ी आशावान थी कि जुलाई के प्रथम सप्ताह में कई ट्रेनों को चलाया गया तो वे इस ट्रेन के चलने की आशा भी संजोए हुए थे। परन्तु खेद है कि समयसारिणी तो प्रकाशित कर दी गई,

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लेकिन वह ट्रेन अभी तक नहीं चलाई गई। जो समयसारिणी भी प्रकाशित की गई वह इस तरह की प्रकाशित की गई कि आजमगढ़ से जो यात्री चलेंगे वे दो-तीन बजे के बीच में दिल्ली पहुंचेंगे। मैं माननीय मंत्री जी से निवेदन करूंगा कि आजमगढ़ जनपद के सब से ज्यादा सांसद इसी सदन में हैं और अगर वह ट्रेन दो-तीन बजे पहुंचती है तो यह सांसदों के प्रयोग के लिए कतई नहीं हो पाएगी।

इसलिए मैं माननीय मंत्री जी से यह निवेदन करूंगा कि उस ट्रेन के चलाने की घोषणा, अगर उचित हो तो, आज ही कर दें और उसकी समय सारिणी भी ऐसी हो कि शाम पांच से सात बजे के बीच आजमगढ़ से यह ट्रेन चलाई जाए तो यह सुबह आठ से दस बजे के बीच यहां दिल्ली पहुंच सकती है और ठीक उसी तरह से शाम पांच से सात बजे के बीच दिल्ली से इसे चालाया जाए तो अगले दिन सबेरे आठ से दस बजे के बीच यह आजमगढ़ भी पहुंच सकती है। इससे वहां की जनता को भी लाभ होगा।

महोदय, दिन में वाराणसी से दिल्ली के लिए की ट्रेनें लगातार चलती हैं, जैसे श्रमजीवी एक्सप्रेस, काशी-विश्वनाथ एक्सप्रेस, शिवगंगा, पूर्वा एक्सप्रेस, पंजाब-मेल। मैं इस सदन में कई बार यह निवेदन कर चुका हूं कि लिच्छवी एक्सप्रेस जो मुजफ्फरपुर से चलते हुए मऊ, वाराणसी होकर यहां आती है और जिसको पकड़ने के लिए आजमगढ़ की जनता को, जौनपुर की जनता को सौ किलोमीटर चलकर आना पड़ता है, इस ट्रेन को रोज नहीं तो दो दिन सही, इसमें कोई बजट खर्च नहीं हो रहा है केवल रास्ता बदलने का है, इसको मऊ से आजमगढ़, जौनपुर, इलाहाबाद होते हुए दिल्ली लाया जाए क्योंकि इससे उधर की जनता की काफी भागदौड़, सौ किलोमीटर की बच सकती है, लेकिन इस ओर ध्यान नहीं दिया जाता है। मैं माननीय मंत्री जी से आशा करूंगा कि वे इस ओर विशेष रूप से ध्यान देंगे क्योंकि वाराणसी से तो बहुत सारी गाड़ियां दिल्ली के लिए चलती ही हैं, इसलिए लिच्छवी एक्सप्रेस को आजमगढ़ के रास्ते से चलाने की आप घोषणा करेंगे।

उपसभाध्यक्ष महोदय, इसी सारी प्रत्याशा के साथ मैं इस विनियोग विधेयक का समर्थन करता हूं। धन्यवाद।

SHRI BANDARU DATTATRAYA: Sir, at the outset, I would like to thank the hon. Members who have participated in the debate. Evidently, the Appropriation Bill, is being considered by the House, for taking up certain new projects which have become necessary after passing of the Railway Budget in the earlier part of the year. For these works, token amounts aggregating Rs.25,000 have been sought through the Appropriation Bill. This apart, the Bill also seeks approval of Rs.500 crores which has been given as additional Budgetary Support to the Railway Ministry by the General Exchequer for the ongoing national project of Udhampur - Srinagar-Baramulla line.

Sir, as the House is aware, the financial position of the Railways has improved due to various measures being taken to augment earnings and control expenditure.

