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Title : Kumari Mamata Banerjee presented a statement of the estimated receipt and expenditure of the Government of India for the years 2010-2011 in respect of Railways.

MADAM SPEAKER: I would now request the hon. Minister of Railways, Kumari Mamata Banerjee, to kindly present the Railway Budget.

THE MINISTER OF RAILWAYS (KUMARI MAMATA BANERJEE): Madam, I am very grateful to you for allowing me to present the Railway Budget.

I rise to present my Second Railway Budget of the present UPA Government within a span of less than eight months. I deem it a privilege to present the Budget Estimates for the year 2010-11 to this august House.

I am grateful to the hon. Prime Minister for his wise counsel and his encouragement to me. I am also grateful to the UPA Chairperson, Shrimati Sonia Gandhi, for her kind support.

I am also obliged to the hon. Minister of Finance, the Leader of the Opposition and all the Members/colleagues from this side and that side, also the Chief Ministers, the public representatives, the industry houses and the common people for bringing to me invaluable suggestions on new lines and projects.

I am proud of the 14 lakh members of my railway family -- officers, staff, gangman, each member -- who are working day and night उनकी मेहनत से मैं यह बजट पेश कर रही हूँ। With their cooperation and support, I am presenting this Budget.

Madam, while formulating my proposals, which I shall discuss later, I had two considerations. First, I looked into the economic viability of the projects in the conventional way of rate of returns, etc. Most of the projects proposed by me fall in this category.

But there was another consideration which I had to weigh while taking a decision and that consideration was social responsibility. Railway, being the lifeline of the Indian economy, has to provide connectivity to most parts of the country. Should commercial viability be the only criterion to judge this need of connectivity? Or, should social responsibility be an important consideration? I prefer the latter. Our objective is inclusive growth. The growth for all is not possible if there is no connectivity. If we cannot include all in the ambit of our growth process, then growth will remain just a statistical expression. We do not want that type of growth.

What is not viable today, if connected will become viable tomorrow. I believe so.

We cannot and should not have a myopic view of viability. **What is not**

viable today, if connected, will become viable tomorrow. I believe, Railways

cannot ignore this responsibility of making investments for future growth.

Now, I want to say that we must not waste our time and opportunities any longer. We must try to do our best to bring out what we have and not go from year to year and display our poverty before others. Our vision is our strength. Our mission is continuous development. Our action is constructive and innovative. Idea is our creativity. Our goal is to unite the country through rail connectivity.

Madam, since railways is a vast system and touches all people, the speech lists out a large number of names of places/projects/station and others. Hon. Speaker, with your kind permission, I will cut short my speech in some places, but the entire printed speech may kindly be treated as read.

MADAM SPEAKER: Yes.

KUMARI MAMATA BANERJEE: I am obliged.

Vision 2020 spells out:

"Indian Railways shall provide efficient, affordable, customer-focussed and environmentally sustainable integrated transportation solutions. It shall be a vehicle of inclusive growth, connecting regions, communities, ports and centres of industry, commerce, tourism and pilgrimage across the country. The reach

and access of its services will be continuously expanded and improved by its integrated team of committed, empowered and satisfied employees and by use of cutting-edge technology."

Madam, I appreciate the hon. Members for their high expectations from the Railways. This is quite natural because the railway is the lifeline of the nation and a major catalyst that triggers socio economic growth.

I want to help everybody within the limited infrastructural facilities. I believe that everyone has a right to demand. India is a democratic country. Every voice should be respected. Our dilemma is that we have received more than 5,000 requests and what I can do within this limitation. हमारा दर्द अकेले हमारा ही दर्द नहीं है, हम अपने साथ हजारों की बात करते हैं। लेकिन मैंने हर प्रस्ताव की स्कूटनी की है, उसके बाद विदिन द इंफ्रस्ट्रक्चर हमारे लिए जो संभव है, उसकी कोशिश की है। बिल्कुल नहीं करने से अच्छा है कुछ करना। यही बात है कि डिमाण्ड को मीट करने के लिए प्लानिंग भी करनी जरूरी है। इसीलिए हमने मिशन 2020 बनाया है जिसमें 10 साल में बहुत सारे काम हो जाएंगे। My pain is not my suffering alone; I voice the agony of the millions along.

* All the proposals have been scrutinised. It is not possible to accommodate all the requests due to operational and technical constraints. Railways would face enormous difficulties in meeting these demands. Even the current services are being run with great difficulty. There is shortage of rakes. All these cannot be achieved overnight. Even then, we have tried our best. It is better to do something than nothing at all. Please pardon me if some proposals could not be considered for operational, infrastructural or financial reasons. Planning being a precondition for meeting these demands, we have prepared Vision 2020, which is to be realised in a decade.*

The goals have been broken up into short, medium and long-term ones. The short-term goals we can do now, for the medium and long-term, we have to plan and arrange funds. This will take time, but within five years of our UPA Government, I think that a larger section of population will get connectivity if we get a special support.

..... This part of the speech was laid on the Table.

Madam, I would like to bring to the kind attention of this august House for its information that the route kilometre of the Railways was 53,596 kilometres in the year 1950. After a span of 58 years, we have now reached only 64,015 kilometres, adding just 10,419 kilometres, an annual average of only 180 kilometres. Looking at the world, you will find that both developed and developing nations are spending hundreds and billions of dollars each year, adding more and more route kilometres of the new lines. That is why we have to move faster.

Ever Since independence, it is a fact, Madam Speaker, that the population has increased; so has the economy grown. However, the acute needs of the common people for proper infrastructure, particularly rail infrastructure, have remained unfulfilled. That is why we are going to innovative financing which we have strongly pursued for the last six months. Yes, we need connectivity for industries, courts, tourist centres, universities, religious places, coal mines and other places. But with the limited funds available, we cannot meet all the demands.

That is why our target is to add 25,000 kms of new lines in the next ten years, as outlines in Vision 2020. This has to be achieved by breaking the shackles of constraints. We have to make a beginning.

The time has come for the business community also to come and join hands to build partnerships with the Railways. Sometimes, they have some problems also. They are keen to invest, but their proposals are unduly delayed by a 'typical negative approach'. Please pardon me for saying so. But it is a fact that administrative and procedural delays, external and

internal, do take place discouraging prospective investors. We need to overcome this situation. I believe a business model needs to be developed. I have decided to set up a special task force. I will discuss with the Hon'ble Prime Minister, the Finance Ministry and Planning Commission regarding early clearance of projects. I have decided to set up a special task force to clear proposals for investment within 100 days. Our policy guidelines will be made easy, simple and investment-friendly. In creating infrastructure with private capital we will create wealth for all, and we will be benchmarked with the best.

Madam, I would like to inform that Railways is taking this issue seriously. Railways' core competence is operation and management. There are 14 lakh employees and we are proud of them. I can assure the House that we are not going to privatise our railway department because it will remain with the Government. However, no business models have been developed within the railways for commercial utilisation of land, air space and other assets and leveraging our services to generate revenues. The need of the hour is to develop new business models and invite domestic investment through PPP mode in areas like new lines to world class stations, auto hub to ancillary industries, manufacturing units of rolling stock to multi-model logistic parks, high speed train corridors to port connectivity and multi-level parking to mine connectivity also. Domestic investors and others have tremendous scope in railways and that will be our hope in the future. It will facilitate the large quantum of investment in Railways and provide ready business to investors. Therefore, it will be a win-win option for all.

A separate structure will be created within the railways for implementation of the business models so that operations and management is not disbursed. I will take care of both the parts and I would like to request the hon. Prime Minister in this matter. At this point, again, I am saying, we involve our railway employees unions and the officers unions, SC-ST and OBC unions, and all together we are working. It will remain with the Government organisation and we are not going to privatise. But, at the same time, to earn the revenue, we must set up a business model. अभी तो शुरुआत है, सफर हमारा बहुत लंबा है। This is just the beginning. A long and pleasant journey lies ahead.

Madam, the Budget proposals will bring out our seriousness. In line with your vision for the first time ever, we are planning a major jump to complete 1,000 route kilometres of new lines in one year with our limited resources. Madam, this is a path-breaking step considering the annual average of 180 route kilometres of new lines in the last 58 years and 219 kilometres in the last five years. If we can achieve this target of 1,000 route kilometres, what I mentioned here in the list, we can also reach the vision 2020 goal of 25,000 route kilometres. I appeal to the hon. Members for full support in this regard. Standing here, I am raising the voice of the people. If it is not heard, we cannot achieve our dream of inclusive growth and a developed India.

I had presented the last Railway Budget on 3rd July, 2009 and had made several announcements. Our commitments have been fulfilled to the maximum in a span of only seven months. I would briefly mention a few.

Madam, this House will be glad to know that out of 120 new trains, within this financial year, namely, 31st March, 2010 117 trains will be flagged off and only three trains will be left out because of the gauge conversion. When the gauge conversion will be completed, then 100 per cent according to our commitment, we will flag off the new trains - whatever I announced in my Budget Speech within the seven months.

Madam, as I assured the recruitment policy of the Indian Railways, RRB has been reviewed. We have decided that the language especially English, Hindi, Urdu and local language will be used for the examination also. As far as examination fee is concerned, I would like to say one thing. Sometimes, the people are very poor, unemployment is increasing and they cannot even submit their fees also. So, for the minorities, women, and the economic backward classes, the Railway decided that in case of those whose income is less than Rs. 50,000/- a year, we will withdraw the examination fees so that they should get more and more opportunities. The examination for a particular post will be held on the same day simultaneously by all RRBs to give more importance to all local brothers and sisters.

Madam, what we announced in the Izzat Scheme, it is being done. Concessions to press correspondents have been done and extension of students' concessions to madrasas, higher madrasas and senior madrasas were also implemented. The artists' concession is also implemented.

Madam, work has been initiated in all the 67 Multi-functional complexes (MFCs). The tender process sometimes takes three to six months. It has also started. Development of Adarsh Stations and other world class stations also, our process is on within this Budget year and will be do it in within a time frame network.

There is only one area left out, namely, Post Office. There are some financial problems in that. That is why we started our *Mushkil Aasaan* programme. So, to compensate that, we will give more and more importance to *Mushkil Aasaan*

programme. We have decided that *Mushkil Aasaan* programme should be connected to universities, the High Courts, the Supreme Court, the panchayats and even the important areas so that it can reach at the grass-root level and the people can get the facilities also.

