

**THE REPRESENTATION OF PEOPLE
(THIRD AMENDMENT) BILL, 2002:**

THE MINISTER OF STATE IN THE MINISTRY OF COAL AND MINES AND MINISTER OF STATE IN THE MINISTRY OF LAW AND JUSTICE (SHRI RAVI SHANKAR PRASAD): Madam, I beg to move for leave to Introduce a Bill further to amend the Representation of People Act, 1950.

The question was put and the motion was adopted

SHRI RAVI SHANKAR PRASAD: Madam, I introduce the Bill.

THE DEPUTY CHAIRMAN: I have got the Government Resolution and the Appropriation (Railways) N0.5 Bill, 2002, which the Minister had moved yesterday. We have to have a discussion on it.

Now, I ^n on the Indian Evidence (Amendment) Bill, 2002. After I start a discussion on the Appropriation Railways Bill, I have to discuss something with you. There are certain objections on some words in the Bill. I would rather like you to yourself bring in the amendment on your own so that we do not have any problem. Then we can take it up. I also object to one or two words vi/hich are there in the Preamble. So, we will discuss it afterwards. First, let me start the discussion on the Appropriation (Railways) Bill.

SHRI FALI S. NARIMAN (Nominated): Madam, I also vi/ant to discuss with the Minister because we have a problem on the Bill.

THE DEPUTY CHAIRMAN: After 1 start the discussion on the Railways, you can come to my Chamber. I will call the Minister and we will sort it out. That way it would be easy for us.

GOVERNMENT RESOLUTION

**RE. RECOMMENDATIONS OF THE RAILWAY CONVENTION COMMITTEE
AND**

THE APPROPRIATION (RAILWAYS) N0.5 BILL. 2002.

THE DEPUTY CHAIRMAN: Now we wilt, take up the Railway Appropriation Bill under the Government Resolution. Shri Pranab Mukherjee is not here. Shri Ramachandra Khuntia.

SHRI RAMACHANDRA KHUNTIA (Orissa): Madam, I oppose this Appropriation (Railways) No.5 Bill, 2002. How can I support the Appropriation Bill when the Railways are unable to maintain the railway track, when they are unable to give the passengers necessary safety and protection?

[THE VICE-CHAIRMAN (SHRI SANGH PRIYA GAUTAM) in the Chair.]

How can I support the Appropriation Bill when repeated accidents occur even in the Minister's home-State? Now, passengers of this country do not feel safe when they travel by train. So, this is the situation. In this connection, I would like to know from the hon. Minister, how many kilometres of railway track and how many bridges have been declared unsafe. What is the action plan with the hon. Railway Minister to replace these railway tracks and to repair these bridges which have been declared unsafe? There was the accident at Calicut; there was the accident in Bihar, Rajdhani Express and there are many accidents which have occurred in the recent past. Previously, there was a principle; many Railway Ministers had resigned whenever there was a serious accident, causing the death of many people. But here is a Government which is showing no reaction even after repeated accidents, causing the death of hundreds of innocent passengers. Besides this, no steps had been taken to replace these old railway tracks and bridges. Railway safety is of utmost importance. I think, the Government is very callous about railway safety and is not taking proper care of old railway tracks and bridges, which are not up to the mark. Mr. Vice-Chairman, Sir, on the question of passenger amenities, as we all know, -- although many things have been said by the Government -- we find that the railway station itself is not safe. There are some unsocial elements, which pass comments on the passengers. The cleanliness at the railway stations is not adequate. The trains are not running in time. For example, just two or three days back, the August Kranti Rajdhani train, which is supposed to run in time - and many hon. Members and hon. Ministers were travelling in that train was one hour late. So, the trains are not running in time. The railway stations are not safe for passengers, for women and children. The railway platforms are not clean; the compartments are not clean. If we look at the passenger fare, you see that the first-class railway fare is double the airfare. Now, the Indian Airlines has taken a decision to reduce the fare. If you are paying Rs.2,700 to go to Mumbai or the same amount to go to Kolkata, you will be paying double the fare, if you are going by 1st A.C. If this is the situation, people will not

be interested in using the railways. They would prefer to travel by private airlines, such as Jet Airways, Indian Airlines, etc., rather than travel by 1st A.C. or 1st A.C. So, it will be in the interest of the Railway to lower the fare of 1st A.C. and other fares to make them lesser than the airfare. In that case, people will be more interested in travelling by train.

As we all know, the Railways have also increased the goods tariff, as a result of which there is a great impact on the consumer goods; everywhere, there is an increase in the prices of consumer goods. Sir, I want to mention here that it has always happened that whoever had been the Railway Minister, had taken the lion's share; whether it was the erstwhile Minister, Ms. Mamta Banerjee, or now, the hon. Minister, Shri Nitish Kumar. I don't understand why my State, Orissa, to which I belong, has been left behind, even after the hon. Prime Minister declared the Railway Zones in eight places in 1996. Now, we are happy that this Government has decided to start these Railway Zones again, in all the eight places. But I fail to understand why, the Railway Zone at Hazipur became operative on 2nd October, while the Bhubaneswar zone and other zones will become operative from the 1st of April. What is the reason? In Bhubaneswar also, lines are there, funds are there, staff is there; except the General Manager, everybody is there. When all the amenities are available, why is it that the Bhubaneswar Railway Zone has not been made functional, as it has been in the case of Hazipur? Is it because there has been no Railway Minister from Orissa? Is it the only reason? Or, is it otherwise -because the Minister wants to make the Hazipur Railway Zone functional, he has been compelled to make other zones functional too? Ultimately what will happen to the other zones on the 1st of April, nobody knows. In my opinion, just as the hon. Minister has shown interest in making the Hazipur Zone functional, all the zones, including the Bhubaneswar Zone should be immediately made functional.

Then, Mr. Vice-Chairman Sir, I must say something about the Railway Budget allocation. Now, certain yardsticks are being maintained in the Railways. They are telling two things - one is, that the Railway Budget allocation is being made on the basis of population, and also on the basis of utilization of funds. These yardsticks are not correct. It is not correct. If you look at the figures, after Independence, 80 per cent of the Railway Budget allocation has been utilized in about four or five States. But if now a decision is taken to allocate Railway funds on the basis of population in those States, which do not have the facilities, including Orissa, Jharkhand,

Himachal Pradesh, Jammu and Kashmir, and all the North-Eastern States, it is quite wrong. Then you will have to calculate the total money spent in India and the per capita expenditure under the Railway Head in other States as well and see whether that is on par with the other States. If a State has been allocated Rs. 5000 crores in the past and my State has been allocated Rs. 1000 crores, and if now the Budget allocated is based on the population percentage, then it is not justice, it is discrimination. Hence, I draw the attention of the Government that it should also be analysed as to which State has been allocated how much money, so that the amount may be distributed on per capita basis. At least, that will bring justice to the citizens of the country. Secondly, about the utilization of funds, I think the inhabitants of the State are not responsible for that. In the case of Orissa, Jharkhand, Bihar or any other State, if some allocation has been made and it has not been utilized, it is not the fault of the inhabitants; it is the fault of the Railway officers who are functioning under your administration. If no action has been taken, it is the fault of those officers who could not utilize the funds. You were also barring the States from utilizing the funds. Sir, I think you will agree with me, and other Members will also agree with me that these two yardsticks based on which the Railway Budget allocation is being made, is not correct. I think it is high time that the hon. Railway Minister should review the allocation of funds to the various States. Sir, I want to draw your attention to the discrimination shown by the Railway Ministry in allocating funds for various projects concerning the State of Orissa. The Lanjigarh Road-Junagarh Road, Khurda Road-Bolandir Road, Haridaspur-Paradeep Road, Rupsa-Bangriposi Gauge Conversion. Nuapada-Gunupur Gauge Conversion. Daitari-Banspani Rail Link projects are pending for a long time. The work on the Daitari-Banspani project has been continuing for the last 15 years. Similar is the case in other projects. For the Haridaspur-Paradeep project, the Asian Development Bank has given money to develop the mechanised system of loading coal which is to be sent to various States, and outside the country. After making a large investment in this project, the Railway Department has not been able to transfer the quantity of coal required by them.

THE VICE-CHAIRMAN (SHRI SANGH PRIYA GAUTAM): Mr. Khuntia, will you, please, yield for a minute? The time allotted to your party is 30 minutes, and there are three speakers more. You have taken 11 minutes. Would you like to continue or would you leave some time for your colleagues?

SHRI RAMACHANDRA KHUNTIA: Sir, I will take only two or three minutes to finish my points. I always abide by your ruling.

THE VICE-CHAIRMAN (SHRI SANGH PRIYA GAUTAM): I have only reminded you.

SHRI RAMACHANDRA KHUNTIA: Sir, I want to draw your attention and the attention of the Government to the discriminatory attitude shown by the Government to the small, poor and weak States, thinking that they do not have a political clout in the Government, and that they cannot create any problems in the functioning of the Government. Sir, I request the Railway Minister to review the functioning of the Railway Department and give top priority to these States while allocating funds for various projects. If the funds allocated to a particular project are not properly utilised, he should fix the accountability on the officers responsible for that project. Action should be taken against those officers. As I said earlier, the Government should review the principles for allocating funds for various projects and give priority to the projects concerning the financially weak States. Immediate steps should be taken to replace the old railway tracks and bridges. People are afraid of using trains as the main mode of transport. The railway system in our country is one of the best and the largest systems in the whole world. We do expect that the Government, while privatising and selling various things, will not think of privatising our railways. I pray to God that good sense should prevail upon the Government not to touch the railway system which is the best and the largest transport system in the country. I once again request the Minister to take corrective measures for the replacement of old railway tracks and bridges. He should also take adequate steps for proper utilisation of the funds allocated to various States for their projects.

Sir, before concluding, I once again urge the Government and also the hon. Railway Minister to allocate adequate funds for all the projects concerning Orissa, which are pending for a long time. I once again request the Government to take immediate steps for making all zones functional, including the eastern zone in Bhubaneswar.

SHRI B.P. SINGHAL (Uttar Pradesh): Sir, at the outset, I would like to congratulate the Railway Minister on having fulfilled the promise of giving sixteen Shatabdi Express trains to the country. He has already delivered fourteen, and, as we read out in the newspapers, the remaining two will also come before the end of this year. I would also like to congratulate the

Railway Minister on extending the target in the freight sector. I would, particularly, congratulate the Railway Minister on announcing the opening up of Rajdhani and Shatabdi to Gallantry medal holders. But, in this case, I would like to point out to him, he has limited himself to the *veer chakras* that are obtained by the army personnel. The police and the paramilitary forces, who keep on fighting all the time, who also earn Gallantry medals, merit the same privilege which is being given to the others. I would urge the Railway Minister to kindly sympathetically consider all Gallantry medal holders, notwithstanding the forces to which they belong, for giving that privilege.

Having said that, Sir, I feel that there is something very radically wrong. In the last several years, projects are sanctioned, on the basis of populism. But, funds are not sanctioned. When funds are there, they come in trickles. The work starts but does not get through. So, this is a malaise, particularly in the Railways, in a very, very high degree. I would urge the Minister to kindly consider that, as he brings the Budget every year, along with that Budget, bringing out a complete statement of at least major works beyond a particular value, and stating about the status of pendency. The pendency statement of the projects must contain the dates on which they were sanctioned, dates of commencement, time-frames fixed, reasons for delay, escalation of cost because of delay, etc. And, then, at the end of it, should come the action taken against officers responsible for the delay. Accountability has to be brought about and if this statement is furnished every year, a complete account will be available to all the executives to make sure that next year the defaults reduce and gradually their entire effort gets into sharper focus, and efficiency mounts.