The financial performance of 2002-03 was very bright. After placing the Budget, the financial performance for the previous year has now become available. I would like to take this opportunity to throw some light on this. I am glad to inform the House that the performance of the Railways during 2002-03 has been very satisfactory. Sir, some new railways zones have been announced and particularly the performance of the zones has increased. Railways have exceeded the revised loading target – just now hon. Members have mentioned - of 515 MT by 3.48 MT previous year, The Gross Traffic Receipts, that is, Rs.41,068 crores are higher than the Revised Estimates by Rs.201 crore. Ordinary working expenses at Rs.29,684 crores indicated a saving of Rs.626 crores over the Revised Estimates. As a result, the Operating Ratio of the Railways has improved to 92.3 per cent as against 92.5 per cent envisaged in the Revised Estimates and 94.4 per cent in the Budget Estimates.

The performance in the first quarter itself (April-June, 2003) has shown good results. The good results shown in 2002-03 seem to continue in the current year also. The freight loading at 133.17 MT is higher than the proportionate target to end of June, 2003 by 3.07 MT. This is 9.76 MT higher than the previous year's actual during the corresponding period. The total earnings of Rs.9988 crores to the end of June, 2003 show an increase of Rs.48 crores over the corresponding period of the last year. The ordinary working expenses of Rs.7872 crores are just Rs. 132 crores more than the expenditure during the corresponding period of the last year. These are, however, well within the proportionate target for the quarter. Many hon. Members have expressed their concerns and serious apprehensions regarding Railway safety. I want to make it very clear, Sir, that in this session itself our Railway Minister, Shri Nitish Kumarji has announced a Corporate Safety Plan and presented it to both the Houses of the Parliament in this ongoing session itself. The Corporate Plan states the objectives, strategies and targets for which the Indian Railway would be striving to ensure the utmost safety of Railway users in the next decade. This Plan is meant for the period of 2003-2013. Ten years have been allotted for this Corporate Safety Plan. The hon. Members have pointed out that accidents happen due to many factors and asked what are the

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measures which we are going to adopt. The first, of this is collisions, which constitute 7 per cent of total accidents but account for 38 per cent of total fatalities, will be totally eliminated by extensive use of Anti-collision Device. The Konkan Railway is the first to come forward with Anti-Collision Device (ACD). ... *(Interruptions)*...

SHRI EKANATH K. THAKUR (Maharashtra): That was not mounted on the Konkan Railway itself. ...*(Interruptions)*... That Anti-Collision Device which you are marketing to others was not mounted on the Konkan Railway which met with a collision.

SHRI BANDARU DATTATRAYA: It was not because of Anti-Collision Device...*(Interruptions)*...

SHRI EKANATH K. THAKUR: That was not mounted. They were eliminated. ... *(Interruptions)*...

AN HON. MEMBER: Boulder.

SHRI BANDARU DATTATRAYA: That was boulder. Boulder is different from ACD. The hon. Member should please understand it. Derailments constitute 75 per cent of total accidents but account for only 14 per cent of total fatalities. Derailments will be reduced by 60 per cent by taking various measures enlisted in the Plan itself. Fire accidents constitute 2 per cent of total accidents and also account for 2 per cent of total fatalities; this point was raised by one hon. Member. These will be reduced by 80 per cent by adoption of fireproof coaches and by provision of fire-retardant material in the existing coaches. The level crossing accidents constitute 16 per cent of total accidents but account for 46 per cent of total fatalities. These will be arrested to the maximum extent by adopting various measures enlisted in the Safety Plan. The hon. Member, Shri Rama Mohana Rao and others have also expressed that every year accident rate is increasing. But the statistics indicate it very clearly that the total accidents in 1999-2000 were 463, in 2000-01, the accidents were 473. in 2001-02, the accidents were 440 only. And in 2002-03, the accidents were 351.

This is a provisional figure for 2002-03. That is why the general accidents- rate I have shown even in the Corporate Safety Plan and in the