Madam, we have increased the financial powers of field officers because we want to give more importance to passenger amenities. Sometimes, if they come to Delhi, it takes time. So, we have increased the financial power at the local level, General Manager to DRM so that they can do the work quickly.

Madam, this time the Railways are projected to spend a record of Rs. 1,302 crore in 2010-11 for passenger amenities. It is more than Rs. 400 crore and above. I will let you know the detailed figures later on.

We are going in for a special drive for improving passenger amenities and cleanliness. This will be our special drive because I know the people are facing the problem and passengers are also facing the problem.

We have already introduced *Janata Ahar*. Even *Janata Luchi*, Aloo Dum which is liked by the people is available at Rs. 10/- only. We have started that also. We are providing economically priced food in many stations. Since we have received several complaints, we have decided to provide catering departmentally, phase by phase, in selected trains also. The catering policy is under revision and we will do it within a short time.

As far as upgradation of stations is concerned, again, we have taken 94 stations. If hon. MPs have suggestions for other stations, I will include that. If you have any suggestion, you can give it to me. There will not be any problem in this regard. Whatever suggestions I have received, I have included them.

Keeping in view our continued focus to enhance passenger comforts, facilities, ambience and aesthetics, the **following 94 stations have been further declared as Adarsh Stations:**

Alappuzha, Aluabari Road, Ambalapuzha, Andal, Angul, Ausgram, Badarpur Jn., Bagalkot, Bally, Ballyghat, Basti, Belpahar, Bethuadahari, Bhadreswar, Bhatar, Birshibpur, Bobbili, Chakda, Chandauli, Chandrakona Rd., Changanacheri, Changrabandha, Chas Road, Cherthala, Chhapra Jn., Chhatna, Chikballapur, Radhamohanpur (Debra), Dahod, Dantan, Debagram, Devanahalli, Dhanuvachapuram, Dinhat, Dodbhallapur, Doikallu, Domohani, Fuleswar, Galsi, Garbeta, Gauribidanur, Ghatera, Gokak Road, Gourinathdham, Gudur, Haldibari, Haripad, Hijli, Himmatnagar, Jagdispur, Jakhopura, Jamalpur, Jamnagar, Jamuria, Jharsuguda, Kalaikunda, Karuvatta, Kashinagar, Kayankulam Jn., Kochuveli, Kotdwara, Kulgachia, Lanjigarh Road, Lapanga, Lingampalli, Mavelikara, Maynaguri, Meramandali, Miraj, Narasaraopet, Nasik Road, Ochira, Parbhani, Purna, Raghunathpur, Ramnagar, Ratlam, Rengali, Sangli, Shankarpalli, Siddharth Nagar, Solapur, Sonamukhi, Sultanpur, Taldi, Tandur, Thiruvapur, Thiruvizha, Tikiapara, Titlagarh Jn., Vayalar, Vikarabad, Vishrambaug and Yelahanka Jn.

I have also **identified 10 more stations** to be converted to **World Class Stations**. They are Ambala Cantt, Bolpur, Ernakulam, Gorakhpur, Jammu, Jhansi, Kharagpur, Kota, Surat and Thane.

I propose to take up construction of **another 93 Multi-functional Complexes** in the coming year at Abu Road, Agartala, Anara (Adra), Asansol, Aurangabad, Balasore, Ballyganj, Bankura, Bareilly, Barrackpore, Bathinda Cantt., Bellary Jn., Belughat, Belur Math, Bharatpur Jn., Bhavnagar, Bhilai, Bishnupur, Brahmapur, Davangere, Dhakuria, Dhanbad Jn., Dharmavaram (near Puttaparthi), Dibrugarh Town, Dimapur, Durgapur, Erode Jn., Gondia, Gorakhpur, Gulbarga, Hisar Jn., Jamalpur Jn., Jhargram, Jharsuguda Jn., Jhusi, Junagadh Jn., Kalyani, Karimnagar, Kasaragod, Katihar Jn., Kishanganh, Korba, Krishnanagar City Jn., Kurnool Town, Lokmanya Tilak Terminus Mumbai, Ludhiana, Madarihat, Majerhat, Malda Town, Mavelikara, Miraj Jn., Murshidabad, Nabadwipdham, Nadiad Jn., Nagercoil Jn., Naihati, Nellore, New Farakka, New Mal, Nizamabad, Orai, Patiala, Patna Saheb, Raigarh, Raja-Ki-Mandi, Ramnagar, Raxaul Jn., Rayagada, Rewa, Salem, Sambalpur, Sanchi, Sawai-Madhopur Jn, Shegaon, Shimoga Town, Sikar Jn., Siuri, Somnath, Sonipat, Srikakulam Road, Tarakeshwar, Tatanagar, Tiruchi Fort, Tiruttani, Tumkur, Udhampur, Vasai Road, Vijaywada, Vizianagram Jn., Wardha, Yesvantpur and Zahirabad (Medak).

Madam, air-space at stations in large cities will be leveraged to build multi-level parking complexes through the PPP route. About drinking water, you know the position. You will appreciate that we run every day 17,000 trains. Every day, 18 million people travel by the Rail, A drinking water bottle is costing about Rs. 11 or Rs.12. So, we have decided to give cheap drinking water to our people. That is why, we have decided to give clean drinking water.

As the House is aware, that 1.8 crore passengers need water, food, toilets, cleanliness, safety and security. To provide basic facility of **clean drinking water**, I propose to start six bottling plants at Ambala, Amethi, New Mal, Nasik, Farakka and Trivandrum through the PPP route with the mandate that **bottled Fresh Water will be provided at stations at much cheaper rates.**

Madam, there are so many initiatives which we have taken.

The following initiatives for improving passenger and customer satisfaction are being taken:

- i. SMS updates of reservation status and punctuality of trains** to passengers,
- ii. SMS updates on the movement of wagons to freight customers,**
- iii. Double-decker train-sets** matching the best in global standards, in two trains each from Delhi and Kolkata as a pilot project, (We will start this year itself)
- iv. RFID technology for tracking of wagons** carrying coal and iron ore

on three zonal railways.

Railways propose to **introduce modern trolleys** at all important stations which will be handled by uniformed attendants to assist senior citizens and women passengers (as also physically challenged people) in boarding and alighting from coaches, along with their luggage comfortably.

We have received many complaints about allotment of rakes. The procedure will be streamlined. To start with, **allotment of iron ore rakes** would be made on a scientific basis and this would be accessible through the web to ensure **transparency**. This system will be personally monitored by Member Traffic.

Madam, also a special drive in this regard is being launched because, sometimes, there are some problems at the level crossings. Some other problems are also there.

Madam, to expand the scope of **Mushkil Aasan**, I propose **to induct eticket based mobile vans** for issuing reservation tickets in government medical college hospitals, High Courts, Districts Courts, university campuses, IT hubs, IITs and IIMs. To give more facilities to the common people, Railways also propose to open **ticket centres at district headquarters and village panchayats** - (they are our assets) with infrastructure support from local government/semigovernment authorities and private organizations.

Safety & Security

Safety and security never sleeps and zero tolerance for accidents is our vision and mission. Madam Speaker, 17,000 trains run every day, carrying 18 million passengers over 64,015 route-kms. In such a vast operation, and due to technical problems, sabotage, fog, rail roko, natural disaster and human failure, there are some unfortunate incidents of accidents and a few precious lives are lost. We the Railway family deeply value every life of our passengers and employees and sincerely care for their total safety.

To address this, we have placed before you a **twin strategy** of adopting the highest level of technology and pressing into force well-trained manpower, as emphasised in Vision 2020.

Madam, we have to go in for new, cutting-edge equipment to prevent accidents. **Anti-collision device (ACD) and train protection warning system (TPWS)** are two such devices. The former has already been installed on NF

Railway and is now proposed to be extended to three more zonal railways. Four projects of TPWS covering 828 route-kms for improving safety and preventing collision accidents will be implemented during this year also. Railways are also developing **crashworthy coaches** and locomotives, and will provide **automatic fire and smoke detection system** in 20 pairs of long-distance trains as pilot project.

Madam Speaker, accidents at **unmanned level crossings** are a source of deep concern to all of us. Even now, there are about 17,000 unmanned level crossings. To give more importance to safety area and to save the lives of our people, we have decided this. Even this year, out of 17,000 unmanned level crossings, 3000 will be made manned. In the year 2010-11, another 1000 will be made manned. So, out of the 17,000, if 4000 are made manned, then, there will be only 13,000 unmanned level crossings. We will do that within the five years. I can assure the House that within these five years, all the unmanned level crossings will be made manned because this is concerning the safety area.

Madam, also a special drive in this regard is being launched because, sometimes, there are some problems at the level crossings. Some other problems are also there.

The House will be happy to know that manning of around 3,000 level crossings was approved in 2009-10 and a further 1,000 level crossings will be taken up next year. A special drive in this regard is being launched so that in the coming five years, all the unmanned LCs are manned.

Madam, it is observed that people do not use foot over-bridge and walk along or cross the track, resulting in loss of lives.(They do not waste their time also. It is their matter. They walk across the track resulting in loss of lives.) Therefore, Railways would construct more **under-passes, limited height sub-ways besides ROB/RUBs**.

We will give importance to jute geo-textiles because we are proud of our jute industry also.

Security of passengers is also a challenge but we have only a few RPF personnel. We want to strengthen this organisation. But law and order is a State subject. Earlier, these types of problems were not there. This time, because of the so many activities, the Railways are facing problems. If there is a local problem, there is rail rook. If there is a police transfer, there is rail rook. If there is a mass movement, there is rail rook. If there is an agitation, there is rail rook. Not only have we lost our revenues but also the passengers and others also suffer resulting in this situation. We also face this problem. Law and order is not the Railway's subject. It is a State subject. I think the House will appreciate it. Sometimes, there is apprehension that if there is a dacoity or looting or anything, we think only the Railway is responsible but it is the State Government's job. Sometimes, we talk to the State Government. Even before 15-20 days, there was a meeting. It had been convened by the Railways where the DG, Chief Secretary of the State Governments were present. We requested them to take proper care of things because the Railways has the RPF. At the same time, The Railways gives money to the State Government for security purposes. Many people do not know this thing. The Railway provides 50 per cent money as salary to the State Police. They are called GRP – Government Railway Police. They are to take care of security. So, Madam, we will strengthen that organisation. I will come to the House with some more amendments in respect of the RPF organisation also. The RPF alone is not sufficient to take care of security.