Sir, coming to the deplorable standards of maintenance in the matter of coaches as well as wagons, in my childhood, I used to see 'Return' and '55' written on one side of the wagon. I used to ask: What does it mean? It meant that when the year 55 came, in the particular month, that wagon should no more be used; it should return for servicing and complete re-doing. Now, today, you can witness several years passed, and the wagon still in use. This is dangerous. One wrong wagon can derail the whole train. My feeling is this: Would the Government not consider it right to transfer this standard of maintenance in the matter of coaches, wagons and rolling stock to some private organisation on a divisional level, so that a competition can be put through? Inter-divisional

confidence ... *(Interruptions)* जब 50 साल में नहीं किया ...*(व्यवधान)*... तो क्या करेंगे। 50 साल में क्या किया है ...*(व्यवधान)*...

THE VICE-CHAIRMAN (SHRI SANGH PRIYA GAUTAM): Mr. T^ukherjee, please do not interrupt. ... *(Intenvptions)*.

SHRI B.P. SINGHAL: It should be given to private contractors so that the fuH worth can be extracted of what is being paid to them *(Interruptions)*.

श्री दीपांकर मुखर्जी (पश्चिमी बंगाल) : सबको प्रायवेट में दे दो। पार्लियामेंट को भी दे दो। यह सबका अपना अपना है ...*(व्यवधान)*... सबको डीरेल मत कीजिए। क्या पूरा डीरेल कर देंगे ? रेल को भी करेंगे ...*(व्यवधान)*...

SHRI B.P. SINGNAL: Similarly. Sir, I would go to the extent of ... *(Interruptbns)* disinvestment of the manufacturers of the engines, wagons and coaches, because in that case, a lot of funds will be released for real expansion of Railways.... *(Interruptbns)*.

श्री दीपांकर मुखर्जी : इसको भी डिसइन्वेस्ट कर दीजिए। पार्लियामेंट को भी डिसइन्वेस्ट कर दीजिए। यही इन लोगों की खुशी का कारण है ...*(व्यवधान)*... सिंहल साहब तो मेरे दोस्त हैं।

SHRI B.P. SINGNAL: Sir, I need your protection ... *(Intenvptions)*.

THE VICE-CHAIRMAN (SHRI SANGH PRIYA GAUTAM): You please continue, Mr. Singhal. speak. Don't interrupt please, Mr. Dipankar.

SHRI B.P. SINGHAL: I will not go on till he stops..... *(Intenvptions)*.

SHRI DIPANKAR MUKHERJEE: I am flattered, Sir.*(Interruptbns)*. I am not disturbing you further ... *(Interruptbns)*.

SHRI B.P. SINGHAL: There has to be some decorum. Sir. ...*(Interruptbns)*. I can tell you that I have good voice to stop you. ...*(Interruptbns)*.

THE VICE-CHAIRMAN (SHRI SANGH PRIYA GAUTAM): Mr. Singhal, you don't look there; look at the Chair. .. *(Intenvptions)*.

SHRI B.P. SINGHAL: I can prohibit your speaking.... *(Intenuptions)*. I am a very powerful man..... *(Interruptbns)*. Don't try that. .. *(Interruptbns)*.

THE VICE-CHAIRMAN (SHRI SANGH PRIYA GAUTAM) : Mr. Singhal, you look at the Chair. ... *O^tenvptbns)*.

SHRI 8.P. SINGHAL: Sir, he is addressing me directly. *(Interrupthns)...* You don't stop him. Kindly stop him. *(Interruptions)...*

SHRI DIPANKAR MUKHERJEE: No, Sir. I am addressing the Chair, *(interruptions)...*

THE VICE-CHAIRMAN (SHRI SANGH PRIYA GAUTAM): Mr. Singhal, you address the Chair. *(Interruptions)...*

SHRI DIPANKAR MUKHERJEE: Sir, I am addressing you. I am flattered. Sir.

THE VICE-CHAIRMAN (SHRI SANGH PRIYA GAUTAM): Mr.. Mukherjee, don't interrupt him. It is enough.

SHRI 0.P. SINGHAL: So, disinvestment in the manufacturing sector of engine and other things will yield good funds for the Railways to expand their tracks. What is more important, as Mr, Khuntia said, is improving the safety standards, tracks and coaches. It is very true that the standards of maintenance of the railway tracks are not at all satisfactory. Time and again, when I go to Lucknow, the train literally jumps, as if It is going off the tracks. Those tracks need to be set right urgently.

In Delhi, the Old Railway Station and the New Delhi Railway Station stink horribly, I don't know why the cleaning up cannot be done to a degree that the stink goes away. In the same Delhi, the Nizamuddin Railway Station sets an example of cleanliness, neatness and everything. Why can't the same results be reproduced there? If the staff do not function, give it to a contractor because the public deserve to have a completely stink-free atmosphere, a clean atmosphere, at the railway stations. Whatever we needed, needs to be done,

. Sir, we have had a golden quadrilateral in the matter of roads. Foreign investments have been permitted there. I see no reason why foreign investments should not be entertained for having a golden quadrilateral in the matter of railways and letting them lay down fresh lines for us to run the trains. We are short of funds. On that, there is no doubt. The Opposition parties want funds, all the time, for every project. But, all the time, they are hindering closing down of non-viable units. They say, "They can't go". How can you have the cake and eat it too? That can't happen. They have to understand that. The Railway Minister can safely devise a scheme similar to the one that has t3een adopted in the matter-of

roads, so that construction of new railway lines can take place at a faster pace, at a pace that the country needs in this century.

Sir, all the coaches are supposed to be washed at their terminals. But that washing is not just done. Every one of us has the experience of dirty coaches. The polish has gone. The mud is still there. The maximum that they do is just brush up the floor of the coaches. The outside of the coaches is never washed. The lavatories are never cleaned properly. So, the maintenance of coaches should be done properly. If necessary, let it be given to contractors because the passengers deserve a clean coach, a clean compartment, when he is travelling.

Similarly, the linen that is available, especially, in second-class AC coaches, is usually dampened and full of spots. It is not at all good. It looks as if the person has just dipped it in the water, half dried and packed up. This may be because they don't have enough number of them and also because they have got less time to get them washed and dried. So, something should be done to ensure that clean, good and dried linen is provided.

Sir, I believe when we have such a large scale of activity impinging on the comfort of the passengers, we should encourage the passengers to write comments, not only adverse comments but also favourable comments. For writing favourable comments, I have to write a separate letter. If I got down and forgot about it, that letter would not have gone. So, books for writing comments should be readily available. If the passengers write a good comment, that particular sweeper or particular cleaner of that particular compartment must be rewarded promptly. Punishments and rewards are useless, unless they are given promptly and given without any strings attached. Next, I would like to come to the point of bonus, promotions and increments. Everyone gets increment, irrespective of whether he is good, bad or indifferent. Increments must not be given to those who have not proved their efficiency or competence in their job. Such people must not be given increments. We will have to take some hard decisions, for improvement in this regard. Now, I come to my last two points. Sir, one point is that the Railways have constructed an overbridge in K^hpur, opposite the medical college and the hospital. Since the overbridge has been constructed, the level crossing has been closed, I have already requested the hon. Railway Minister, and he has promised to look into this aspect. What happens is that the poor rickshawalas and other people have to take a six kilometre detour to reach the hospital.

Now, if there is a patient who needs immediate attention, he will have to cover an extra six kilometre detour to reach the hospital. For the carwalas, scooterwalas and auto-users, it is not of much of a trouble, but it is causing a lot of problems for the poor and those who travel by rickshaw or use cycle, because six kilometres on either side causes a considerable strain to the poor people. I would urge the Minister to look into this aspect also. Sir, I was told that if the level-crossing is kept open, the trains can go unhindered. Infact, the purpose of having the overbridge is to allow the trains to go unhindered. I have come to know that at Nishatganj in Lucknow itself, an overbridge has been constructed but the level-crossing is open. Otherwise, people will have to make a very long detour. Sir, if that is an exception, this particular level-crossing also merits to be included in that exception.

My last point is about the problem of disabled persons. When even an able-bodied person finds it difficult to enter a crowded compartment, how can a disabled person do so? I myself, have seen a disabled person trying to make the way into crowded compartment of a train. Ultimately, the train left, and he could not get into that. So, my plea is that, at least, one compartment in every train should be reserved for disabled persons, and the position of the coach should be such that a disabled person does not have to run to get into that.

श्री नीलोत्पल बसु (पश्चिमी बंगाल) : सर, मुझे एक सवाल पूछना है कि अगर वे देख रहे थे तो उनको तो मदद करनी चाहिए थी।

उपसभाध्यक्ष (श्री संघ प्रिय गौतम) : वे मदद करते हैं, बहुत मदद करते हैं।

श्री भारतेन्दु प्रकाश सिंहल : हम मदद नहीं करते हैं, हम मदद क्यों करेंगे, नीलोत्पल बसु होते तो चढ़ा देते।

THE VICE-CHAIRMAN (SHRI SANGH PRIYA GAUTAM : Mr. Singhal, please address the Chair. Humour is a part

SHRI B.P. SINGHAL : Sir, they are the only guardian of the poor!

श्री नीलोत्पल बसु : मानवता की खातिर मदद तो करनी चाहिए।

SHRI B.P. SINGHAL ; What are you talking, Mr. Basu? I, myself, once, when I was a student, could not enter a compartment of an already crowded train and I had to stay back. So, Sir, my plea is, at least, one compartment in every train should be earmarked for the disabled. With these words. Sir, I support both, the Resolution and the Appropriation Bill.

SHRI K.RAMA MOHANA RAO (Andhra Pradesh); Sir, it gives me immense pleasure to speak on this Appropriation (Railways) Bill, 2002, because it directly connects and concerns the people of this country. I wanted to make only a few points. At last, the Railways have recognized the importance of facilities that are needed for passengers. And, I am happy that the Railways declared the year 2002 as the Passenger Amenities Year. I would like to know from the hon. Minister as to what inventive steps his Ministry has taken during the current year in regard to providing facilities to passengers. The Railway Minister proposed to introduce "Rail Neer" to the passengers at a lesser cost at all railway stations and in trains. I would like the hon. Minister to enlighten the House about the progress of this project.

Sir, coming to the freight movement, I would like to submit that though there is a consistent growth in the movement of freight and the revenue, there is a decline in terms of its percentage. The road transport is giving a very stiff competition to the Railways and the Railways are losing revenue to it. From July to October, it is off-season and your logistics are lying idle. So, I request you to give freight and passenger concessions during this period and the powers may be delegated to the General Managers of the respective Railway Zones. In the same way, a large number of oil tank wagons are also lying idle for want of traffic in the advent of pipelines in different parts of the country. Hence, I request that either you give concessions to oil companies, or, the idle oil tank wagons may be sold off.

Sir, hygiene is another area, which I would like to touch upon. Sir, this is one area where a lot needs to be done. There are so many cleaning drives undertaken by the Indian Railways. But, still, there is room for improvement. I hope the hon. Minister will lay emphasis on this and educate the passengers about the cleanliness. I suggest for using electronic media, NGOs and others effectively to educate people with regard to hygiene.

