

Regarding railway infrastructure in Assam

SHRI GAURAV GOGOI (JORHAT): Thank you, Sir. I want to raise an important issue of stepmotherly treatment of North East Frontier Railway Zone towards Assam and the rest of North Eastern States.

During COVID-19, many trains were closed down. Even now when the COVID-19 has passed, those trains, which had been stopped, are still not resumed. I want to raise a point that 05819 Dekargaon-Dibrugarh Intercity Express, 55904 Mariani-Jorhat-Golaghat-Dimapur passenger train, 12525 Dibrugarh-Kolkata weekly superfast Express, 15771 Alipurduar-Kamakhya Intercity Express, 55818 Guwahati-Rangiya passenger train etc., are some of the important trains which were running prior to COVID-19. At the time of COVID-19, these trains were stopped. Now, COVID-19 has passed. But these trains are still not in operation. In addition to this, there are demands for a level-crossing near Longpotia Gaon in Charaideo district; extension of Brahmaputra Mail to its original destination of Dibrugarh and the land compensation for Kulajan-Kareng Ghat area near Dhamaji district. There is a need for new railway lines between Sivsagar-Jorhat, Salona-Khumtai and Tezpur-Silghat. In many cases, DPR had been submitted in 2020 or 2021. But there has been no progress.

Lastly, the point that I want to raise is that the vacancies in North East Frontier Railway Zone should be filled up by local youths. The local youths are unemployed. They are agitating and they are not getting jobs in their own railway zone. Therefore, I demand that the North East Frontier Zone should come up with a criterion that North East youths get priority in terms of employment. Thank you.