Railways will explore the possibility of using **jute geo-textiles** wherever the soil formation of the railway track is unstable and weak.

Intensifying **security of passengers** and property is a matter of grave challenge. General impression of the people is that Railways is solely responsible for this task. Hon'ble members are aware that law and order being a

state subject, security cannot be ensured without the whole-hearted cooperation of state governments. In fact, Railways bear 50% of the cost of State government railway police (GRP).

Madam, **Railways is a soft target as it is very visible.** We lose substantial revenue due to frequent rail-ropes on various issues where there is no connection with the railways. If any local issue happens, grievances find their outlet on railways. As a result, passengers suffer, business suffers, and our economy suffers. Our operations are also disrupted resulting in loss of revenue.

I would therefore, appeal to the people not to target the railways because it is your own service. I seek your support and good wishes.

Madam, we have to strengthen our Railway Protection Force as an organisation. We need to modernise our RPF and we are giving full support. Railways will bring a comprehensive bill for providing security to our passengers.

Security of women passengers will be improved by raising 12 companies of women RPF personnel to be named '**Mahila Vahini**'. RPSF will also be strengthened. Priority will be given to women especially those belonging to minorities, SC/ST, OBC, and economically backward classes (in this regard also.).

We have also decided why we should not use our brave jawans who sacrificed their lives for the country. I remember one quote of Lata Mangeshkar. After the Indo-China war, Pandit Jawaharlal Nehru requested Lata Mangeshkar to sing a song.

आप वह गाना गाएं जिसमें हम शहीदों को श्रद्धांजलि दे सकें। तब लता जी ने यह गाना गाया,
जब घायल हुआ हिमालय, खतरे में पड़ी आज़ादी,
जब तक थी सांस लड़े वो, फिर अपनी लाश बिछा दी।
संगीनों पर धरकर माथा, वो सो गए अमर बलिदानी,
जो शहीद हुए हैं उनकी, जरा याद करो कर्बानी।

उन्हें याद करने के लिए हमने डिजाइड किया है कि हम एक्स. सर्विसमैन को आरपीएफ में शामिल करेंगे, तो हमारी Our passengers will feel more secure. We have decided that. We are proud of our sportspersons for their excellent performances.

Our sports performance is very good. We are proud of our sportspersons for their excellent performance. Madam, we are proud of our **brave jawans** who are performing an excellent job for the country. As security is an important area, I have decided to involve our ex-servicemen to strengthen RPF, who can give real protection to our people. We salute our brave jawans and we remember them every moment as they are the asset of our country

Jab ghayal hua Himalayaâ€¦!

Jo shaheed hue hai unki

Zara yaad karo kurbani

(Let us remember the sacrifice of the martyrs)

SPORTS

Indian Railways, a great patron of sports, is the first recipient of the newly instituted, prestigious *Rashtriya Khel Protsahan Puraskar*, awarded for the encouragement of sports. To strengthen the present sports infrastructure, I propose to set up **five Sports Academies** at Delhi, Secunderabad, Chennai, Kolkata and Mumbai. It is also proposed to provide **astro-turfs** for the development of hockey at more places. Railways **will provide increased**

employment opportunities for the sportspersons.

Madam, this House will be happy to know that Indian Railways will be the **Lead Partner of the Commonwealth Games** being hosted by India this year. रेलवे स्पोर्ट्स में बहुत अच्छा काम करता है इसीलिए सुरेश कलमाडी जी will be very happy. You have requested us this. I would announce in this Budget that the Railways will be the lead partner for the Commonwealth Games. Also, we will run a special train to commemorate the Commonwealth Games. To mark this event and also to spread the message, Railways proposes to run a **Commonwealth exhibition train.**

Culture and Heritage

The 14 lakh members of the Rail Parivar come from diverse cultures and social backgrounds. There is a need to bring solidarity amongst this vast group through intermingling and interchange. I propose to **set up a Railway Cultural & Heritage Promotion Board** which will be responsible for coordinating and supervising all related activities on the railways.

Madam, 2010 marks the **150th birth anniversary of Kabiguru Rabindranath Tagore**. In commemoration, I propose to set up a **Rabindra Museum at Howrah and Gitanjali Museum at Bolpur**, the place where Visva-Bharati international university is located, of which our Hon'ble Prime Minister is the Chancellor. थू आउट दी कंद्री होगा। The Heritage Promotion Board will decide that I also propose to re-model Bolpur station, inspired by the architecture of Shantiniketan.

To provide state of the art infrastructural facilities for the promotion of culture, I propose to set up **Shambhu Mitra Cultural Complex** with performing arts and a music academy at Howrah.

Staff Welfare and Health

I am proud of the 14 lakh employees of Indian Railways – from officers to gangmen. This is a collective family which is dedicated to serve fellow countrymen. We also need to look after their welfare. They toil day and night to ensure that our nation moves. I sincerely thank all of them. ...(व्यवधान) राजस्थान को बहुत दिया है। You just wait and see what I

have done this time. ...(*Interruptions*) Please do not interrupt. We have to divide something like this. I will tell everything. I know what I have done. You just listen to me and then comment.

49. I propose a new scheme of "**House for All**", that will provide residences to all railway employees in the next ten years with the help of Ministry of Urban Development.

Madam, we are grateful to our hon. Minister Shri Ghulam Nabi Azad, the hon. Health and Family Welfare Minister; Shri Dineshi Trivedi, the hon. Minister of State in the Ministry of Health and Family Welfare; the HRD Minister Shri Kapil Sibal as also their Departments. We have signed a Memorandum of Understanding with the Health Ministry and the HRD Ministry. We will give the land; they will set up the infrastructure. We will set up the diagnostic centres numbering 381 throughout the country; secondary hospitals numbering 101 and also the multi-functional hospitals along with AIIMS, the Vellore institution and the other institutions.

We are grateful to the **Ministry of Health** and **Ministry of Human Resource Development** with whom the Ministry of Railways have recently signed **two Memorandum of Understanding for setting up of hospitals and educational institutions on surplus railway land**. With the cooperation of these ministries, it is expected that about **522 hospitals and diagnostic centres**, (Interruptionsâ€!) Just see the list and then you comment.

Also, with the Education Department, we will set up model degree colleges, model schools, Central Schools, Navodaya Vidyalayas and also the type of technical and management institutions of national importance. They will also be set up. We will identify the list and then I will let you know. The hospital list has already been identified. It is listed. You may go through it and see it for yourselves. **50 Kendriya Vidyalayas, 10 residential schools on the pattern of Navodaya Vidyalaya, model degree colleges and technical and management**

institutions of national importance will be set up, which will benefit railway employees and their children in a big way.

Outpatient Departments (OPD) and diagnostic centres will be set up at Adoni, Agartala, Agra Cantt, Ahmednagar, Akbarpur, Akola, Aligarh Jn., Alipurduar Jn., Amethi, Amritsar, Amroha, Anantapur, Annavaram, Ara, Arrariya Court, Asansol, Aurangabad, Ayodhya, Azamgarh, Babina, Badnera, Bagaha, Bahadurgarh, Bahugaon, Bakhtiyarpur, Balasore, Ballia, Ballabgarh, Ballarshah, Balugaon, Banda, Bandel, Bangalore City, Bangarapet, Banmankhi Jn., Bapthla, Barabanki, Barauni, Barh, Berhampur, Bareilly, Barkakana, Barrackpore, Barsoi Jn., Basar, Beas, Begusarai, Bellary, Belthra Road, Bettiah, Betul, Bhadohi, Bhadrachalam Road, Bhadrak, Bhadravati, Bhagalpur, Bharatpur, Bathinda, Bhatni, Bhimavaram Town, Bhimawaram Jn., Bhubaneswar, Bhusawal, Bidar, Bihar Sharif, Bina, Binnaguri, Birur, Bokaro Steel City, Bongaigaon, Brahmapur, Burdhan, Burhanpur, Buxer, Chakia, Chakki Bank, Chakradharpur, Chalisgaon, Chandausi, Chandigarh, Chandrapur, Chengalpattu, Chhapra Jn., Chirala, Chittoor, Cuddapah, Daltonganj, Damoh,

Danapur, Daund, Dehradun, Delhi Cantt., Delhi Sarai Rohilla, Delhi Shahdara, Deoband, Devlali, Deoria Sadar, Deonagar, Dhanbad, Dharmavaram, Dhone, Dhupguri, Dibrugarh Town, Dildar Nagar, Dimapur, Diphu, Dornakal, Dumka, Durgapur, Ernakulam, Erode Jn., Faizabad, Falna, Faridabad, Faridkot, Fatehpur, Firozabad, Firozpur, Gadag, Gangapur City, Ganj Basoda, Garhwa Road, Ghaziabad, Ghataprabha, Ghatsila, Ghazipur City, Ghoradongari, Gomoh, Gonda, Gooty, Gorakhpur, Gudur, Gulbarga, Guna, Guntakal, Gurgaon, Gwalior, Hajipur, Hanumangarh, Hapur, Hardoi, Haridwar, Harihar, Hasanpur Road, Hatia, Hazrat Nizamuddin, Hindupur, Hoshangabad, Hospet, Hosur Town, Howrah, Itanagar, Itarsi, Jabalpur, Jajpurkeonjhar, Jaisalmer, Jalandhar Cantt., Jalandhar City, Jalna, Jamalpur, Jammu Tawi, Janghai, Jaunpur, Jhajha, Jhansi, Jhargram, Jharsuguda, Jind, Jodhpur, Kakinada Town, Kalka, Kalyan, Kalyani, Kannur, Kantabanji, Kaptanganj Jn., Karnal, Karur Jn., Kasargod, Kathua, Katihar, Katni, Katpadi Jn., Kavali, Kazipet, Kesinga, Khagaria, Khajuraho, Khalilabad, Khammam, Khandawa, Kharagpur, Khurda Road, Kishanganj, Kiul, Koderma, Kokrajhar Jn, Kolhapur, Kolkata Station, Kollam Jn., Kopargaon, Koraput Jn., Kota, Krishnanagar City Jn, Kumbakonam, Kurduwadi, Kurukshetra, Lakhimpur, Lakheesarai, Laksar, Lalgargh, Lalitpur, Lonavala, Londa, Lucknow, Ludhiana, Lumding, Machilipatnam, Madhepura, Madhubani, Madhupur, Mahaboobnagar, Mahbubabad, Mahoba, Maihar, Mairwa, New Mal Jn, Malkapur, Manchiryal, Manduadih, Mandya, Manmad, Mansi, Mantralayam Road, Matheran, Mathura, Mau Jn., Meerut Cantt, Meerut City, Merta Road, Midnapore, Miraj, Mirzapur, Mokama Jn, Moradabad, Morena, Mudkhed, Mughalsarai, Mumbai CST, Mumbai LTT, Muzaffarnagar, Muzaffarpur, Nadikudi, Nagarsol, Nagaur, Nagercoil Jn., Naihati, Nalgonda, Nanded, Nandyal, Nangloi, Narkatiaganj, Narsingpur, Nasik Road, Naugachia, Nellore, New Alipurduar, New Bongaigaon, New Cooch Behar, New Delhi, Nidadavolu, Nizamabad, Ongole, Orai, Pachora, Pakala, Palakollu, Pali Marwar, Palwal, Panipat, Parasnath, Parli Vaijnath, Partapgarh, Pathankot, Patiala, Patna, Patna City, Phagwara, Pipariya, Prayag, Purna, Rae Bareli, Raichur, Raiwala, Raja Ki Mandi, Rajahmundry, Rajendranagar Terminus, Rajgangpur, Rajgir, Rameswaram, Rampur, Rampurhat, Ranchi, Rangapara North, Rangiya, Rani, Raniganj, Raxaul, Rayagada, Renigunta, Renukoot, Rewa, Rishikesh, Rohtak, Roorkee, Rourkela,