Sir, I have a few proposals for the kind consideration of the hon. Railway Minister. These are very important proposals pertaining to the State of Andhra Pradesh, and I sincerely draw his attention to look into these proposals with all seriousness and do justice to the State of Andhra Pradesh. I request for re-introduction of Rajahmundry Shatabdi Express

which was withdrawn, citing the reason as 'traffic not available'. It is incorrect. Due to its withdrawal, all traffic is being attracted to road transport. The hon. Minister may be aware that the Government of Andhra Pradesh is setting up an international airport in an area of 6,000 acres of land near Shamshabad which is on the Hyderabad-Kurnool Highway. The State Government is also developing a hardware part and road infrastructure there to provide convenient, fast and smooth flow of traffic. So, it is necessary to integrate the railway network with the road network to provide smooth transportation. The Multi Model Suburban Commuters Transportation System terminates at Falaknuma. I request the Minister to extend the same up to Umdanagar by providing double lane and electrification so that MMSCT could be taken up to the new international airport. I also request him to take up a new small stretch of 6.5 kms. from Umdanagar to new international airport. We have been demanding for a train from New Delhi to Tirupati *via* Shirdi keeping in view the heavy traffic and pilgrims visiting Tirumala from North, if it is not feasible to introduce a regular train, at least, a bi-weekly train may be introduced. The other point I would like to make is: Secunderabad-Guntakal-Bangalore line is now having 113% track utilization. So, there is an urgent need for a second lane. I seek the personal intervention of Nitish Kumarji for taking up this project immediately. Sir, in 2000-01 Railway Budget, the hon. Minister has taken up the work for a new railway line from Patancheru-Jogipet. But, so far, nothing has been done. Hence, I request him to take up this work immediately on priority basis. At the same time, we thank him for taking up the conversion of Tirupati-Pakala-Katpadi from meter gauge to broad gauge. He is very *v/qW asNaxQ* that it would become the shortest route to South from North.

I also request him for electrifying this route immediately. Sir, despite substantial increase in the rail traffic on Bibinagar-Nadikudi section, I am constrained to say that the lane capacity of this section to facilitate running of more trains has not been utilised. If it is not possible for the Ministry to take up this work right now, I would request the Minister to include this proposal positively in the coming 2003-04 Budget. This helps the operational flexibility of the railway transportation.

Sir, we have been demanding for doubling of the Guntakal-Renigunta lane. It is commercially viable, and there is a lot of traffic on this route. Here, the problem is that the work was started three decades ago but, so far, it has not been completed. I request him to ponder over this

issue and complete the work, including electrification, immediately. I also request for a Road-Over-Bridge on N.H.-18 between Cuddapah and Chittoor. The survey for Yerraguntla-Nandhyala is over and the work has already been started. Our only plea is to complete it in a time-bound manner. Then, there is also a need for a new lane between Krishnapatnam and Bangalore. We request you to conduct the survey immediately and this may be included in the coming Budget, 2003-04.

There is an urgent need to have a survey on a Circular Railway System between Vijayawada-Guntur and Tenali. Vijayawada, Guntur and Tenali are the important and busy railway stations on the map of the South Central Railway and they are the nerve centres of the coastal Andhra Pradesh, with the establishment of a large number of engineering and medical colleges. The growth rate of traffic on this route is phenomenal. Hence I request the hon. Minister to include this proposal, at least, in the next Railway Budget.

The available land, under the Ministry's control, near stations, is lying idle. This may be leased out to people who can help in generating railway freight traffic and the powers may be delegated to the General Manager of the respective Zones. There is also a need for quadrupling the Secunderabad-Chennai and the Visakhapatnam routes. The amount of traffic is enormous on this route. There is no reason why the Railways have not got an eye on this. I request the hon. Minister to take up this project as early as possible. I think a survey has been ordered for linking up of the Krishnapatnam port for transportation of iron ore, etc. instead of Hospet-Bellari. The Krishnapatnam link will cut 100 kms. and the private people are willing to come forward by forming even a consortium for developing this link. This helps in the development of the entire coastal industries.

Sir, I would like to make another request to the hon. Minister. The people of Repalle are facing a lot of problems. Hence, the train No.7005/7006, Tenali-Secunderabad Nagarjuna Express, may be extended up to Repalle. It is only 30 kms. away from Tenali. I shall be highly obliged if the hon. Minister extends this train to Repalle. Then, there is also a train between Guntur and Secunderabad. The name of the train is Paianadu Express. This may also be extended up to Repalle which is just 60 kms. away from Guntur. By extending this, the people of the Guntur and Krishna districts would be greatly benefited.

4.00 p.m.

These are some of the important points pertaining to the State of Andhra Pradesh. I request the hon. Minister to ponder over these and do justice to a State which richly deserves the attention of the Railway -Ministry since it is becoming a model State of the country considering the amount of attention that the Government of Andhra Pradesh is paying for the welfare of its people. Thank you, Sir.

SHRI TARINI KANTA ROY (West Bengal): Sir, while taking part in the discussion on the Appropriation (Railways) No. 5 Bill, 2002 and the Government Resolution moved by the Minister of Railways, I would like to raise some important issues.

Sir, I do not know whether formation of new Railway Zones took place. Is it for privatisation in future or something else, I don't know. Today, the question of safety and security on the railways is a vital issue. Since the Howrah-Rajdhani accident at Rafiganj, the question of railway safety has become more important. Pursuant to the recommendations of the Railway Safety Review Committee, namely, the Khanna Committee, a Special Railway Safety Fund, SRSF, was set up, with a non-lapsable corpus of Rs.17,000 crores, to replace and renew over-aged railway assets, including outdated tracks. Though track renewals of 14,509 kilometres have been sanctioned, the target which has been set in the Annual Plan of 2002-03 is only 4,000 kilometres. Similarly, out of 4481 bridges, including 527 distressed bridges, work on only 1000 bridges is targeted for completion during the year 2002-03. That means, in both the cases, it would take more or less four years- that too, if the targets are achieved every year - to complete track renewals and bridge works. By this time, the condition of both the age-old tracks and distressed bridges would worsen further, making railway journey more unsafe. The Government needs to give priority to the matter and expand the target in order to complete the works in a short period.

The Ministry of Railways has also a target to provide 220 stations with Multiple Aspect Colour Light Signalling, MACLS, Panel Interlocking, PI, and other safety aids. It also proposes interlocking of 300 manned level-crossings and telephone at as many level-crossings in the year 2002-03. But the issue of manning the unmanned level-crossings has totally been ignored. On December 3, this year, a matador van collided with the Sealdah-bound Teesta Torsa Express near Malda and killed three persons, similar accidents are taking place at other unmanned level-crossings.

Now, I want to know from the hon. Minister about the proposed new Railway lines. Sir, on the proposed new railway line, namely, New Maynaguri-Jogljhopa line, the progress has really been frustrating. The work progress of the Final Location Survey, FLS, is not at all satisfactory. Last May, a delegation, led by seven M.Ps., including myself, met the Railway Minister who promised quick completion of FLS and immediate gauge conversion from metre gauge to broad gauge, between New Mai and Changrabandha. More than seven months have passed since his assurance, but neither the FLS has been completed nor the gauge conversion work has begun. This proposed line would serve the purpose of more than 1.5 crore people of eight districts in three States, namely, West Bengal, Assam and part of Meghalaya. This new line is of vital importance, especially, to the people of the North-Eastern region. It is surprising that despite an existing Government policy of providing 10 per cent budgetary support for the development of the North-Eastern region, the Ministry of Railways has failed to execute the policy in the last two financial years. The Tenth Report of the Standing Committee on Railways rightly observed, "...the Ministry of Railways has not given any indication that they are consistent and serious enough towards the development of railway infrastructure in the North-Eastern region, which is not only strategically important but also underdeveloped and backward." Especially on this ground, the New Maynaguri-Jogljhopa new line deserves sufficient fund, as a major portion of this proposed line falls in the North-Eastern region.

Sir, there is another issue that questions the Railway Ministry's responsibility towards rail service in the North-Eastern Region. Last February, when the Railway Budget was presented, it was announced in the Parliament that the Rajdhani Express, linking Guwahati with Delhi, would be made a daily service; and, accordingly it was incorporated in the railway time-table of July, 2002. Despite all that, the Guwahati Rajdhani still runs 5-day-a-week, and has not been converted into a daily service.

Sir, I hope that in the coming Railway Budget, the hon. Minister of Railways would definitely give priority to the above mentioned proposals, along with other related important issues.

*SHRI C.PERUMAL (Tamil Nadu): Mr. Vice-Chairman, Sir, I rise to speak on the Railways Appropriation Bill on behalf of AIADMK. Of the total length of the railway network in Tamil Nadu, 44 per cent, that is 2198 kilometres of railtrack is still metre gauge. Because of the snail-pace of EG

* English translation of the original speech delivered in Tamil.

conversion work going on in the State, passengers, businessmen and also the public are put to lot of inconvenience. Majority of the places of workshop and big business towns in Tamil Nadu have been connected either by metre gauge or single line broad gauge.

Cuddalore port has not been connected by broad gauge so far. The renowned pilgrim centres of Childambaram, Rameswaram, Thiruchendur and Thenkasi have not been connected through broad gauge so far. Even big cities like Coimbatore and Madurai have been connected only by metre gauge so far. Because of single line broad gauge line between Dindukal and Madurai, more trains are unable to be run on this route. Due to this, the Southern districts of Tamil Nadu could not be connected to the rest of the country.

The allocation for BG conversion during the current year in respect of Tamil Nadu is 102 crore rupees. Only 8 railway projects are underway in Tamil Nadu. 1451 kilometres of BG line conversion has been undertaken in Tamil Nadu, The fund required for completing this work is estimated to be Rs. 1800 crore. But if fund is allocated at this rate for Tamil Nadu, taking into account the cost escalation, the BG conversion will take 30 more years for completion.

The total allocation for laying of new lines, BG line conversion and doubling of lines for the entire country is 2376 crore rupees. Out of this a paltry 4 per cent has been allocated for Tamil Nadu. I request the Hon. Railway Minister to allocate adequate funds for Tamil Nadu so that all the metre gauge lines are converted into BG lines within 10 years from now.

The railway network and offices of Coimbatore, Erode, Salem, Karur, Dharmapuri and Dindukal in Tamil Nadu and under the Palakkad Division in Kerala. Because of this the people are unable to travel to Palakkad to report their grievances. That is why there has been demand for long to set up a Division at Salem. I hope the Hon. Minister will consider this demand favourably. 65 over bridges and under bridges are required to be constructed in Tamil Nadu. Though approval has been obtained, due to lack of adequate funds only 4 bridges have been constructed so far. The lack of bridges is causing lot of inconvenience to the people. Because of the manned gated at level crossings, the speed of trains could not be increased. More funds should be allocated for constructing these bridges.

Sir, in the railway zones of the northern part of the country, the new LHB type coaches are used. But in Tamil Nadu, still very old coaches

are being used putting people to hardship. Such LHB coaches should be introduced in Tamil Nadu. Janshatabdi trains that connect big cities have not been introduced in Tamil Nadu so far. This Janshatabdi trains should be introduced between Chennai -Coimbatore and Chennai-Madurai.

In order to decongest traffic, the Chennai-Arakkonam railway line should be converted into triple lines from the double lines at present. So also the Chennai - Villupuram double line should be converted into triple line. Survey has been done for the 104 kilometre long Jolarpet Hosur, new line via Bargur, Krishnagiri Soolagiri. The estimated cost is Rs. 226 crore. I request the Railway Minister to include this in the forthcoming rail budget.

Sir, I request the Hon.Minister to sanction a new line between Bangalore and Pondicherry via Hosur, Krishnagiri, Bargur, Kakkangarai, Uthangarai, Thiruvannamalai and Cuddalore. This will connect the States of Pondicherry, Tamil Nadu and Karnataka and benefit the people in a big way. I also request the Minister to introduce a train daily between the industrial town of Hosur and the port city of Tuticorin directly via Dharmapuri, Salem, Madurai and Thirunelveli. Sir, there is a public demand for introducing a new train from the temple city of Madurai to the famous shrine city of Sabarimalai via Thenkasi, Sengottai and Achankoil. *[Time tjell]*.