White Paper, we have very much given the international accidents rate and the Indian Railways accidents rate also. That is why I say that day by day, the train accidents in million tonne kms., which is the international standard, in which ours is mostly the reducing one. In 1991-92, 0.84 per cent was the average, in 1995-96, it was 0.61 per cent. That is, it has come down. In 2001-02, it was 0.55 per cent and in 2002-03, it comes to 0.44 only. Mostly, it is reducing year by year. Even though what I said about two things, which we have mentioned, that is, the Special Railway Safety Fund for which the hon. Prime Minister has sanctioned Rs. 17,000 crores, and particularly, this Special Railway Safety Fund, including our Railway Safety Fund, this amount to be Rs. 31835 crores included in this. It will be required to implement the safety enhancement works outlined in the Safety Plan, which I have mentioned here. I am also happy to say that the hon. Member, Shri Rama Mohana Rao has very clearly mentioned about the National Rail vikas Yojana and ADB Fund. In respect of the National Rail vikas Yojana also, to strengthen the Golden Quadrilateral line, the hon. Prime Minister has sanctioned Rs. 15,000 crores. It will really be an appreciable one. The Delhi-Mumbai-Kolkata-Chennai, these four metro cities are going to be linked by different formations, which is very clearly mentioned in the Plan itself. Particularly, by this Rail vikas Yojana, we have formed the National Rail Vikas Nigam Ltd. which has been constituted and projects have been identified under the National Rail vikas Yojana, which was renounced by the Prime Minister. So, as I said, the White Paper on the Safety Plan also has been presented to the Parliament, and I am happy to say that out of the 50 additional Express Trains which have been announced, 11 have been introduced, and in respect of increasing the frequency of 13 popular trains, the frequency of 8 trains has been increased. Out of the extension of run of 24 trains, extension of run has been completed for 19 trains. Other Members referred to the ADB loan. The hon. Member, Rama Mohana Rao, was asking that 313 million US dollars have been there, which is Rs. 1500 crores. During this current year, Rs. 213 crores has been earmarked by the National Rail Vikas Nigam Limited. In addition, Rs. 500 crores equity has been for this RBNL projects. Another thing is regarding the Coach Information system, about which the hon. Member, Shri Gandhi Azad, mentioned that the delays in trains and the proper information is not indicated to the passengers. In this connection, I would like to inform you that we are coming out with a new project, that is, the Coach Information System. By this System, we can indicate as to where the train is, where the coach is. With this, both the freight passengers as well as the general passengers can

be indicated, the time and period can be indicated where the train is. This system is coming up. For this, we have allotted Rs. 5 crores in this Budget. Like that, all Members who have participated in this discussion, have mentioned many things. I have noted down the suggestions given by them. Generally, the passenger- amenities, and small, small works have been referred to. The hon. Member, Shri Surendra Nath from Orissa, has spoken about the Orissa projects. Another thing is that backward areas which he mentioned, have to be given importance.

Some new zones have been created and it has been welcomed by the Members. Shri Rama Mohana Rao has also mentioned many local things like electrification of lines in Andhra Pradesh. Yesterday, the hon. Chief Minister and I went to Chittoor where we had inaugurated a new gauge conversion programme and laid the foundation-stone for electrification of the line between Pakala and Katpadi. We have sanctioned Rs.40 crores this year. In Andhra Pradesh, further electrification of 380 kilometres will be done. I would like to inform the hon. Member that the highest percentage of electrification is in Andhra Pradesh. I think nearly 25 per cent of the total electrification done in the country is in Andhra Pradesh. So,- the electrification projects are there. Small things like improving passenger amenities, providing over-bridges and drinking water, and a lot of other things are there. Our friends from Tamil Nadu, particularly, Shri Virumbi and Shri Perumal, mentioned about the projects in Tamil Nadu. They are on-going projects. They will be executed and we will take care of those things. I have noted all these things.

Lastly, Shri Gandhi Azad mentioned about the Azamgarh-New Delhi project. It has been announced this year and we will see what steps should be taken to implement the project.

With these words, I express my gratitude and thanks to all the Members who have participated in the discussion. Thank you.

श्री एस० एम० लालजन बाशा (आन्ध्र प्रदेश):सर, एक छोटा सा सजेशन है। अगर सिकन्द्राबाद-गुंटूर वाया अनाडिकुडी का डबल इलेक्ट्रिफिकेशन कर दिया जाए तो रेलवे को प्रोफिट होगा। विजयवाड़ा से मद्रास जोने के लिए 70 किलोमीटर का शौर्टेस्ट रुट भी है तथा वाया गुंटूर आप जितना भी ट्रांसपोर्टिंग करेंगे उसमें बहुत अच्छा बैनिफिट भी होगा। इसलिए जल्दी से जल्दी सिकन्द्रा बाद से गुंटूर तक कर दिया जाए।