Sagour, Saharanpur, Saharsa, Sahibganj, Sahibabad, Sainthia, Salempur, Samastipur, Sambalpur Jn., Sangli, Sasaram, Satna, Sawai Madhopur, Sealdah, Secunderabad, Sewagram, Shahganj, Shakurbasti, Shegaon, Shirdi, Shoranur Jn., Silchar, Siliguri Jn., Singrauli, Sirpur Kagaznagar, Sitamarhi, Siwan Jn., Solapur, Sonipat, Sonpur, Sri Satya Sai Prashanti Nilayam, Srikalasthi, Srirampur, Sugauli Jn., Sultanganj, Sultanpur, Suraimanpur, Tadepalligudem, Tandur, Tanuku, Tatanagar, Tenali, Tezpore, Thane, Thiruvananthapuram Central, Tinsukia, Tiruchirapalli, Tirunelveli Jn., Titlagarh, Trichur, Tumkur, Tuni, Udhampur, Unahimachal, Vidisha, Vikarabad, Villipuram Jn., Virudunagar Jn., Visakhapatnam, Vizianagaram, Warangal, Wardha, Yadgir and Yashvantpur.

Secondary-level General Speciality Hospitals will be set up at Adilabad, Aligarh Jn., Ambala Cantt, Asansol, Aurangabad, Azamgarh, Ballarshah, Bally, Ballygunge, Bankura, Barasat, Barauni, Basar, Betul, Bhadrachalam Road, Bhadrak, Bhimavaram Jn., Birur, Bokaro Steel City, Brahmapur, Budge Budge, Burdhan, Canning, Chakki Bank, Chandigarh, Chandrapur, Coochbehar, Daund, Dharmavaram, Dharwad, Eluru, Gangapur City, Gaya, Gooty, Guwahati, Hapur, Hatia, Hosur Town, Hubli, Itarsi, Jadavpur, Jajpurkeonjhar Road, Jalna, Jhargram, Jharsuguda, Jind, Kakinada Port, Kanpur, Kantabanji, Katihar, Khagaria, Khandawa, Koraput Jn., Kota, Kurduwadi, Kurukshetra, Lalgargh, Lonavala, Machilipatanam, Mahaboobnagar, Malda Town, Mansi, Mathura, Mau Jn., Mecheda, Midnapur, Miraj, Nagarsol, Naugachia, New Bongaigaon, New Coochbehar, New Farakka, New Jalpaiguri, Paglachandi, Pakala, Palakollu, Palasa, Paliakalan, Partapgarh, Purna, Purulia, Raichur, Rampurhat, Ranchi, Rangapara North, Rayagada, Secunderabad, Siliguri Jn., Sitapur, Siuri, Solapur, Sonipat, Sultanganj, Sultanpur, Tanuku, Tiruchirapalli Jn., Tirupati, Udhampur, Uluberia, Vijaywada and Visakhapatnam.

Tertiary-level Multi-speciality Hospitals will be established at Asansol, Bandikui, Bharatpur, Bhuj, Bhusawal, Bina, Bokaro Steel City, Chalisgaon, Chandigarh, Dankuni, Garden Reach, Guwahati, Haldia, Howrah, Kanchrapara, Kantabanji, Katihar, Kharagpur, Kota, Krishnaraja Nagar Old Station, Malda Town, Miraj, Mughalsarai, Nalgonda, New Bongaigaon, New Farakka, New Jalpaiguri, New Mal, Paglachandi, Purna, Rajkot, Rampur, Rampurhat,

Ranaghat, Rangapara North, Rewari, Sawai Madhopur, Siliguri Jn., Vijayawada and Wardha.

Madam, **we care for our 80,000 women employees.** Do you know that out of 14 lakh employees, we have 80,000 women employees) It is, therefore,

proposed to set up **50 crèches for children** of women employees and **20**

hostels for their children. (We have to take care of their children) Railways will also provide more numbers of community centres and stadiums.

Hon'ble members would be happy to know that Railways has decided to **enhance the contribution to Central Staff Benefit** Fund from Rs 350 per employee to Rs 500. The increased allocation will be used for welfare of gangmen and similar categories and their families.

The scope of **safety-related retirement scheme** is proposed to be expanded to cover all safety category staff with a grade pay of Rs 1800.

There are some people who cannot even go for work. They requested us to do something. If a person cannot do the job if he is not well, they want the scope of safety-related retirement scheme. That is why, with the consultation of our employees union, we have decided to provide this scheme.

In fulfilment of our corporate social responsibility, I propose to extend the **Rashtriya Swasthya Bima Yojana** to **all licensed porters, vendors and hawkers**, who are from the unorganised sector and are socially challenged.

Training

To strengthen the skills and abilities of loco pilots, a **state-of-the-art advanced loco pilot training centre** is proposed to be set up at Kharagpur. It is also proposed to open an **advanced railway track training centre** at Belegkata for training of gangmen and gatemen. The railways will also set up four **multidisciplinary training centres** at Cuttack, Coochbehar, Malda and Jabalpur.

Railway Research

Madam, I am well aware that the Indian Railways' ambitious vision of expansion and modernization requires for its fulfilment a strong emphasis on developing indigenous research and development capabilities. I am not happy with the functioning of **RDSO** (Research, Design and Standards Organization). I have, therefore, decided to **revamp it and bring it in line with modern research organizations.**

A **Centre for Railway Research** is proposed to be set up in Indian Institute of Technology, Kharagpur for research in key areas of railway

technology and to give a thrust to indigenisation. A Memorandum of Understanding (**MoU**) has already been signed **with IIT, Kharagpur** on 13th February 2010. Railways will establish strong research partnerships with premier institutes like IITs, NITs, CSIR and DRDO.

Industrial Relations

We are proud of our workforce. Industrial relations have remained peaceful and cordial during the year. I want to assure my Rail Parivar that I do not believe in privatisation or corporatisation. Railways will continue to be a government department. (This is a workshop matter.

Madam, you will be happy to know that we will involve our unions in policy making and management of the Railways. Please realise that.)

We have the best of relationship with our recognized unions and associations, of both employees and officers. We **involve our unions in policymaking and management** of railways. They are equal partners in development activities and have also been co-opted in the Expert Committee on investments.

Modernization of Chittaranjan Locomotive Works (CLW)

We are proud of CLW. We want their expansion and modernisation. I, therefore, propose to **modernize and augment the capacity** of CLW from its present level of 200 locomotives to 275. In addition, a centre for excellence in the design, development and evaluation of new technology required for electric rolling stock will also be set up here.

Coach Production

With the upsurge in the economy, there has been an unprecedented growth of passenger traffic during the last five years resulting in increased requirement of passenger coaches. While other goods and commodities are readily available in the market, **coaches and wagons are not available off the shelf**. Our manufacturing capacity is less and we have to plan years in advance.

We also need to develop **special types of coaches for the physically challenged and senior citizens**. In our country coaches and wagons are not available. The condition of the coaches is very bad.

To overcome the shortage of coaches, steps are being taken to set up new coach factories at Rae Bareilly, Kancharapara and Palakkad. Progress on setting up of coach factory **at Rae Bareilly will pick up during the year** and a range of activities will be initiated. The **establishment of coach factories at Kancharapara and Palakkad is in process**. Work on the **loco factories at Madhepura and Marhora is also progressing**. A **Diesel Multiple Unit (DMU) factory** in JV/PPP mode would be set up at Sankrail.

श्री तूफानी सरोज (मछलीशहर): मैडम, रायबरेली के बगल में हमारा क्षेत्र है।... (व्यवधान)

KUMARI MAMATA BANERJEE: Yes, I am proud to say that work will start in Raebareli factory within a year.

Madam, I received a request from the Government of West Bengal. You cannot say that I always fight a political battle with them. They said that they want a factory to be set up at Singur. I said, 'yes, provided the land is available'. If they return 400 acres to the farmers out of 1,000 acres, then we are willing to set up a factory there.

Railways has received a request from the Government of West Bengal to set up a **coach factory in Singur**. Ministry of Railways has conveyed its willingness, provided the State Government hands over the requisite land to the Ministry of Railways after returning 400 acres of land to the unwilling farmers. ... (Interruptions)

MADAM SPEAKER: Nothing will go on record.

(Interruptions) *â€

KUMARI MAMATA BANERJEE: Madam, I worked for 10 days continuously day in, day out and I tried my best to give importance to all the places. Now, I am coming to Chennai.