Sir, 1 will complete in a minute. There is no direct train between Coimbatore, the Manchester of South India, to the famous pilgrim centre, Tirupathi. I request the Hon. Minister to consider this demand favourably. The Elagiri Express, which starts at Jolarpet now, should start from Thirupathur because, Thirupathur is an industrial town. The Chennai- Avadi train now stops at Annanoor. There is no use of this stop. A new stop should be provided between Annanoor and Avadi.

THE VICE-CHAIRMAN (SHRI SANGH PRIYA GAUTAM): Please wind up now.

*SHRI C.PERUMAL: Yes, Sir, I am concluding.

Sir, whichever be the Government at the Centre, always meets out step-motherly treatment to Tamil Nadu. It is not my intention to hurt anybody. The Centre should change its attitude at least now and allocate sufficient funds for Tamil Nadu as allocated for other States, so that all the pending railway projects in Tamil Nadu are completed expeditiously.

* English translation of the original speech delivered in Tamil.

प्रो. राम देव भंडारी (बिहार) : धन्यवाद उपसभाध्यक्ष महोदय। रेल की सवारी आम जनता की सवारी है और अभी तक इस देश की 90 प्रतिशत से अधिक जनता रेल में सफ़र करती है क्योंकि हवाई जहाज़ से सफ़र करने की उसकी क्षमता नहीं है और बस से लंबी दूरी का सफ़र तय नहीं किया जा सकता। इतना ही नहीं, इसे सुरक्षित और आरामदेह भी इस दृष्टिकोण से समझा जाता है कि अन्य सवारियां अभी तक उतनी सुरक्षा और उतना आराम नहीं दे सकती हैं जितना यह दे सकती है। अब तो यह खास लोगों की भी सवारी बन गई है जब से रेल विभाग ने राजधानी एक्सप्रेस और शताब्दी एक्सप्रेस गाड़ियां चलाई हैं। यात्री इस आशा के साथ रेल में सफ़र करते हैं कि वे अपने गंतव्य स्थान पर सुरक्षित और आरामपूर्वक पहुंच जाएंगे मगर उपसभाध्यक्ष महोदय, अभी भी अनारक्षित डिब्बों की जो स्थिति है, वह आरामदायक नहीं है। कभी अगर आपको अनारक्षित डिब्बों को देखने का अवसर मिले या आपने देखा भी होगा कि कभी भी उन डिब्बों में बैठने की जगह नहीं होती है। लम्बी दूरी तक खड़े-खड़े सफ़र करना पड़ता है और टॉयलेट तक जाने का भी रास्ता नहीं रहता है। चूंकि यह आम लोगों की समस्या है, जो गरीब गुरबे लोग हैं, जो आम जनता है, उनकी समस्या है। इस समस्या को दूर करने के लिए रेल विभाग को इस पर विचार करना चाहिए। वैसे जो लोग बड़ी संख्या में रेल में सफ़र करते हैं, संख्या के हिसाब से उसका मुकाबला करना कठिन जरूर है नगर जब हम उनकी सुविधाओं का ख्याल करेंगे, उन्हें आरामदायक सफ़र देना चाहेंगे तो इस पर विचार करना पड़ेगा। इधर रेल दुर्घटनाओं में अगर वृद्धि नहीं हो रही है तो रुक भी नहीं रही है। लगातार कहीं न कहीं रेल दुर्घटनाएं होती हैं। जब रेल दुर्घटनाएं होती हैं तो यात्रियों के मन में आशंका होती है और सफ़र की सुरक्षा का सवाल उठता है। अब तो राजधानी एक्सप्रेस की भी दुर्घटना हुई है। उस दुर्घटना में काफ़ी लोग मारे गए। इसके बाद से सुरक्षा का और भी बड़ा सवाल बन गया है। जब भी कोई दुर्घटना होती है दुर्घटना के तुरंत बाद जिस प्रकार के बयान आते हैं, चाहे वे सबोटेज संबंधी बयान हो, चाहे तोड़-फ़ोड़ संबंधी बयान हों, मैं इसको एक अच्छी परंपरा नहीं मानता। जब तक जांच पूरी नहीं हो जाती है तब तक उस दुर्घटना के बारे में रेल विभाग की ओर से बयान देना, एक गलत परंपरा स्थापित करना है। यानी उसी समय आप दुर्घटना के कारण को एक विशेष मोड़ देना चाहते हैं। रेल दुर्घटना के तुरंत बाद जो बयान दिया जाता है, उस बयान से प्रमाणित होता है। इसलिए रेल दुर्घटनाओं को रोकने की जरूरत है, सेफ़्टी का सवाल उठता है, दुर्घटनाओं के रोकने की जरूरत है। अगर दुर्घटनाएं होती हैं तो उनके कारणों में जाने की जरूरत है। ... (समय की घंटी) :.. उनके कारण में हम जाएं और आगे इस प्रकार की दुर्घटनाएं न हों, ऐसा रेल विभाग को कराना चाहिए। जहां तक सुविधा का सवाल उठता है, शताब्दी और राजधानी जैसी गाड़ियों में सुविधा हो सकती है। आम जनता के लिए जो रेलवे प्लेटफ़ॉर्म हैं, वहां पीने के पानी की व्यवस्था करनी है। जो टॉयलेट हैं, इनमें अभी भी सुविधाओं की कमी है। सेफ़्टी और सुविधाएं, दो महत्वपूर्ण सवाल हैं जिन पर रेल विभाग को ध्यान देना चाहिए।

महोदय, अब मैं अपने क्षेत्र की कुछ समस्याओं के बारे में चर्चा करना चाहता हूं।

THE VICE-CHAIRMAN (SHRI SANGH PRIYA GAUTAM): Your time is over.

प्रो. राम देव भंडारी : बस दो मिनट में चर्चा कर दूंगा। महोदय, जब भी मुझे रेल विभाग पर बोलने का अवसर मिला, मैंने इन समस्याओं की चर्चा की है। इसी 20 जून को रेल मंत्री जी इंदौरपुर स्टेशन पर गए थे।

उपसभाध्यक्ष (श्री संघ प्रिय गौतम) : आप मांग रहे हैं शताब्दी और स्पीड आपकी पैसेंजर ट्रेन की है। थोड़ी स्पीड बढ़ाए।

प्रो. राम देव भंडारी : मैं अपनी स्पीड से चलता हूँ नहीं तो दुर्घटना हो जाएगी। अभी जून में रेल मंत्री जी झंझारपुर गए थे। मैं इनको धन्यवाद देता हूँ, इन्होंने वहाँ कम्प्यूटराइज्ड रिजर्वेशन सैन्टर का उदघाटन किया और मीटिंग में इन्होंने कहा कि मेरे अनुरोध पर उन्होंने यह काम किया है। मैं इनको धन्यवाद देता हूँ मगर वहाँ की जनता ने और मैंने इनसे कुछ और निवेदन भी किया था। दरभंगा से जो निर्मली छोटी लाइन जाती है, उसको बड़ी लाइन में परिवर्तित करने की वहाँ की जनता ने भी मांग रखी थी और मैंने भी निवेदन किया था। दरभंगा से सकरी तक बड़ी लाइन बन रही है। दो खंड हैं — दरभंगा सकरी जयनगर और दरभंगा सकरी निर्मली। दरभंगा सकरी जय नगर खंड पर बड़ी लाइन बन रही है और दरभंगा सकरी निर्मली पर बड़ी लाइन बनानी है, कोई ज्यादा खर्चा नहीं है। उसके लिए मैं मंत्री जी से पुनः निवेदन करना चाहूँगा। दूसरी बात यह कि मंत्री जी जो काम कर रहे हैं, मैं चाहता हूँ कि मंत्री जी के कार्यकाल में ही वह काम पूरा जाए। यह काम है निर्मली भयतियाही में रेल लाइन का पुनर्निर्माण करना। मंत्री जी ने उस दिशा में कार्य शुरू किया है, इसके लिए भी मैं उन्हें धन्यवाद देता हूँ। लेकिन मंत्री जी, इस काम को तेजी से पूरा करने की जरूरत है। आप जानते हैं कि कई जिले इससे प्रभावित हैं अगर यह रेल लाइन बन जाएगी तो बिहार ही नहीं, यद्यपि बिहार के कई जिले आपस में तेजी से जुड़ जाएंगे, इसके अलावा असम और जो पूर्वोत्तर प्रदेश हैं, इस लाइन के बन जाने से पूर्वोत्तर प्रदेशों से भी जुड़ाव होगा। आपने झंझारपुर में फुट ओवरब्रिज बनाने की बात मान ली थी, अतः कृपा करके उस दिशा में भी काम को आगे बढ़ाए। एक और बात आपसे लोगों ने कही थी कि वहाँ पर गंगा सागर एक्सप्रेस दरभंगा से सियालदाह तक जाती है। दो जगह रोकने की बात कही गई थी — हायाघाट और मधुपुर में। मधुपुर में इसलिए क्योंकि मधुपुर — गिरीडीह के क्षेत्र में मधुबनी दरभंगा से काफ़ी संख्या में मजदूर यहाँ काम करते हैं। उनका उस ट्रेन से आना — जाना होता है। मुझे याद है, आपने आश्वासन भी दिया था कि ...**(व्यवधान)**... महोदय, उस दिशा में भी ...**(व्यवधान)**...

उपसभाध्यक्ष (श्री संघ प्रिय गौतम) : भंडारी जी।

प्रो. रामदेव भंडारी : हो गया महोदय।

रेल मंत्री (श्री नीतीश कुमार) : रेल का ठहराव हो गया है, भाषण का भी ठहराव होना चाहिए।

प्रो. रामदेव भंडारी : वहाँ मजदूरों का सवाल उठता है। मजदूरों का सवाल है। अगर ट्रेन वहाँ रुकेगी तो बड़ी संख्या में मधुबनी, दरभंगा क्षेत्र के मजदूर काम करने के लिए जाते हैं ...**(व्यवधान)**...

THE VICE-CHAIRMAN (SHRI SANGH PRIYA GAUTAM): Bh[^]ndaryji, you have taken double the time that has been allotted to your party. So, please conclude.

प्रो. रामदेव भंडारी : महोदय, मैं बस खत्म कर रहा हूँ। मैंने केवल छोटी-छोटी समस्याओं की तरफ मंत्री जी का ध्यान आकृष्ट किया है। पहले भी लगातार आकृष्ट करता रहा

हूँ, उनको जानकारी भी है। उनकी आवश्यकताओं को भी ये अच्छी तरह से जानते हैं। मैं चाहता हूँ कि वे एक बार मुझे आश्वासन कर दें।

उपसभाध्यक्ष (श्री संघ प्रिय गौतम) : आप मंत्री जी को लिखकर दे दीजिए।

प्रो. रामदेव भंडारी : मैंने जिन महत्वपूर्ण समस्याओं पर उनका ध्यान आकृष्ट किया है, वे उन पर कार्यवाही करेंगे, इसका आश्वासन मैं उनसे चाहता हूँ। रेल यात्रियों को सुरक्षित और आरामपूर्वक अपने गंतव्य स्थान पर पहुंचाएँ, इसकी उम्मीद करते हुए अपनी बात समाप्त करता हूँ।
 धन्यवाद। DR. M.N. DAS (Orissa): Thank you, hon. Vice-Chairman, Sir. I do not know how much time you have allotted to me to speak. But, I will be very brief. Now, the House presents a very thin appearance for the simple reason that this piece of Appropriation (Railways) Bill is just like a mere formal token, seeking an approval for Rs. 25,000, in order to assure the whole nation that the entire system of Railways is functioning well or in function or in operation. Of course, the Railway system must work every minute, every hour, every day, every week, every month, every year and for all time to come because Railways are like the lifeline of the whole nation and like arteries of our economic sustenance. We must sympathise with every Railway Minister because of the tremendous and stupendous responsibility that he shoulders. Every day is a day of anxiety and tension. There may be some minor accidents or major accidents anywhere at any time. So, I need to remind the hon. Minister the famous saying, "Uneasy lies the head that wears the crown." So, every Railway Minister must have to wear a crown of thorns. After all, today, in the beginning of this new Millennium, our hon. Minister has to shoulder the responsibility of the second largest railway on earth. And, one has to handle more than 1,00,000 kms. of railway track.