श्री रुमान्डला रामचन्द्रय्या (आन्ध्र प्रदेश): महोदय, हिस्ट्री में देखा गया है कि जिस एरिया से जो रेलवे मिनिस्टर बनता है तो वे अपने एरिया में बहुत उन्नति करते हैं। मगर श्रीमान मंत्री दत्तात्रेय जी आंध्र प्रदेश से हैं, हैदराबाद से हैं, सिकन्द्राबाद से हैं। सिकन्द्राबाद से बंगलौर वाया महबूब नगर में कोई रेल डबल लाइन नहीं है, इलेक्ट्रिफिकेशन भी नहीं है और यहां पर शताब्दी ट्रेन भी घूमती हैं पुरन्तु दक्षिण में कोई एक शताब्दी ट्रेन भी नहीं है। क्या फायदा मंत्री महोदय, एक मर्तबा हिस्ट्री देखिए। जाफर शरीफ जब कर्नाटक से रेलवे मिनिस्टर बने तो उन्होंने वहां बहुत उन्नति कराई। हमारे आंध्र प्रदेश में तेलंगाना एरिया बहुत बैकवर्ड एरिया है, महबूब नगर और ज्यादा बैकवर्ड है। वहां, डबल लाइन भी नहीं है। आप धूमते हैं, देखते हैं मगर वहां पैसा खर्च करके उन्नति की ओर रेलवे को बनाएं तो कुछ आपको लाभ भी होगा और हमारी जनता तारीफ करेगी। खाली यहां भाषण देने से क्या फायदा। आज स्वतंत्रता मिले 50 साल हो गए हैं परन्तु आंध्र प्रदेश के सिकन्द्रा बाद से बंगलौर का रुट जो वाया महबूब नगर है वह आज भी सिंगिल लाइन में है।

THE VICE-CHAIRMAN (DR. A.K. PATEL): Now, the question is ...*(Interruptions)*...

श्री रुमान्डला रामचन्द्रय्या: उपसभाध्यक्ष महोदय, मैं आपके माध्यम से भारत सरकार के रेलवे मिनिस्टर से यह पूछता हूं कि बैकवर्ड एरिया में वे डबल लाइन कब लाएंगे?...*(व्यवधान)*... आप बैकवर्ड एरिया की कुछ उन्नति करिए। मैं बैकवर्ड एरिया की डवलपमेंट पूछ रहा हूं।

THE VICE-CHAIRMAN (DR. A.K. PATEL): He may send a written reply. ...*(Interruptions)*... I can't compel him. ...*(Interruptions)*...

श्री रुमान्डला रामचन्द्रय्या: उपसभाध्यक्ष महोदय, मैं मंत्री जी से जवाब चाहता हूं। मैं बैकवर्ड एरिया की डबल लाइन करने के बारे में पूछ रहा हूं। आप मुझको जवाब दिलवा दीजिए। मुझे जवाब मिलना चाहिए।

THE VICE-CHAIRMAN (DR. A.K. PATEL): I can't compel him. If he wants to reply, let him reply.

SHRI BANDARU DATTATRAYA: Sir, the hon. Member, Shri Rumandala Raamachandrayya said that the Telengana area is extremely backward. I hail from Telengana. This year, we have made a provision of Rs.90 crores for the development works in the Telengana area, Hyderabad, Bolarum, Mutkhed, Nizamabad and also Mahboobnagar, which is the most backward area. For Mahaboob Nagar which is the most backward area for Gadwal-Raichur area, we have given Rs. 5 crores. Sir, I will take care of all

[21 August, 2003]

RAJYA SABHA

these things. Shri Laljan Basha has also mentioned certain things. We will examine them.

THE VICE-CHAIRMAN (DR A.K. PATEL): 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 2003-04 for the purposes of Railways, as passed by Lok Sabha, be taken into consideration.

The motion was adopted.

THE VICE-CHAIRMAN (DR. A.K. PATEL): 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.*

SHRI BANDARU DATTATRAYA: Sir, I beg to move:

That the Bill be returned.

The question was put and the motion was adopted.

THE VICE-CHAIRMAN (DR. A.K. PATEL): The House stands adjourned till 11 a.m. on Friday, the 22nd August, 2003.

The House then adjourned at thirty-two minutes past five of the clock till eleven of the clock on Friday, the 22nd August, 2003.