In addition, **Integral Coach Factory, Chennai would be further modernised and expanded by installing a second unit** so as to equip it to manufacture a larger number of technologically upgraded coaches from its present level of about 1500 coaches per year. ICF will be given a second unit. It means, it will be a new one.

Wagon Repair Shop

I propose to set up a **wagon repair shop** for undertaking periodic overhaul of wagons at **Badnera** to handle the maintenance work of the large fleet of wagons that will be acquired in the future. It is also proposed to develop **Centres of Excellence in Wagon Prototyping** in Railway Workshops. The first such Centre of Excellence will be set up at Kharagpur Workshop.

Rail Axle Factory

While Railways have made long-term plans for achieving self-sufficiency in wheels, similar plans have not been formulated for the enhancement of axle manufacturing capacity. I now propose to **set up a new Rail Axle Factory through PPP/JV** mode in New Jalpaiguri to achieve self-sufficiency in axle manufacturing, eliminating the present dependence on imports.

Madam, I am coming to Bengaluru now.

* Not recorded.

Setting up of Design, Development and Testing Centre of Wheels

In keeping with our long-term plan for achieving self-sufficiency in wheels, a Design Development and **Testing Centre for Wheels** will be set up at Rail Wheel Factory, Bangalore. I think the people of Bengaluru will also be happy.

Madam, our country is a vast one and we have to give projects to all the places.

Coach Mid-life Rehabilitation (MLR) Workshop

Mid-life rehabilitation is an essential mainstream activity which breathes life into old coaches and contributes immensely to improving not only the residual service life but also rejuvenates the interiors. Presently, there is a shortfall in capacity to meet the demand for MLR. I, therefore, propose to set up a **new MLR workshop** at Anara (Adra) with an annual capacity of 250 coaches. Sometimes, if the wagons are not available to meet the demand, we have to plan for 10 years and again we will give more. We will discuss about it in the House and then we will decide. For five wagon manufacturing units I have already decided the places. For the Orissa unit, the place will be decided by the Chief Minister of Orissa. Guwahati is a neglected place and it is in the North Eastern Region of our country.

Wagon Manufacturing Factories

The procurement target for wagons in the next year has been set at 18,000. To augment the production capacity of wagons, I propose to set up **five state-of-the-art wagon factories in JV/PPP mode** at Secunderabad, Bardhaman, Bhubaneswar/Kalahandi, Guwahati and Haldia. This will go a long way in helping Railways meet the transportation demands of the economy.

IOH/POH Workshops for Heavy Axle Load Wagons

I propose to set up two workshops for POH of high axle load wagons required for moving traffic on the western and eastern Dedicated Freight Corridors in Maharashtra and Dankuni.

Refrigerated Container Factory

We are proud of our farmers. But it is unfortunate that about Rs 35,000 crore worth of produce perishes every year and they are forced to do distress sale, and some even commit suicide. Railways will lend its small shoulder to this big cause of helping out farmers.

Sometimes farmers commit suicide because they do not have cold storage facilities and they are forced to make distress sale. That is why we have decided to have a Kisan Mission Project. But we do not have refrigerated containers and I found out that only the Konkan Railway have them.

I am happy to inform the august House that the **Kisan Vision Project has been initiated** by identifying six locations, namely Dankuni, Mechheda, Nasik,

New Jalpaiguri, New Azadpur and Singur for implementation as pilot projects.

Railways do not own any refrigerated container. To meet the requirement, I propose to set up a **refrigerated container factory**, on a PPP mode at Budge Budge, to save the farmers' plight in the future.

Public Sector Undertakings (PSUs)

All the eleven PSUs under the administrative control of the Ministry of Railways have performed well in 2008-09 and achieved a combined turnover of Rs 13,641 crore, earning a net profit of Rs 1,328 crore. These PSUs paid a dividend Rs 286 crore to the Railways.

Freight Business

Madam, I will now present some new initiatives in freight business which is our bread earner.

i. Railways will introduce a **modified wagon investment scheme** for high capacity general purpose and special purpose wagons. It will also cover iron ore, coal and cement. A detailed scheme will be notified shortly.

ii. A policy to permit private operators to invest in infrastructure, on the lines of container train operators, and run **special freight train** for commodities such as automobiles, vegetable oil, molasses, chemicals and petrochemicals and bulk traffic like fly ash and cement will be notified shortly.

iii. Taking further the concept of mega-logistics hubs announced in my last Budget, we have decided to set up **automobile and ancillary hubs** at 10 locations. The first such auto hub has been launched.

I have not mentioned the names. I will mention the names after discussion. If some small places are left out, I will give them the opportunity. But the Automobile Association has to agree because they will set up this in PPP mode. We have already done it at one place. The places have not been decided yet. I will decide after the discussion.

iv. Madam, the **roll-on-roll-off** service which I announced as Railway Minister in 2000, is now proposed to be extended to zonal railways in a phased manner.

v. In order to **provide multi-modal door-to-door service to our freight customers, one rake of road-cum-railer** vehicle will be introduced on trial basis.

vi. A **premium tatkal service for parcel and freight movement** is under consideration.

vii. Railways will also examine the need for **special wagons for iron ore, fly**

ash, automobiles etc.

Reducing carbon foot-print

We have to take care of Nature and be sensitive to climate change. **It is our common and collective responsibility to take care of mother earth,** since she cares for all of us. Railways has always been environment friendly. Steps taken by the Railways include distribution of 2.6 million CFLs and setting up 10 eco-parks.

We also propose to **introduce at least ten rakes with green toilets** and install on diesel locomotives a **GPS-based optimised driver guidance system** which has shown 8-10% saving in fuel consumption. We will work closely with the Prime Minister's National Action Plan on Climate Change and the Bureau of Energy Efficiency.

Railways propose to set up **Rail Eco-parks** to conserve, protect and promote Railways' wetlands and forest areas. Ten are planned for the year including Naopara, which was recently inaugurated.

Dedicated Corridors

Madam, Dedicated Freight Corridor is one of the very important projects.

Dedicated Freight Corridor is our Prime Minister's dream project. I am concerned about the pace of progress and **DFCCIL will be revamped** within a short span of time to ensure timely implementation of the project. We will implement it in time. For western corridor of the DFC, agreement for main loan for Phase I would be signed with Japan International Cooperation Agency (JICA) next month.

We have given our guidelines that there will be no forcible acquisition of land. Sometime it leads to delays. We will negotiate with land owners and if required different options will be explored including overhead alignment so that there is minimum inconvenience to the people.

Madam, we have taken a policy decision to provide employment to one member of the land loser family. We have taken this decision on humanitarian considerations and seeing their socio-economic conditions.

For eastern corridor of the DFC, negotiations for funding up to Sonnagar are on. I propose to start execution of Sonnagar-Dankuni section during the year. Funding for this section will be arranged through domestic investment on PPP mode.

For the remaining four corridors, that is north-south (Delhi, Haryana, UP,

MP, Maharashtra, Andhra Pradesh, Tamil Nadu), east-west (West Bengal, Jharkhand, Orissa, Chhattisgarh, Maharashtra), east-south (West Bengal, Orissa, Andhra Pradesh) and south-south (Tamil Nadu, Andhra Pradesh, Karnataka, Goa), Preliminary Engineering-cum-Traffic Survey (PETS) will be taken up this year.

I think this will create a new history because we want the East-West Corridor and North-South Corridors also to come up. I will request the business houses also to invest money there in PPP mode.

SHRI A. SAMPATH (ATTINGAL): What about Kerala? ...(*Interruptions*)

KUMARI MAMATA BANERJEE: Automatically it will go. ...(*Interruptions*)

There are so many pages. Please wait. If you shout, I will not read, I will just lay it on the Table and you will be the loser. ...(*Interruptions*)

MADAM SPEAKER: Please take your seat. Nothing will go on record except what Mamataji says.

(*Interruptions*) *â€

KUMARI MAMATA BANERJEE : Madam, I had declared DFC as the "**Diamond Rail Corridor**" project of the Indian Railways. On the lines of DFC, we are now planning to go in for Dedicated Passenger Corridor (DPC), which I declare as the "**Golden Rail Corridor**" of the Indian Railways.

Construction of **high speed passenger rail corridors** is another transformational initiative that Railways will embark upon in the coming years. Indian Railways propose to invest in developing high speed corridors of 250 to 350 kmph speed. Already six corridors have been identified. These projects would require large investments and will be executed through PPP mode. That is why I have proposed this so that they can do it in their own way.

Madam, I am confident that high speed rail corridor will become a catalyst for India's economic growth, a stimulus for the development of satellite towns and reduction of migration to metropolises. Therefore, I propose to set up a **National High Speed Rail Authority** for planning, standard setting, implementing and monitoring these projects.

* Not recorded.

International Cooperation

We maintain good relations with our neighbours. Railway systems in these countries are facing several problems due to their relatively small and isolated networks. The **Trans-Asian Railway** network provides a great opportunity for their integration. Our Prime Minister and the Prime Minister of Bangladesh recently agreed to undertake the work to provide rail link between **Akhaura on Bangladesh side and Agartala on Indian side**. This link would also provide a shorter rail route between West Bengal and the north-eastern region via Bangladesh. ...(*Interruptions*) (That is also a Bengali thing. But that is our neighbouring countryâ€)(*Interruptions*)

I have also decided to open our training institutions for the benefit of railway personnel from south and south-east Asian countries. I also propose to make available the facilities of the Research Design and Standards Organisation (RDSO) for cooperative research and standardisation undertaken through the Asian Railways' Association. ...(*Interruptions*)

MADAM SPEAKER: Please take your seat.

(*Interruptions*)

MADAM SPEAKER: Nothing will go on record.)

*(Interruptions) â€**

KUMARI MAMATA BANERJEE :

Progress on Accounting Reforms

Railways have already initiated an accounting reforms project that would enable it to move over gradually to an **accrual based accounting system**. On completion of this project, a road map for future will emerge enabling phased migration to a new accounting system within the broad framework as envisaged by GASAB (Government Accounting Standards Advisory Board).

* Not recorded.

Earnings from non-core business

The untapped revenue potential from branding/advertising of railway properties will be harnessed to significantly increase earnings. The **revenue is estimated to go up from Rs 150 crore to Rs 1,000 cr** and will support the plan investment of the Railways.