One has to deal with fifteen lakh railway employees. It is a stupendous responsibility. It is a Herculean task, but one has to work with self-confidence and courage. That is what the nation expects from you, or, from any other Railway Minister. Now, keeping the overall perception of the railway system in mind, may I give some humble suggestions? The hon. Minister would agree that most of our railway tracks are as old as 150 years. Some may be 100 years old, 80 years, 70 years or 50 years old. When we travel in trains, we find that the nuts and bolts are rusted, tracks are not properly joined, and the signals are primitive. And when the train approaches a railway bridge, we feel, we should have insured our life before entering the train. So, my first suggestion is, kindly replace the old parts

with new ones. Kindly carry out repair works urgently wherever necessary, and give consistent attention to the maintenance of the entire railway system.

Sir, my friends have already mentioned this point. When we read the experiences of passengers in the newspapers, that is, in 'Letters to the Editor', we understand that travelling in Indian Railways is an agonizing experience. Around forty per cent of our population lives Below the Poverty Line. In fact, people belonging to the lower middle class can also be Included in that. The railway fares are very high. So, one fine morning, we will find it very difficult to travel by train. But, even if you travel once in a train, you will gain the experience of a lifetime. And you will be happy that, at least, you have survived. There is a lot of rush, a lot of suffering, and there are no amenities. All these things have to be taken into consideration. I am speaking about the common passengers, not the upper class passengers who can afford to travel comfortably. But, minimum, comfortable amenities should be made available to the common people.

My third point is this. Are you cautious of the fact that there is an overall corruption in the entire railway system? Ticketless travellers pay little tip to the railway staff, and continue with their journey. This has become common and is prevalent all over the country. Several racketeers are working in major stations of the country, and they exploit unsuspecting, innocent passengers by fleecing them.

I would like to bring to your kind notice one small incident, which occurred last month in my case. I came by flight from my hometown to Delhi on 18th November, to attend the Parliament session commencing from 18th November, 2002. The same day, one of my relatives went to a Railway Station, and they found that a gentleman was purchasing a ticket in my name. He identified himself as Dr. M.N. Das, Member of Parliament, and he reserved a berth for himself and his companion. In the evening, I was informed about this on telephone. Immediately, I rang up the Superintendent of Police of my town. I also rang up one of the Vigilance Officers to see in which train, which berth and which coach they booked their tickets. I would not name anybody now. On my return, I will myself enquire how it happened. If it has happened in the case of one Member of Parliament, it might happen in the case of many other Members also. And, these things can't take place without the connivance of the railway authorities, who deal with ticket reservations.

In my home town, I travel from one station to another station, in connection with MPI_AD work. But I submit my application on the letterhead. I submit my identity card, and, then get a free ticket. But, if the railway staff deal with such things in a light manner, if they issue free ticket without calling for the identity card, or application on the letter-head, then, people are liable to misuse this system. They will go on selling free tickets at a high price. Mr. Vice-Chairman, Sir, I would report to you in time after investigating into the matter myself, on my return next week.

My hon. colleagues have referred to regional issues. I need not go into the details. My friend from Orissa has referred to certain things. But there is one thing I feel obliged to say. As early as 1996, with much fanfare, the then Prime Minister had inaugurated the oldest of the seven new zones in Bhubaneswar. The Government of Orissa provided 700 residential quarters for the staff of the new railway zone. Not only that, in due course of time, 39,000 acres of land was also provided. Last year, you were pleased to visit the place, and, perhaps, you had assured the people that, 'yes' this zone would be operational in a short time. I pay compliments by one hand and take it by another hand. Because, so far, no work has started, no policy has been announced. Everything remains in promise. It is only to dupe the people of the State.

My next point is, at the time when the Budget was presented, several projects were sanctioned over the last ten years and were given priority. But no progress has been made. It is going on at a snail's speed. We do not know whether these projects will ever be completed. I have another request to make. Kindly do consider it. Bhubaneswar is the capital of Orissa. It should have direct connection with the Southern part of India. There is no direct express train between Bhubaneswar and Kanyakumari. There is no direct train between Bhubaneswar and Bangalore. Therefore, I would request the hon. Minister that some express trains may kindly be provided to meet this requirement. *(Time bell)* Sir, I know that the time is already up. I know your attitude. Thank you.

SHRI S. VIDUTHALAI VIRUMBI (Tamil Nadu): Mr. Vice-Chairman, Sir, the Appropriation Bill is before us. Though the amount sought is very small, but the convention is, we take this opportunity to make our observations on the issue, and, at the same time, we make some requests, along with this Appropriation Bill, we have to consider one Resolution also. The Convention Committee has decided to pay a dividend to general revenues at 7 per cent. Even though previously, the demand was 7.5 per

cent, but considering the financial situation of the Department of Railways, it has been reduced to 7 per cent. The Convention Committee has also made its observation on Pension Fund and the Development Fund. I support these recommendations. Justice Khanna Committee has made an excellent recommendation *vide* para 64 by which replacement of over-aged assets as well as renewal of vital safety equipments is possible in a time-bound manner. Another recommendation made by Convention Committee is, private participation, wherever possible, should be promoted.

Sir, my suggestion is, the words 'wherever possible' should be used to a minimum possible extent because the words 'wherever possible' were not kept up in connection with the public sectors, and they are all being privatised. They talk about the cost factor only, but as far as the quality factor is concerned, what they are doing is that they have to get the approval only from the lower rank officials. The people who have to approve the quality cannot oppose the higher officials. The ground reality is, whatever quality of material is supplied by the contractors, whether they like it or not, they have to reluctantly approve it. They are forced to approve the quality of the material supplied by the contractors. It is a peculiar situation,

Another aspect of the report of the Railway Convention Committee is that it wanted a Rail Tariff Regulatory Authority, and it has also been said that rail tariff should be fixed on rational basis with automatic adjustment in the cost of input. Fortunately, the Ministry of Railway has politely rejected it. I would not say that they have declined it. They have rejected it politely. It is good. Otherwise, I feel, by creating that authority, they would have put more burden on the poor people. The lower middle class and the middle class people are contributing nearly Rs. 10,000 crores to the Railways, while the upper strata of the society is contributing only Rs. 3,700 crores. In this, I would like to say, when you make a comparison between the two years, you will find that between 2001-02 and 2002-03. in the case of ordinary sleeper class, there has been an increase of 16 per cent in fare. I am telling you in advance that when you prepare the next Railway Budget, you kindly spare these people. I do not want to go to the other items. If you see the Railway projects and other things, you will find that these have been decreasing year after year. If we look at the share of the Railways in the Plan outlay, in the Fourth Plan it was six per cent; in the Fifth Plan, it was 5.3 per cent; in the Sixth Plan, it was 6 per cent; now, in the Ninth Plan, it is 5.3 per cent. In the Third Plan, it was 15.5 per cent. In the Plan outlay,

the share of Railways has come down from 15.5 per cent to 5.3 per cent. ...*(Time-bell)*... I have just started my speech. Please give me some time.

THE VICE-CHAIRMAN (SHRI SANGH PRIYA GAUTAM): Please be brief and fast. Your time is over. You had four minutes only.

SHRI S. VIDUTHALAI VIRUMBI: I would just conclude, Sir. Regarding the gauge conversion, what I would like to say is this. If you take the figures, in 1997-98, the gauge conversion was done to the extent of 847 kilometres; in 1996-97, the gauge conversion was done to the extent of 1364 kilometres, and, then, it has come down to 260 kilometres. Now, in 2000-01, it has come down to only 92 kilometres. It means, the gauge conversion, which was 1364 kilometres in 1996-97, has come down to mere 92 kilometres in 2001-02. This is the situation. Therefore, we have to concentrate more on the development of the Railways in several areas. Alongwith that, there is another aspect. I do not want to go into the details of the projects. If you count the number of projects from Chennai to Kyanakumari, it would come about 40-50 projects which are required to be completed urgently. More than 200 projects are yet to be completed. Therefore, I would talk about only the policy which the Government should adopt, and not about the projects that are required to be completed. The Zonal Railway Users' Consultative Committee take three years in clearing a project which were submitted to it. There is a general practice in all the Zonal Railways that whatever requests are made to them, they try to find out reasons as to how to reject those requests. They do give a reply, but they are very, very intelligent in that. They will justify their rejection. You just go through the meetings of the Zonal Railway Users' Consultative held in the last three years. This is one thing. The second thing is, as far as Tamil Nadu is concerned, the Minister of State for Railways, Mr. Murthi, has actually held two meetings, and, in those meetings, the representatives of the public have expressed their grievances, and they have also made their demands. You look the minutes of the meetings. Just call for the records of the Zonal Railway Users' Consultative Committee meetings and the meeting that was called by the Minister with the representatives of the public. And, you can find out for yourself what are the projects, which are actually needed. Based on that, I would tell you ...*(Time-bell)*... Sir, I need only two minutes. I have been waiting to speak on this matter for the last four days. Sir, I would frankly tell you, the Government has got the Railway Safety Fund. Now, its name has been changed from 'Works Fund' to 'Railway Safety Fund'.

Sir, I would like to know how much amount has been transferred to the States for reimbursement. Apart from the Railway Safety Fund, how much amount has been transferred to the Non-lapseable Fund of the State. I would request you to see that whatever amount you allocate to the project of States, through the Railway Budget, the amount transferred should be non-lapseable. When you sanction the amount at the time of the Budget, It is with us for nine months, but the amount that you transfer in the month of December or January, it is only for surrender. I would request the hon. Minister to let me know how much amount during the last three years has been actually allocated to Tamil Nadu and how much of it has been surrendered to the Railway Ministry without its utilisation. The same amount alongwith the Budget allocation should be reimbursed to Tamil Nadu to see that the capital expenditure is undertaken in a proper way. With these words I conclude.

THE VICE-CHAIRMAN (SHRI SANGH PRIYA GAUTAM): Shri H.K. Javare Gowda, Shri Pranab Mukherjee and Shri Saifuddin Soz - Hon. Members not present. Mr. Minister.