Performance during 2009-10

The august House is aware that the Budget for the current year was formulated in the backdrop of VI Central Pay Commission and slowdown of the economy. A loading target of 882 million tonnes was set for the year along with growth of 4.8% in the passenger segment. I am happy to report that Indian Railways will surpass the freight loading target by at least 8 MT. This performance has been heartening. However, passenger segment has been below expectations and adverse weather conditions during winter in the northern part of India and rail rokos and agitations have severely impacted passenger earnings.

13.00 hrs.

Madam, the impact of VI Pay Commission has greatly affected the revenue generation capacity of the railways. It is from our internal generation and it is about Rs.55,000 crore. This is also involved. The provisions made for meeting the arrears and enhanced salaries and allowances in the Budget Estimates have proved inadequate. Railways have made efforts to absorb the additional requirements for staff expenses along with post-budgetary increases in diesel prices to a sizeable extent. But you will be happy to note that we have not increased a single paisa. You have to appreciate that also. This has been possible because of several austerity and economy measures implemented on the Railways to regulate and control expenditure. I believe in austerity and would impress on each railway employee to observe it strictly. Despite all our efforts to save, Railways had to provide additional funds of Rs 2,600 crore for meeting its mandatory liabilities of salaries and allowances against a higher requirement of Rs 4,590 crore. Pension liabilities have also been revised upward and are likely to be Rs 15,000 crore compared to Rs 14,000 crore in the Budget Estimates.

We are grateful to the hon. Prime Minister and the UPA Government that they have given us the guidelines as set by the hon. Finance Minister. We have saved Rs.2,000 crore from the austerity drive. I think, the House must give a big applause for our employees who have done it.

Revised Estimates, 2009-10

Madam, considering the revised loading target of 890 MT, the freight earnings have been increased to Rs 58,716 crore which is Rs 191 crore more than the BE, while passenger earnings have been scaled down by Rs 252 crore to Rs 24,057 crore. Along with revised Other Coaching earnings of Rs 2,526 crore and Sundry Other earnings of Rs 2,982 crore, the total gross earnings has now been fixed at Rs 88,281 crore. The budgeted target of clearing Rs. 75 crore from Traffic Suspense has been maintained in the Revised Estimates. Gross Traffic Receipts have been reduced marginally from the Budget Estimates of Rs. 88,419 crore to Rs. 88,356 crore.

Ordinary Working Expenses have been raised to Rs 65,500 crore from Rs 62,900 crore in the BE 2009-10. After providing for Rs 4,500 crore and Rs 13,440 crore towards Depreciation Reserve Fund and Pension Fund respectively in the

Revised Estimates, the Total Working Expenses are likely to be Rs 83,440 crore. After accounting for Miscellaneous Receipts of Rs 2,357 crore and Misc. Expenditure of Rs 783 crore, Net Revenue of the Railways is now revised to Rs 6,490 crore. After meeting the full Dividend liability of Rs 5,539 crore, the 'Excess' comes to Rs 951 crore. This would be appropriated to Development Fund to meet the Plan requirement.

To meet the shortfall in earnings and higher working expenses, the plan expenditure has been regulated in such a manner as to ensure that the progress of safety and other targeted works is not allowed to suffer. However, to achieve this, additional market borrowing of Rs.350 crore by the Indian Railway Finance Corporation would be necessary. With this the total market borrowings will increase from Rs. 9,170 crore to Rs. 9,520 crore. The revised plan investment is projected at Rs 40,284 crore including the investment on National Projects.

Budget Estimates for 2010-11

Madam, I shall now deal with the Budget Estimates for 2010-11. The target for freight loading for 2010-11 has been kept at 944 MT, an increase of 54 MT over RE 2009-10. Freight throughput has been projected at 623 billion NTKM. Budget Estimates for freight, passenger, sundry other earnings and other coaching earnings have been kept at Rs 62,489 crore, Rs 26,127 crore, Rs 3,171 crore and Rs 2,778 crore respectively. I intend to initiate special efforts to clear the outstanding dues of the Railways and thus a target of clearance of Rs 200 crore has been kept in the Budget Estimates. Gross Traffic Receipts have thus been projected at Rs 94,765 crore.

I am reading like a Rajdhani Express because क्या करूं, क्योंकि पढ़ने में बहुत समय लग रहा है and so many projects are still there.

Madam, provision for Ordinary Working Expenses for 2010-11 has been kept at Rs 65,000 crore which is Rs 500 crore lower than the Revised Estimates for 2009-10. Appropriation to Depreciation Reserve Fund has been increased from Rs 4,500 crore in Revised Estimates 2009-10 to Rs 7,600 crore. Appropriation to Pension Fund has also been kept at Rs 14,500 crore. Thus the Total Working Expenses will be Rs 87,100 crore and Net Revenue Rs 9,782 crore. After meeting the estimated Dividend liability of Rs 6,609 crore, the projected 'Excess' is Rs 3,173 crore with the targeted Operating Ratio of 92.3%. The Excess is proposed to be appropriated to Development Fund (Rs 2,800 crore) and Capital Fund (Rs 373 crore).

Annual Plan 2010-11

Madam, the Annual Plan outlay for the year 2010-11 has been proposed at Rs 41,426 crore, which is highest ever plan investment. The plan would be financed through Gross Budgetary Support of Rs 15,875 crore, Diesel Cess of Rs 877 crore, internal resources of Rs 14,523 crore and EBR of Rs 10,151 crore including market borrowing through IRFC of Rs 9,120 crore.

I am thankful to the hon. Prime Minister for the Budgetary Support. However, as brought out categorically in the Vision 2020, the Railways' require much higher investment in order to fund the projects on hand including the large shelf of socially desirable works.

Within the limited resources available, thrust is being given to expansion of the network. To achieve the target of 1,000 kms of new line set for year, the allocation has been increased substantially from Rs 2,848 crore to Rs 4,411 crore. Funding of Metropolitan Transport Projects has been increased by 55%. To continue Railways drive to improve passenger amenities, an allocation of Rs 1,302 crore has been compared to Rs 923 crore in 2009-10.

Socially Desirable Rail Connectivity Proposals

In my last budget speech, I had highlighted the need to take up **socially desirable projects** connecting backward areas. Everybody wants that his line should be connected. I have considered some socially desirable projects, which may not be viable today but which may be viable tomorrow. Many proposals for such connectivity have been pending for a long time. Some projects are rejected also by the Planning Commission or the Expanding Board. Therefore, I propose this. It is proposed to update the surveys for the following lines and thereafter these will be processed through Planning Commission for necessary approvals:

Madam, you may be aware, that if I give a project it has to be cleared by the Expanding Board, Planning Commission and the Cabinet. That is why we will send it to the Planning Commission for its necessary action.

Now, please be ready.

1 Abohar-Tohana via Fatehabad

2 Ajmer-Kota

3 Almatti - Yadgir

4 Amethi-Shahganj via Sultanpur

सुनिए न, चिल्ला क्यों रहे हैं?...*(व्यवधान)* अगर आपका कोई सुझाव है, तो दे दीजिए। आप दे दीजिए, हम देखेंगे। जौनपुर भी जाएगी, ठीक है।...*(व्यवधान)*

5 Bahadurgarh-Jhajjar

6 Barajamda-Tatina

7 Baramulla-Kupwara â€¦ *(Interruptions)* (Madam, if they do not listen, I will cut my speech here)...*(Interruptions)*

8 Baran-Shivpuri

9 Barpeta Road-Tihu.

10 Barwadih-Chirimiri

11 Beas-Kapurthala

12 Bhadrachallam-Kovvur

13 Bhadrachellam Rd (Kothagudem)-Vishakapatnam ...*(Interruptions)* (हमने नहीं किया, क्योंकि टेक्नीकल है।)

14 Bhavnagar-Tarapore ...*(Interruptions)* (आप मुझे बोलने दीजिए, ज्यादा चिल्लाने से मेरा प्रनाउनसिएशन खराब हो जाएगा।)

15 Bhavnagar-Mahuva (अगर मेरा प्रनाउनसिएशन खराब है, तो क्षमा चाहती हूँ। आप मेरी मदद कीजिए।)

16 Bhind-Orai-Mahoba

17 Bhojudih-Mohuda

18 Bilaspur to Leh via Kullu & Manali (आप मेरी बात सुनिए, नहीं तो मैं भूल जाऊँगी।)

19 Bilaspur-Rampur Bushahr

20 Biyavra Rajgarh-Bina

21 Chandigarh-Dehradun via Jagadhari

22 Chaparmukh-Dibrugarh

23 Dangri-Dhola ...*(Interruptions)* (पुराना है, अभी नहीं किया है।)

24 Daurala-Bijnor via Hastinapur

25 Dehradun-Kalsi

26 Devli-Tonk-Sakatpura

27 Dhule-Amalner

28 Dindigul-Kumli

(श्री सैयद शाहनवाज़ हुसैन (भागलपुर): इसमें बिहार नहीं है।)

कुमारी ममता बनर्जी : आप सुनिए, वह भी है।)

29 Erumeli-Punalur-Trivendrum

30 Etah-Kasganj

31 Etawah-Mainpuri

32 Gadag-Harihar

- 33 Gua-Manoharpur
- 34 Gunupur-Theruvai
- 35 Haldibari-Mekhliganj-
Changrabandha
- 36 Hansdiha-Godda
- 37 Haridwar-Kotdwar-Ramnagar
- 38 Hasnabad-Pratapadityanagar
- 39 Hisar-Sirsa via Agroha, Fatehabad
- 40 Hyderabad-Gazwal-Siddipet-Sircilla-Jagityal Chingkhani
- 41 Jabalpur-Panna via Kundalpur, Damoh

मैं पढ़ रही हूँ, आप सुनिए...(व्यवधान) If you want to seek some clarification, I will tell you. First you listen. ...*(Interruptions)*

- 42 Jagadhri-Paonta Sahib-Rajban
- 43 Jagdalpur-Dantewara
- 44 Jaggayyapet-Miryalgudda
- 45 Jaisalmer-Barmer
- 46 Jalna-Khamgaon
- 47 Jammu-Poonch via Akhnoor, Rajouri,
- 48 Jeypore-Malkangiri
- 49 Jhajha-Girdih via Sonuchakai
- 50 Jhansi-Sawai Madhopur via Shivpuri, Sheopurkalan
- 51 Jogighopa to Silchar via Panchratna
- 52 Jogindernagar to Mandi
- 53 Jolarpettai-Hossur via Krishnagiri
- 54 Kachiguda-Chityal
- 55 Kaithal-Karnal
- 56 Kandra-Namkom
- 57 Kathua-Basoli-Bhadarwah- Kishtwar
- 58 Kharagpur-Dhankuni
- 59 Kharhagola-Santhalpur
- 60 Krishna-Vikarabad
- 61 Lalabazar-Vairengte
- 62 Lekhapani-Kharsang

- 63 Lohardaga-Korba
- 64 Madurai-Kottayam
- 65 Madurai-Tuticorin
- 66 Mantralayam Road-Kurnool
- 67 Murkongselek-Pasighat
- 68 Mysore-Medikere-Mangalore
- 69 Naginimora-Amguri
- 70 Navrangpur-Jeypore
- 71 Nawadah-Giridih via Satgawan
- 72 Nizamabad-Ramagundam
- 73 Nokha-Sikar
- 74 Orai-Jalaun-Konch
- 75 Palwal-Alwar
- 76 Pandurangpuram-Bhadrachalam
- 77 Panipat-Meerut
- 78 Parwanoo-Darlaghat
- 79 Patiala-Jakhal/Narwana via Samana
- 80 Patiala-Kurushetra
- 81 Pattancheru - Adilabad
- 82 Pendra Rd-Korba/Gevra Rd
- 83 Phulbari-Berhampur
- 84 Port Blair-Diglipur
- 85 Puri-Konark
- 86 Pushkar-Merta
- 87 Qadian-Beas
- 88 Raigarh-Mand Colliery to Bhupdeopur
- 89 Raipur-Jharsuguda
- 90 Rameswaram-Dhanushkoti
- 91 Ramnagar-Chaukhutiya
- 92 Ramtek-Gotegaon via Sioni
- 93 Ranchi-Kandra
- 94 Rangpo-Gangtok
- 95 Rishikesh-Doiwala
- 96 Roorkee-Haridwar

97 Rupai-Parashuramkund via Mahadevpur, Namsai, Chingkhram

98 Salna-Khumtai

99 Sambhal-Gajraula

100 Sardarshahr-Hanumangarh

101 Sarthebari - Changsari

102 Sitapur-Bahraich

103 Somnath-Kodinar-Pipavav

104 Thalassery-Mysore

105 Tori-Chatra

106 Tuli-Tuli Road

107 Tumkur-Davangere

108 Udampur/Katra - Bhairawah, Doda to Kishtwar

109 Una-Hoshiarpur

110 Una-Jaijon Doaba

111 Wardha-Katol

112 Warora-Umrer

113 Yamunanagar-Patiala

114 Zaheerabad-Secunderabad

श्री उमाशंकर सिंह (महाराजगंज): आपने इसमें बिहार नहीं लिया।

कुमारी ममता बनर्जी: आप झगड़ा करते हैं। आपने सुना नहीं है। इसमें और है।...*(व्यवधान)*

MADAM SPEAKER: Let her complete.

...*(Interruptions)*

अध्यक्ष महोदया : आप पढ़ने दीजिए।

â€¦*(व्यवधान)*

MADAM SPEAKER: Please maintain some order.

...*(Interruptions)*

KUMARI MAMATA BANERJEE: If you do not listen, I will lay it.

MADAM SPEAKER: Please maintain some order; please sit down.

...*(Interruptions)*

कुमारी ममता बनर्जी: जो प्रोजेक्ट बहुत समय से पड़े हैं, प्लानिंग कमीशन ने दिया है लेकिन रिजेक्ट हुए हैं, नहीं हुए हैं। हम सर्वे अपडेट करेंगे। We will take up the matter with the Planning Commission for their clearance. नहीं तो हम शुरुआत नहीं कर सकते हैं। We want clearance. ...*(Interruptions)* आप चिल्ला रहे हैं।...*(व्यवधान)*

From next time, Madam Speaker, it should be laid on the Table because it is difficult to satisfy all; I cannot satisfy all.

Now the Surveys....*(Interruptions)*

MADAM SPEAKER: Please sit down. Please maintain some order.

...(Interruptions)

श्री प्रदीप टम्टा (अल्मोड़ा): हमारे यहां एक इंच भी नहीं जा रहा है।... (व्यवधान) हम वहां क्या जवाब देंगे?... (व्यवधान) उत्तराखंड में शहीद हैं।... (व्यवधान) लंबे समय से मांग रहे हैं।... (व्यवधान)

अध्यक्ष महोदया : आप बैठ जाइए।

KUMARI MAMATA BANERJEE: Madam, tell them that I am coming to survey now; they have given me the request. ... (Interruptions)

MADAM SPEAKER: Please sit down.

...(Interruptions)

MADAM SPEAKER: Nothing will go on record.

(Interruptions) * * *

KUMARI MAMATA BANERJEE: Madam, it is more important. (Interruptions)

MADAM SPEAKER: Please sit down. Nothing will go on record.

(Interruptions) * * *

KUMARI MAMATA BANERJEE: Madam, I have got new line surveys, gauge conversion surveys; doubling surveys and other surveys. We have given enough money for that. But I am not reading all that because it is very difficult to read. I am also a human being. I cannot satisfy all, but I try to satisfy.

For North-Eastern Region, there will be a Master Plan. We are giving more importance to Meghalaya, Sikkim, Arunachal Pradesh, Tripura, Manipur, and Assam. That is why, we want to draw up a Master Plan.... (Interruptions)

MADAM SPEAKER: Please sit down.

...(Interruptions)

KUMARI MAMATA BANERJEE: Madam, 1021 route kilometres will increase this time. I have got money for that. It will be completed within this year. Everybody's area is there; I am not mentioning that. ... (Interruptions)

For the other projects also, now they are shouting. I am not reading. I will just say it is there. What to do? They shouted. (Interruptions)

* Not recorded.

Surveys

On the basis of requests received from the Hon'ble Members, State Government and others, the following surveys are proposed to be taken up:

New Line Surveys

- i. Giddalur-Bakrapet
- ii. Bapatala-Nizampatnam-Reppalle
- iii. Mellacheruvu-Janpahad
- iv. Pagidipalli-Shankarpalli
- v. Vijayanagaram-Palasa via Rajam
- vi. Jogigopa to Guwahati via Barpeta, Sarthebari

- vii. North Lakhimpur-Along-Silapathar
- viii. Majhi-Lar Road via Raghunathpur, Darauli & Guthani
- ix. Somnath-Kodinar
- x. Rohtak-Hansi
- xi. Bijwasan-Jhajjar-Charkridadri
- xii. Delhi-Sohna-Nuh-Firozpur Jhirka-Alwar
- xiii. Ghanoli-Dehradun via Baddi, Nalagarh, Jagadhari, Surajpur-Kala Amb-Paonta Saheb
- xiv. Bijapur-Athani-Shedbal
- xv. Chikaballapur - Gowribidanur
- xvi. Padubidri-Karkala-Belthangady-Dharmashtala-Nettan
- xvii. Byndoor-Kolluru-Halady-Hebri-Karkal-Moodabidri- Venoor-Belthangady-Dharmashtala-Nettane
- xviii. Belur-Sringheri
- xix. Nangli-Chittoor
- xx. Krishnagiri-Chamrajnagar
- xxi. Mysore-Kushalnagar-Madikere
- xxii. Belgaum-Bagalkot-Raichur
- xxiii. Marikuppam-Kuppam
- xxiv. Belgaum-Samantwadi
- xxv. Chenganur - Trivandrum via Adoor-Kottarakara.
- xxvi. Gadchandur - Adilabad
- xxvii. Bodhan-Bidar
- xxviii. Nasik-Dhanu Road
- xxix. Badisadri-Neemach
- xxx. Guna-Aron-Sironj-Vasoda-Vidisha
- xxxi. Sagar-Chatarpur-Khajuraho-Bhopal
- xxxii. Talcher-Phulbani-Lanjigarh
- xxxiii. Junagarh-Jaypore-Malkangiri-Bhadrachalam
- xxxiv. Tanda-Hoshiarpur
- xxxv. Bhiwani-Loharu-Pilani-Churu
- xxxvi. Pushkar-Merta
- xxxvii. Jaisalmer to Sanu via Hamira
- xxxviii. Bharatpur-Deeg-Kama-Kosi

- xxxix. Hamirpur - Hamirpur Road
- xl. Phaphund-Konch
- xli. Hastinapur-Meerut
- xlii. Bacharwan-Lalganj
- xliii. Kapilvasthu-Basti via Bhansi
- xliv. Piran Kaliyar Sharif- Haridwar
- xlv. Tanakpur-Bageshwar
- xlvi. Tanakpur-Jauljivi
- xlvii. Digha-Raichak-Kulpi
- xlviii. Dimond Harbour-Budge Budge-Akra
- xlix. Digha-Balichak (Debra)
- I. Kanthi-Belda
- li. Ikra-Churuliya-Gourandi
- lii. Pandabeswar-Ikra
- liii. Panathur – Kaaniyur
- liv. Bongaon-Kalyani
- lv. Ranaghat-Dattaphulia

Gauge Conversion Surveys

- i. Lucknow- Sitapur-Lakhimpur- Pilibhit
- ii. Ahmedabad-Botad & Dhasa-Jetalsar

Doubling Surveys

- i. Manikgarh-Gadchandur
- ii. Guwahati- Lumding- Tinsukhia- Dibrugarh
- iii. Kiul-Gaya
- iv. Kanpur-Manikpur
- v. Mathura-Jhansi 3rd line
- vi. Sirhind-Nangal Dam
- vii. Guntur-Guntakal

Other Surveys

- i. Howrah-Sealdah link
- ii. Chhatarpatti Shivaji Terminal Mumbai-Churchgate link

- iii. Bye-pass line at Rewari from Alwar to Sadulpur
- iv. Bypass line with direct connection to Andal-Sainthia branch line
- v. Grade separator at Kurla Yard

National Projects

Madam I propose to draw up a **Master Plan for the development of rail infrastructure in the Northeast region** in consultation with the Northeast Development Council and the state authorities concerned.