श्री नीतीश कुमार : उपसभाध्यक्ष महोदय, मैं सबसे पहले उन सभी माननीय सदस्यों को धन्यवाद देना चाहता हूँ जिन्होंने इस चर्चा में हिस्सा लिया है। जैसा कि आप जानते हैं, यह जो ऐप्रोप्रिएशन बिल है, यह बहुत कम राशि के लिए है और इस बीच में कुछ काम शुरू करना बहुत आवश्यक समझा गया है, इसलिए इसको सप्लीमेंटरी डिमांड फ़ॉर ग्रांट्स के रूप में लाना पड़ा है और आज हम यहां ऐप्रोप्रिएशन के लिए आए हैं।

महोदय, इसमें डबलिंग के 2 प्रोजेक्ट्स हैं, ट्रैफ़िक फ़ैसिलिटीज़ के 3 प्रोजेक्ट्स हैं, रोड ओवरब्रिज और रोड अंडरब्रिज के 4 प्रोजेक्ट्स हैं, ब्रिज के 2 प्रोजेक्ट्स हैं, कंप्यूटराइजेशन के 6 प्रोजेक्ट्स हैं, पैसेंजर ऐमिनिटीज़ के 4 प्रोजेक्ट्स हैं, वर्कशॉप का एक प्रोजेक्ट है, रोलिंग स्टॉक का एक प्रोजेक्ट है, इस तरह कुल मिलाकर 23 आइटम्स हैं और ये सब परियोजनाएं कुल मिलाकर 226 करोड़ रूपए की हैं लेकिन हमें बहुत कम पैसे का, केवल 25,000 रूपए का अधिकार चाहिए, बाकी हम इंटरनल रिसोर्सिज़ से करेंगे, रि - ऐप्रोप्रिएट करके करेंगे और ये काम हम शुरू करना चाहते हैं।

महोदय, यहां कुछ बातें आई हैं। जैसे रोड ओवरब्रिज हैं, इनका सीधा संबंध सेफ़्टी से है। हमने सारे राज्यों के मुख्यमंत्रियों को पत्र लिखा कि जो लेवल क्रॉसिंग की दुर्घटनाएं होती हैं, इनको अगर रोकना है तो जितने भी बिज़ी लेवल क्रॉसिंग हैं, उनके ऊपर रोड ओवरब्रिज और रोड अंडरब्रिज बनाए जाएं। इसको ध्यान में रखते हुए एक रेलवे सेफ़्टी फ़ंड बनाया गया जिसमें डीज़ल सैस का एक हिस्सा और पेट्रोल सैस का एक हिस्सा हमें इस काम के लिए मिलता है। हमने सभी मुख्यमंत्रियों को पत्र लिखा और लिस्ट के साथ उन्हें सूचना दे दी कि आपके राज्य में इतने लेवल क्रॉसिंग हैं जो काफी व्यस्त हैं। इसके लिए एक आधार बनाया गया एक लाख ट्रेन व्हाइकल यूनिट का। वहां से जितनी ट्रेनें गुजरती हैं और जितने दूसरे वाहन

गुजरते हैं, वह उनका एक मल्टिपल होता है। तो जिस लेवल क्रॉसिंग की व्यस्तता एक लाख ट्रेन व्हाइकल यूनिट्स से ज्यादा है, वहां पर रेलवे कॉस्ट शेयर करने के लिए तैयार होती है और सेफ्टी के लिए वह बेहतर स्थिति होती है। जब भी गाड़ी को स्टेशन से छोड़ना है तो अगले स्टेशन के बीच में जितने मैन्ड लेवल क्रॉसिंग हैं, उनको बंद करना पड़ता है और जो अनमैन्ड लेवल क्रॉसिंग हैं, वे तो अनमैन्ड हैं ही लेकिन जो मैन्ड लेवल क्रॉसिंग है, उनको बंद करना पड़ता है, तब वह गाड़ी जाती है। इसके बाद भी दुर्घटनाएं होती थी। इस प्रकार की दुर्घटनाओं को रोकने के लिए आवश्यक है कि हम ग्रेड सैपरेशन कर दें और रोड ओवरब्रिज और रोड अंडरब्रिज बना दें। इसके लिए हम 50 परसेंट कॉस्ट शेयर करने के लिए तैयार हैं। वह सड़क चाहे जिसकी भी है, चाहे राज्य सरकार की है, चाहे कारपोरेशन की है, चाहे म्यूनिसिपल एथॉरिटी की है या वह नेशनल हाइवे है, उनको आधा देना है और हम आधी रकम देने को तैयार हैं, खासकर ब्रिज पोर्शन का जो खर्च है, वह हम देने को तैयार हैं। इसलिए हमने मुख्यमंत्रियों को खुद पत्र लिखा और कई जगहों से प्रस्ताव आने लगे। हमने कहा कि आप प्रस्ताव भेजें, हम उन्हें तत्काल स्वीकार करेंगे। तो ऐसे ही जो कुछ प्रस्ताव प्राप्त हुआ इस बीच, बजट के समय भी, पिछले सप्लीमेंट्री में भी उसका उल्लेख किया। अब जैसे यहां बिहार की चर्चा हुई। जितना भी प्रस्ताव आया उसको हम लोगो ने इंकलूड किया। हर जगह से, हर राज्य से हम प्रस्ताव मांग रहे हैं। अभी हमारे सिंहल साहब बोल रहे थे कि निजामुद्दीन स्टेशन की सफ़ाई अच्छी है और बाकी जगह ऐसी नहीं है। निजामुद्दीन को हम मॉडल क्लीन स्टेशन के रूप में डवलप कर रहे हैं।

उपसभाध्यक्ष (श्री संघ प्रिय गौतम) : आपकी तारीफ़ की है उन्होंने।

श्री नीतीश कुमार : एक ऑपरेशन क्लीनलीनेस लांच करना चाहते हैं और इसके सहारे हम रेलवे स्टेशन और ट्रेन दोनों की सफ़ाई पर ध्यान देना चाहते हैं, विशेष ध्यान देना चाहते हैं। इसके लिए कानून की व्याख्या को लेकर हमारे रेल मंत्रालय में कुछ गलत — फ़हमियां थी। वह सारी गलत — फ़हमियां दूर हो गई हैं। लॉ मिनिस्ट्री से भी बात हो गई। हमारे पास जो रिसोर्सज हैं उसको लगाते हुए और निजी क्षेत्र से भागीदारी कराते हुए हम इस काम को करना चाहते हैं। इसमें वहां दो इनिशिएटिव लिए गए हैं। एक तो इस प्रकार क्लीनलीनेस हो और निजामुद्दीन के बाद नई दिल्ली, पुरानी दिल्ली को भी करेंगे और बाकी स्टेशनों को भी करेंगे, खास करके जो क्लास — ए — स्टेशन हैं। फिर दूसरे, जब ट्रेन खुलती हैं तो जो ऑरिजिनेटिंग प्वाइंट है, वहां तो सफ़ाई हो जाती है, रास्ते में ठीक से सफ़ाई नहीं होती। एक क्लीन ट्रेन स्टेशन का कंसेप्ट निकाला गया और पहले वेस्टर्न रेलवे में रतलाम में यह काम हो रहा है। वहां से जो भी गाड़ी गुजरेगी उसको पूरे तौर से साफ़ किया जाएगा। इस प्रकार से डिफ़्रेंट रूट्स में स्टेशन का आइडेंटिफ़ाई किया गया है और वहां सारा इंतजाम रखा जाएगा ताकि वहां गाड़ी रुकती है तो पूरे तौर से फिर साफ़ किया जा सके।।

उपसभाध्यक्ष (श्री संघ प्रिय गौतम) : मि0 मिनिस्टर, तो फिर वहां तो स्टॉपेज ज्यादा करना पड़ेगा ?

श्री नीतीश कुमार : जी हां, उसका एक ख्याल रखा गया है उसका आधार बनाते वक्त कि वहां ट्रेन 15 से 20 मिनट रुकती है। यह भी एक आधार है किसी स्टेशन के चयन का ताकि वहां उतनी देर गाड़ी रुके और उसकी पूरी सफ़ाई हो जाए। तो क्लीनलीनेस पर भी ध्यान है।

लेकिन कुल मिलाकर के सेफ्टी के बारे में जो चर्चा हुई, जैसे एक आधार है रेलवे लेविल क्रौसिंग पर हम उसका ग्रेड सेपेशन करें।

अब कुछ चर्चा आती है बार-बार घूम फिर करके राजधानी दुर्घटना की तरफ। हमारे खूँटिआ साहब बोल रहे थे कि अन्य रेल मंत्रियों ने इस्तीफ़ा दिया था। मैं भी एक रेल मंत्री था इस्तीफ़ा देने वाला। जब गैसल की दुर्घटना हुई थी तो हमने इस्तीफ़ा दिया था। प्रधान मंत्री जी ने मुझसे इस्तीफ़ा वापिस लेने के लिए कहा। एक बार उन्होंने रिजेक्ट कर दिया। उसके बाद हमने दोबारा इस्तीफ़ा दिया। जब हम गैसल घटना स्थल पर गए थे, वहां 9 घंटे रहने के बाद और रेलवे के अधिकारियों से बात करने के बाद किसी प्रकार के शक की कोई गुंजायश नहीं थी, वह रेलवे की गलती थी। वह हैड-ऑन-कॉलिजन था और टोटल फ़ाल्ट रेलवे का था। हमने उसकी जवाबदेही स्वीकार की। अब राजधानी जैसी दुर्घटना के बाद हर किसी का दिल हिल गया, दहल गया, इसमें कोई शक नहीं है। लेकिन जांच होती है, हर चीज़ की एक प्रक्रिया है। मैं और सब चीज़ की जवाबदेही लेने को तैयार हूँ लेकिन सेबोटेज की तो जवाबदेही मैं नहीं ले सकता हूँ। अगर कहीं मिस-क्रिएट एक्टिविटी होती है तो यह देखना पड़ेगा क्योंकि हमारे यहां एक लाख आठ हजार किलोमीटर ट्रेक है और यह जवाबदेही बनती है। संविधान बना हुआ है। कुछ केन्द्र की जवाबदेही है, कुछ राज्य की जवाबदेही है। सेफ्टी की जवाबदेही रेलवे की है। लेकिन सिव्योरिटी की जिम्मेदारी संविधान के अनुसार राज्यों की है, इसको नकार नहीं सकते। इसका मतलब यह नहीं कि हम सिव्योरिटी के लिए कुछ नहीं करते। हम भी अपनी तरफ से एलर्ट रहते हैं, हम भी आर0पी0एफ़0 को एलर्ट करते हैं, हम भी राज्य सरकारों से सम्पर्क करते हैं, सारी बातें होती हैं। हम किसी पर आक्षेप नहीं लगाना चाहते। बगैर राज्य सरकारों के सहयोग से रेलों का परिचालन संभव नहीं है। इसलिए यह व्यवस्था की गई है। तो इस प्रकार दुर्घटना के बाद किस के मन में तकलीफ़ नहीं होती, किस में मन में पीड़ा नहीं होती। उस दुर्घटना के बाद किस के मन में तकलीफ़ नहीं होती, किस के मन में पीड़ा नहीं होती। उस दुर्घटना के बाद मैं तो वहां बहुत ही सुबह छः बजे के करीब पहुंच गया था और वहां हमने सब कुछ देखा। रेस्क्यू ऑपरेशन में मैं मौजूद था। सब कुछ हम देखते रहे हैं, सारा सब कुछ देखा है। कुछ लोगो का कहना है कि जाने के बाद लोग तुरन्त बयान देते हैं। लेकिन रेलवे की एक स्टैंडर्ड प्रैक्टिस है। यह आज से नहीं है कि मैं आज रेल मंत्री हूँ तब से यह प्रैक्टिस है, एक ज़माने से यह प्रैक्टिस चली आ रही है कि जब भी कोई दुर्घटना होती है तो जो वहां मौके पर सीनियरमोस्ट आफ़िसर पहुंचता है, तत्काल उसकी नज़र में, पहली नज़र में, प्रथमदृष्टया क्या है, प्राइम-फ़ेसिया क्या है, वह कम्युनिकेट करता है। प्राइमा फ़ेसाइ का मतलब यह नहीं होता है कि वही फ़ाइनल है। दुर्घटना को देखकर जो पहली नज़र में लगता है वह बताते हैं। उससे जांच प्रभावित नहीं होती है। वहां अधिकारियों ने पहली नज़र में देखकर के कहा कि यह तोड़फ़ोड़ का मामला है। हमने कभी नहीं कहा कि यह तोड़फ़ोड़ का मामला है। हमने कहा कि इन लोगो ने बताया है, ऐसा लगता है कि यह भी हो सकता है। लेकिन जब जांच होगी तो कमीशनर रेलवे सेफ्टी जिस नतीजे पर पहुंचेगा, उसको हम मानेंगे।

आज जो इन्फ़ारमेशन ऐज़ है। जब से हमारे मीडिया में एक तरह की नई टेक्नॉलाजी आई है, जिस तरह से इलेक्ट्रॉनिक मीडिया का विकास हुआ है, वह हर घटनास्थल पर तुरन्त पहुंचता है। यह भी एक तरह से इन्फ़ारमेशन रिवोल्यूशन है। हम उस ट्रांजिशन फ़ेज़ में हैं। एक ज़माना था जब रेल दुर्घटना हो जाती थी तो किसी को पता भी नहीं चलता था, कही अखबार में छपा और कही नहीं छपा। आज का समय है कि कही कुछ भी होता है तो सब जगह पर दिखाने

वाले हैं। इससे पता लगता है कि दुर्घटनाएं बढ़ी हैं। मैं आंकड़े देकर सदन का समय नहीं लेना चाहता हूँ। क्योंकि कई बार मैं आंकड़े दे चुका हूँ। दुर्घटनाओं की संख्या घट रही है। लेकिन उसकी खबरें बाहर ज्यादा नहीं आ रही हैं। इससे आपको ऐसा लगता था कि दुर्घटनाओं की संख्या बढ़ रही है। अगर आप इसकी तुलना 1960-61 से करना चाहेंगे तो उसके आंकड़े भी मेरे पास हैं। आप देखेंगे कि रेल दुर्घटनाओं की संख्या घटी है। पिछले साल में, उसके पिछले साल की तुलना में दुर्घटनाएं घटी हैं। मेरे पास 1960-61 से लेकर के अक्टूबर 2002 तक की फ़िगरस हैं। वर्ष 2002 में जहां पूरी दुर्घटनाओं की संख्या 2131 थी, इसमें कोलीजंस, डि-रेलमेंट, लेवल क्रॉसिंग इंसीडेंट, फ़ायर इन ए ट्रेन और मिसलेनियस सब को मिलाकर के अगर एक पैमाना ले लें कि पर मिलियन ट्रेन किलोमीटर कितनी दुर्घटनाएं हुई हैं, यह दुनियाभर में माना जाता है तो उस समय था, 5.5 इंसीडेंट्स पर मिलियन ट्रेन किलोमीटर, यह वर्ष 1960-61 की बात है। अगर आप 2000-01 में आ जायेंगे तो इस समय में यह 473 पर आया है। लास्ट इयर के पहले तो 473 पर मिलियन ट्रेन किलोमीटर एक्सीडेंट की संख्या था जो 0.65 होती है। इसलिए यह कहना कि दुर्घटनाएं बढ़ गई है, यह सही नहीं है। अगर हम पिछले दस साल के आंकड़े पढ़ें तो कमोबेश यही आपको मिलेगा। यह कई बार हम लोग देते रहे हैं। यह वर्ष 2000-2001 में 473, 2001-2002 में 415 है। ऐसा नहीं है कि दुर्घटनाएं बढ़ रही हैं। हमने एक छमाही का फ़िगर देखा है, पहले सिक्स मंथ का लास्ट इयर का और इस इयर का देखते हैं तो इस साल पिछले साल की तुलना में भी एक्सीडेंट्स कम हैं। लेकिन हमने कार्यवाही की है। मैं सदन को बताना चाहता हूँ कि एकाध बार नीचे से दुर्घटनाओं की रिपोर्टिंग नहीं हुई है तो इसको हमने गंभीरता से लिया है। हर घटना की रिपोर्टिंग होनी चाहिए। अगर किसी घटना को छिपाया जाएगा तो कोई सही कार्यवाही नहीं हो सकती है, हम सुधार के लिए भी कदम नहीं उठा सकते हैं। यह भी रेलवे मंत्रालय, रेलवे बोर्ड की तरफ़ से कहा गया है कि कहीं भी किसी रेल दुर्घटना जो छिपाया नहीं जाना चाहिए। इसमें बड़ी ट्रांसपरेंसी है, इंटरनल ट्रांसपरेंसी भी लाई गई है। इस प्रकार से सभी घटनाओं की सूचना होती है और लोगों को जानना चाहिए, लेकिन डरना नहीं चाहिए। ऐसा नहीं है कि रेलवे में ही एक्सीडेंट होते हैं। हर मोड आफ़ ट्रांसपोर्ट में एक्सीडेंट होते हैं। कौन चाहता है कि एक्सीडेंट हो, कोई नहीं चाहता है कि एक्सीडेंट हो। लेकिन एक्सीडेंट कई प्रकार से होते हैं, उनको एड्रेस करना चाहिए। ह्यूमैन फ़ैल्योर के चलते 65-66 परसेंट, टू-थर्ड एक्सीडेंट होते हैं। तो उसके लिए, ह्यूमैन रिसोर्स के लिए और ट्रेनिंग हो, ट्रेनिंग के लिए बैटर इक्युपमेंट लाने के लिए सिम्युलेटर का प्रबंध किया जा रहा है ताकि लोगो को ठीक ढंग से बीच में भी ट्रेड किया जाए। इसके अलावा सेफ़्टी ड्राइव्स चलाए जाते हैं, कई कदम उठाए जाते हैं। कोलिजन के संबंध में सदन में भी बताया गया है और सभी जानते हैं कि एंटी कोलिजन डिवाइस कॉकण रेलवे ने निकाला है। एक स्टैंडर्ड फ़िल्टराइज़ चल रहा है, अगर उसका परीक्षण सफल हो जाता है तो उसको हम अगले चार-पांच वर्षों में लगायेंगे। यह रिसोर्स पर निर्भर करता है। लेकिन अगर हम इसे लगाने में कामयाब हो गए तो कोलिजन बीते दिनों की बात हो जायेगी। डि-रेलमेंट्स हैं, जितने ओवर एजिड एसिट्स हैं, उनके रिनुअल के लिए ही स्पेशल रेलवे सेफ़्टी फ़ंड 17 थाउजेंड करोड़ का बनाया है। अगर दुर्घटनाओं के लिए आलोचना होनी चाहिए तो इसके लिए प्रशंसा भी होनी चाहिए कि इस गवर्नमेंट ने लास्ट इयर 17 थाउजेंड करोड़ का स्पेशल रेलवे सेफ़्टी फ़ंड बनाया है। रेलवे के पास पैसा नहीं था, एक अलग फ़ंड बनाया और उसे हमने लास्ट इयर ही एक अक्टूबर को शुरू किया और 1404 करोड़ उसमें एलोकेशन रखा गया और 1434 करोड़ खर्च किया गया। उससे पैसेजर्स सरचार्ज से 400 करोड़ आना था लेकिन 300 करोड़ आया।

5.00 p.m.

134 करोड़ रूपया हमने अपने इंटरनल सेविंग्स से उसमें लगाया। इस साल का प्रोजेक्शन है, 2200 ट्रेन्स। अभी भी ऐसा लग रहा है कि पैसेजर्स से सरचार्ज से उतना पैसा नहीं आ पाएगा जो हमने प्रोजेक्शन किया है, 860 करोड़। बाकी हम अपने इंटरनल रिसोर्सिज से कम्पनसेट करेंगे। ये सारे कदम सेफ्टी के लिए उठाए गए कदम हैं। दिक्कत यह है कि कोई कदम आप उठाते हैं तो आज से पांच साल के बाद जो मेरी जगह बैठेगा, उसको थोड़ी कम परेशानी होगी। इसलिए कम होगी कि ओवर ऐंजेड ऐसेट्स नहीं होंगे, इसलिए कि तब तक ऐंटी कोलीजन डिवाइस लग चुका होगा, इसलिए कि तब तक ट्रेनिंग फ्रैसिलिटीज इतनी विकसित हो चुकी होगी कि हर जगह सिमुलेटर्स होंगे, कई इंतजाम होंगे। रिक्रूटमेंट का प्रोसेस इतना सुधार दिया गया है कि वह सुधर गया होगा। इसलिए पांच साल के बाद जो आएगा, उसके लिए थोड़ी अच्छी स्थिति होगी लेकिन आज जो स्थिति है, उसमें कारण को समझकर उन्हें दूर करने की कोशिश हम लोग कर रहे हैं और उसमें आप सबका सहयोग चाहिए। किन्तु यह कहना गलत है कि दुर्घटनाएं होती हैं और उससे रेल मंत्री विचलित नहीं होता। मैं तो कहता हूँ कि अगर वह इंसान है तो जरूर विचलित होगा। हम तो बहुत विचलित होते हैं, हमें तो बड़ी परेशानी होती है और दुर्घटना के बारे में डिफेंड करना पड़े, उससे ज्यादा तो बुरा काम कोई दूसरा लगता ही नहीं है। मैं समझता हूँ कि एक यात्री सेफ़ अपने डेस्टिनेशन पर पहुंचे, वह इसलिए रेल पर जाता है। उसे रेलवे पर भरोसा है। हम अपने रेल अधिकारियों को यह भी कहते हैं और बराबर उन्हें देश भर का या दूसरे मोड ऑफ़ ट्रांसपोर्टेशन का फ़िगर देते हैं तो मैं एक ही बात उनको कहता हूँ कि चूंकि रेल पर लोगों को सबसे ज्यादा भरोसा है, इसलिए जब रेल का ऐक्सीडेंट होता है तो लोग सबसे ज्यादा परेशान होते हैं। यह इस बात का परिचायक है कि लोगों का रेलवे पर ट्रस्ट भी सबसे ज्यादा है, भरोसा भी सबसे ज्यादा है। इसलिए अगर कहीं दुर्घटना होती है तो लोगो को परेशानी होती है। उस स्पिरिट में उसको लेना चाहिए और उसमें सुधार के कदम उठाने चाहिए। इन सब चीजों में आपके सहयोग की अपेक्षा है। महोदय, प्रोजेक्ट्स में रीजनल इम्बैलेंस न हो, इसलिए हमने इस बार नया फ़ार्मूला बनाया जिसमें स्टेट का एरिया, पापूलेशन और इसके अतिरिक्त वहां जो धन की जरूरत है, प्रोजेक्ट को पूरा करने के लिए, यह सब हमने पहली बार किया है। आज हमें यह सब करने का मौका मिला है तो हमने किया है। पिछली बार 2001-2002 का बजट हमारा बनाया हुआ नहीं था लेकिन इसी हाउस में मैंने कहा था कि मैं पूरी कोशिश करूंगा कि रोजनल बैलेंस हो और जब हमने बजट बनाया तो उस रीजनल बैलेंस के लिए हमने पूरी कोशिश की। इसके अलावा प्रोजेक्ट्स के बारे में हर कोई यह चाहता है कि प्रोजेक्ट्स समय पर पूरे हों। आपको मैं स्मरण दिलाना चाहता हूँ कि 1998 में, जहां तक मुझे तिथि का स्मरण है, 28 जुलाई 1998 को, यह बात मैं अपने स्मरण से कह रहा हूँ, हमने रेलवे प्रोजेक्ट्स पर एक व्हाइट पेपर रखा था। स्टेट्स पेपर तो रेलवे के फ़ाइनेंसिज पर हमने रखा था लेकिन रेलवे प्रोजेक्ट्स पर व्हाइट पेपर रखा था। रेलवे प्रोजेक्ट्स के संबंध में देख लीजिए कि किस प्रकार से रेलवे प्रोजेक्ट्स लिए जाते थे। एक एक चीज हमने रख दी थी। रेलवे बजट में तो प्रोजेक्ट्स बगैर सर्वे के लिए गए थे। सर्वे भी नहीं हुआ था और रेलवे प्रोजेक्ट्स लिए गए थे। हमने तो इस तरह की जो भी चीजे थी, सबको क्लीयर करवाया, रिक्वेजिट क्लीयरेंसिज के लिए काम शुरू कराया। अगर रास्ते में बाधा का पहाड़ खड़ा कर दिया जाए तो उसको दूर करके सपाट सड़क बनाने में समय लगता है। इसलिए मैं कहना चाहता हूँ कि हमने तो संसद को बता दिया था कि यह प्रोजेक्ट्स की स्थिति है, यह रेलवे के

फ़ाइनेंसिज की स्थिति है। आज स्थिति यह है कि लगभग आठ को छोड़कर, रेलवे बजट में जितने प्रोजेक्ट्स का नाम आप देखते हैं, आज की तारीख में, जब मैं यहां पर आपके बीच में बोल रहा हूँ, आठ को छोड़कर बाकी तमाम प्रोजेक्ट्स क्लीयर्ड हैं और उस पर काम हो रहा है। ट्रांसपेरेंट फ़ार्मूला के आधार पर हम फंड्स का डिस्ट्रीब्यूशन कर रहे हैं। इसके अलावा और भी कोशिश कर रहे हैं ताकि इसमें पैसा आए। राष्ट्रीय रेल विकास योजना की घोषणा प्रधान मंत्री जी ने की है। नॉन बजटरी इनीशिएटिव है। इससे जितने बिजी कॉरीडोर्स हैं, गोल्डन क्वार्टीलेट्रल, उसके बॉटलनेक्स को दूर करने की कोशिश का प्रस्ताव है, पोर्ट से बेहतर कनेक्टिविटी का प्रस्ताव है, चार मैगा ब्रिजिज का प्रस्ताव है। यह सारी बातें उससे हो रही हैं। इसके अलावा हमारी कोशिश है कि और तरह से भी धन मिले। अब झारखंड की सरकार के साथ एम.ओ.यू. हुआ। झारखंड की सरकार, लगभग 2000 करोड़ के कुल 6 प्रोजेक्ट्स हैं, उसमें दो-तिहाई धन दे रही है, एक तिहाई हम लोग दे रहे हैं। तमिलनाडु की सरकार, वहां का जो एम.आर.टी.एस. है, उसके लिए दो-तिहाई दे रहे हैं, इसके अलावा एक गेज कनवर्जन के लिए 50 प्रतिशत दे रही है। कर्नाटक की सरकार के साथ एक के.राईट कंपनी बनी है, वे उसमें पार्टिसिपेट करेंगे। फिर तीन ऐसे रेलवे प्रोजेक्ट हैं जिसमें वे दो-तिहाई देने को तैयार हैं। कई राज्य सरकारों के साथ, बंगाल की सरकार वहां के कलकत्ता मेट्रो एक्सटेंशन के लिए वन थर्ड दे रही है। मुम्बई रेल विकास कारपोरेशन बनाया है हम लोगों ने, वर्ल्ड बैंक से भी कर्ज लिया जा रहा है जिसमें 50 परसेंट उनका भी इनवेस्टमेंट होगा, तो महाराष्ट्र की सरकार का भी पार्टिसिपेशन है, और दूसरे लोगों के भी पार्टिसिपेशन से हम लोगों की कोशिश है कि धन आए। सरकार ने जम्मू-कश्मीर का जो प्रोजेक्ट है, ऊधमपुर से बारामूला का, उसको नेशनल प्रोजेक्ट मानते हुए उसके लिए अलग से धन दिया है। कुछ हमारे राजस्थान के बॉर्डरिंग एरियाज के प्रोजेक्ट्स हैं जिनको स्ट्रेटेजिक लाईन मान करके डिफेंस ने अलग से पैसा देना प्रारम्भ किया है। इस प्रकार से अन्य स्रोतों से भी धन लाकर जो लंबी सूची है प्रोजेक्ट्स की, उसी में से कई को इस प्रकार के माध्यमों से पूरा करने की कोशिश हो रही है। और बाकी जो प्रोजेक्ट्स बनेंगे, आप सबका सहयोग चाहिए ताकि अधिक से अधिक धन मिले, यह सबको बताने की जरूरत है। हमारे पास जो पैसा मिलेगा बजटरी सपोर्ट के तौर पर, उसको ही तो हम लगा पाएंगे। जहां तक इंटरनल रिसोर्सेज जनरेशन का सवाल है, पिछले साल की जो स्थिति थी, उसे इम्पूव करके ऑपरेटिंग रेशियो 96 के आस पास हम लाए और इस साल का हमारा टारगेट 94 तक लाने का है। मुझे खुशी है यह बताते हुए कि हमारा जो फ्रेट ट्रैफिक का लक्ष्य था, हम लक्ष्य से अभी आगे चल रहे हैं, हालांकि पैसेंजर ट्रैफिक का जो हमारा एक्सपेक्टेड था, उसके हिसाब से नहीं हुआ है। ओरिजिनेटिंग पैसेंजर में उतना ग्रोथ नहीं है। इसलिए पैसेंजर ट्रैफिक से, इसके अलावा अंदरूनी किफ़ायत करके, फ़िजूलखर्ची पर रोक लगा कर, इस प्रकार के कई कदम उठाकर हमारी कोशिश होगी कि जो हमारा ऑपरेटिंग रेशियो है, उसको भी हम पहुंचाएं। एक सवाल बार-बार उठा और खूंटिया जी ने भी कहा ईस्ट कोस्ट रेलवे के बारे में। ईस्ट कोस्ट रेलवे और बाकी पांच रेलवे 1 अप्रैल से ऑपरेशनलाईज होंगे। एक ही साथ सबको ऑपरेशनलाईज करना संभव नहीं है, यह बड़ा कठिन काम होता है। इतने दिनों से यह मामला लटका हुआ था। आपको तो धन्यवाद देना चाहिए था कि इस मुश्किल काम को सारा प्रहार झेलने के बाद भी हम करने में कामयाब हुए। अब वह 1 अप्रैल, 2003 से शुरू हो रहा है तो आपको क्या परेशानी हो गई? एक पहले हुआ जयपुर में और ईस्ट सेंट्रल रेलवे 1 अक्टूबर से ऑपरेशनलाईज हो गया,

इन दोनों रेलवेज का परफॉर्मेंस अच्छा है। दो महीने के परफॉर्मेंस चार्ट जब देखने का मौका मिला, तो उसमें एफ़िशिएंसी बढ़ी है। यह आरोप लग रहा था कि नए रेलवे बनने से तो लगता है कि रेलवे बैठ जाएगी लेकिन वे आरोप गलत साबित हो रहे हैं। उनकी एफ़िशिएंसी बढ़ी है, और बेहतर स्थिति है और मुझे पूरी उम्मीद है कि बाकी रेलवेज के ऑपरेशनलाईजेशन के बाद हमारी एफ़िशिएंसी और बढ़ेगी। इसलिए 1 अप्रैल से यह होगा।

जहां तक भुवनेश्वर में वहां के मुख्यालय का सवाल है, टेंडर फ़ाइनलाईजेशन की स्टेज में है, एस्टीमेट फ़ाइनल किया जा रहा है और उसके बाद उसका काम भी हम शुरू कराना चाहते हैं। उसकी आधारशिला रखी जाएगी। अगर वक्त हुआ तो इस साल के आखिर में, नहीं तो नए साल के शुरू में ही हम उस काम को जरूर करेंगे क्योंकि उसको धन दिया है हमने, वह भवन बनना शुरू हो। मैं इतना ही आश्वस्त करूंगा कि किसी भी प्रकार से रीजनल इम्बैलेंस न हो, इसका हमारा पूरा ख्याल रहेगा। हर हालत में प्रोजेक्ट्स जल्दी कंप्लीट हों, इसकी हमारी कोशिश होगी, नंबर दो और नंबर तीन, सबके ऊपर और सबसे पहली प्राथमिकता हमारी सेफ्टी है, उस पर सबसे अधिक ध्यान है। इन शब्दों के साथ

उपसभाध्यक्ष (श्री संघ प्रिय गौतम) : मंत्री जी, खत्म करने से पहले एक गुजारिश मैं भी करना चाहूंगा, आप उसको भी बता दें। मैं बुलंदशहर जनपद का रहने वाला हूँ। भारतवर्ष का एक मुख्य स्थान है यह लेकिन न तो उत्तर प्रदेश की राजधानी से यह जुड़ा है किसी मेल या एक्सप्रेस ट्रेन के द्वारा और न दिल्ली से यह जुड़ा है। अनेक बार मांग होती रही, राष्ट्रीय राजधानी क्षेत्र में यह आता है। आशा यह थी कि राष्ट्रीय राजधानी क्षेत्र का काम अगर तेजी से चलेगा तो रेलवे लाईन बन जाएगी लेकिन ऐसा दिखाई नहीं देता। तो एक रेलगाड़ी एक्सप्रेस या मेल ट्रेन खुर्जा से या बुलंदशहर, हापुड़ होती हुई दिल्ली या लखनऊ से आप चला दें तो आपकी बड़ी कृपा होगी।

एक माननीय सदस्य : चेयर से आदेश होता है, गुजारिश नहीं।

श्री नीतीश कुमार : आप चेयर से बोल रहे हैं तो चेयर से बोलने का तो बहुत महत्व होता है।

उपसभाध्यक्ष (श्री संघ प्रिय गौतम) : धन्यवाद।

श्री नीतीश कुमार : तो इन शब्दों के साथ मैं एक बार फिर आप सबको धन्यवाद देते हुए आग्रह करूंगा कि हमारे इस एप्रोप्रिएशन बिल पर अपनी रजामंदी दें और रेलवे कन्वेंशन कमेटी का जो हमारा प्रस्ताव है, उसको स्वीकार करें। धन्यवाद।

THE VICE-CHAIRMAN {SHRI SANGH PRIYA GAUTAM}: Now, I shall put the Resolution moved by Shri Nitish Kumar to vote. The question is:

That this House approves the recommendations contained in Paragraphs 54, 55, 59, 60, 61, 64 and 65 of the Fifth Report of the Railway Convention Committee (1999) appointed to review the rate of dividend payable by the Railway Undertaking to General

Revenues, etc, which was laid on the Table of the Rajya Sabha on 13.3.2002.

The motion was adopted.

THE VICE-CHAIRMAN (SHRI SANGH PRIYA GAUTAM): Now, I shall *put the motion* moved by Shri Nitish Kumar 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 2002-2003 for the purpose of Railways, as passed by Lok Sabha be taken into consideration".

The motion was adopted.

THE VICE-CHAIRMAN (SHRI SANGH PRIYA GAUTAM): Now, we shall take up the 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 NITISH KUMAR: Sir, I beg to move:

That the Bill be returned.

The question was put and the motion was adopted.

THE VICE-CHAIRMAN (SHRI SANGH PRIYA GAUTAM): The House stands adjourned till 11.00 A.M. on Friday, the 13th December, 2002.

The House then adjourned at eight minutes past five of the clock, till eleven of the clock on Friday, the 13th December, 2002.