On completion of the Quazigund-Anantnag section of Quazigund-Baramulla rail line in Kashmir Valley, train services were introduced from October 28, 2009. After review by the Expert Committee, work on Katra-Quazigund section has restarted. Priority is being given in construction of balance portion of the line from Udampur to Katra and Katra to Quazigund.

In the northeast, ten projects have been declared as National Projects and adequate funds are being provided. The progress on some of the projects is getting affected by adverse law and order condition. However, Lumding-Silchar gauge conversion project has been given special priority for expeditious completion.

The work of Byrnihat-Shillong has also been included in this Budget as a National Project for providing rail connectivity to the capital of Meghalaya.

New Lines

The sections which have either been completed or will be completed during 2009-10 are:

- i. Quazigund – Anantnag of Udampur – Srinagar – Baramulla
- ii. Nagapattinam – Velankanni
- iii. Jagdishpur-Nekpur of Rajgir – Tilaiya
- iv. Sitamarhi – Runnisaipur and Muzaffarpur – Jubbasani of Muzaffarpur - Sitamarhi
- v. Tarakeswar-Talpur of Tarakeswar - Bishnupur
- vi. Maheshpur – Nawadih of Giridih – Koderma
- vii. Lanjigarh – Bhawanipatna of Lanjigarh – Junagarh

- viii. Churaru Takrala – Amb Andura of Nangaldam – Talwara
- ix. Rewari – Jhajjar of Rewari – Rohtak
- x. Phulwaria-Bathuabazar
- xi. Lohardaga-Barkichampi
- xii. Rainagar-Matnasibpur of Bankura Damodar River Valley line
- xiii. Kottur-Harihar

The sections covering 1021 kms proposed to be completed in 2010-11

are:

- i. Ajmer - Pushkar
- ii. Chandurbazar – Narkhed of Amravati – Narkhed
- iii. Azimganj-Murshidabad with bridge over Bhagirathi
- iv. Mandarhill – Hansdia and Rampurhat- Piragarha of Mandarhill – Rampurhat
- v. Deoghar-Chandan of Deoghar-Sultanganj
- vi. Biraol-Kusheshwarsthan of Sakri-Hassanpur
- vii. Bhawanipatna – Junagarh of Lanjigarh – Junargarh
- viii. Khurda – Begunia of Khurda – Bolangir
- ix. New Coochbehar – Golakgunj of New Maynaguri – Jogighopa
- x. Jhajjar-Rohtak of Rewari – Rohtak
- xi. Taran Taran – Goindwal
- xii. Abohar - Fazilka
- xiii. Lalitpur – Udaipura of Lalitpur –Satna, Rewa – Singrauli
- xiv. Agra – Fatehabad-Bah of Agra – Etawah
- xv. Salem – Namakkal of Salem – Karur
- xvi. Kadur-Kannihali of Kadur - Sakleshpur
- xvii. Runnisaipur – Jubbasani of Muzaffarpur – Sitamarhi
- xviii. Nawadih – Dhanwar of Giridih – Koderma
- xix. Daniawan-Biharsharif of Neora-Sheikhpura
- xx. Barkakhana-Khajju of Koderma-Ranchi
- xxi. Phulwarisharif-Patliputra
- xxii. Nossam – Banganpalli of Nandyal – Yerraguntala
- xxiii. Jagityal – Mortad of Peddapally – Nizamabad
- xxiv. Gadwal – Pandurangswami of Gadwal – Raichur

- xxv. Khanapur – Homnabad of Bidar – Gulbarga
- xxvi. Ramganjmandi – Jhalawar of Ramganjmandi – Bhopal
- xxvii. Lonad- Phalton of Baramati – Lonad
- xxviii. Bathua Bazar-Panchdewari of Hathua-Bhatni
- xxix. Maharajganj-Bisunpur Mahawari of Maharajganj-Rewaghat
- xxx. Matnasibpur-Masagram of Bankura Damodar River Valley line
- xxxi. Nagore-Karaikal
- xxxii. Ghormara-Dumka
- xxxiii. Vishnupuram-Janpahad

The following new line projects have been included in the Budget:-

- i. Rishikesh-Karanprayag
- ii. Digha-Jaleshwar
- iii. Bagalkot-Kudachi
- iv. Hasnabad-Hingalgarh
- v. Balurghat-Hilli
- vi. Bhadrachalam Road-Sattupalli
- vii. Kaliyaganj-Buniadpur
- viii. Bowaichandi-Arambagh
- ix. Tarakeshwar-Magra

The works of the sections Tarakeshwar-Champadanga, Arambagh-Irphala of Arambagh-Ghatal, Machlandpur-Swarupnagar, Budge Budge-Pujali, Prantik-Siuri, Tarakeshwar-Dhaniakhali, New Mal-Maynaguri Road, Dankuni-Furfurasharif, Gaya-Natesar (Nalanda), Nidamangalam-Mannargudi and Mandir Hasaud-Naya Raipur are being taken up.

Madam, Government is giving priority in providing **rail connections to the neighbouring countries**. Surveys for the five new lines have been conducted for rail connectivity with Nepal. Out of these lines, it is proposed to take up new line from Jogbani to Biratnagar and gauge conversion of Jayanagar to Bijalpura with extension to Bardibas.

Gauge Conversion

The sections which have either been completed or will be completed

during 2009-10 are:

- i. Pandharpur – Miraj of Miraj - Latur
- ii. Ajmer – Phulera of Ajmer – Phulera – Rewari
- iii. Cuddalore – Sirkazhi of Thanjavur – Villupuram
- iv. Shimoga – Anandpuram of Shimoga – Talguppa
- v. Saharsa – Dauram Madhepura of Mansi – Saharsa – Purnea
- vi. Mathura – Achnera
- vii. Fakiragaram – Dhubri
- viii. Haibargaon – Mairabari
- ix. Sadulpur – Ratangarh – Degana
- x. Balaghat – Katangi of Jabalpur – Gondia, Balaghat – Katangi
- xi. Madanapalle – Dharmavaram of Dharmavaram – Pakala
- xii. Vellore – Villupuram
- xiii. Podanur-Coimbatore
- xiv. Quilon – Punalur of Quilon – Tiruchchendur and Tenkasi –
Virudunagar
- xv. Baripada – Bangriposi of Rupsa – Bangriposi
- xvi. Dabhoi – Bodeli of Pratapnagar – Chota Udepur
- xvii. Wansjaliya – Jetalsar
- xviii. Surendranagar – Dhrangadhra
- xix. Bhildi – Samdari

...(Interruptions)

So many things I have given which is more than last time. To mark the 150th birth anniversary of Guru Rabindranath Tagore, we will run a special train which is done with the kind consent of our hon. Prime Minister, and External Affairs Ministry. We took up the matter with Bangladesh also. Hasinaji also came; we discussed. Shri Rabindranath Tagore is the only poet who wrote two National Anthems. One is for Bangladesh, that is '*Amar Shonar Bangla*' and second is for India that is '*Jana Gana Mana Adhinayaka Jaya He*'. That is why, to commemorate his birth festival of 150 years, we propose to run a special train from Epar Bangla to Opar Bangla means Indo-Bangladesh train.

There will be 700 kilometres of doubling and 800 kilometres of gauge conversion. Chidambaram ji told me to read it, but I do not think it will be proper to read because they will shout.}

My voice is not reaching up to the mike. So, I think, they will see it.

Madam, I have also received some projects from the Andhra Pradesh Government for cost sharing, and we will look into that also. ...(Interruptions)

Karnataka, Maharashtra and Andhra Pradesh Governments have also given the projects. ...(Interruptions)

Madam, target of 800 km has been fixed for Gauge Conversion in 2010-11 including the following sections:

- i. Barddhaman – Balgona of Barddhaman – Katwa
- ii. Krishnanagar – Santipur
- iii. Tirunelveli – Tenkasi of Quilon - Tiruchendur and Tenkasi – Virudunagar
- iv. Mayiladuturai – Thiruvarur of Mayiladuturai – Karaikkudi
- v. Bharuch – Samni – Dahej
- vi. Aluabari – Siliguri
- vii. Dindigul – Palani of Dindigul – Pollachi - Palakkad
- viii. Anandpuram – Talguppa of Shimoga – Talguppa
- ix. Chintamani – Chikballapur of Kolar – Chikballapur
- x. Kaptanganj – Thawe of Kaptanganj – Thawe – Chhapra
- xi. Ratangarh – Bikaner of Sadulpur – Bikaner
- xii. Mavli – Nathdwara
- xiii. Katihar-Tejnarayanpur
- xiv. Sitamarhi-Bairgania of Jaynagar-Darbhanga-Narkatiaganj
- xv. Bodeli-Chotta Udepur of Pratapnagar-Chotta Udepur

The following new gauge conversion works are proposed to be taken up:

- i. Chhindwara-Nainpur-Mandla Fort
- ii. Gwalior-Sheopurkalan with extension to Kota
- iii. Dholpur-Sirmutra with extension to Gangapur City.

Doubling

During the current year doubling of about 500 km is likely to be completed. The target for doubling of 700 km has been fixed for 2010-11. The following new doubling works have been included in the Budget:

- i. Godhani-Kalumna
- ii. Talcher-Sambalpur
- iii. Sondalia-Champapukur
- iv. Delang-Puri
- v. Ambikakalna-Nabadwipdham
- vi. Bethuadahari-Plassey
- vii. Katwa-Patuli
- viii. Jalandhar Cantt-Suchi Pind

- ix. Sahibganj-Pirpainti
- x. Santipur-Kalinarayanpur
- xi. Lalgola-Jiaganj
- xii. Azimganj-Manigram
- xiii. Ambala Cantt-Dhapper
- xiv. Chakki Bank-Bharoli
- xv. Basantar Bridge on Sambha-Vijaypur Jammu
- xvi. Nalhati-Sagardighi
- xvii. Bhadohi-Janghai
- xviii. Kathua-Madhopur Punjab
- xix. Bhagat ki Kothi-Luni
- xx. Abu Road-Sarotra Road
- xxi. Sarotra Road-Karjoda
- xxii. Swaroopganj-Abu Road
- xxiii. Keshavganj-Swaroopganj
- xxiv. Manchiryal-Peddampet
- xxv. Tamluk-Basulya Sutahata
- xxvi. Sini-Adityapur 3rd line
- xxvii. Champajharan-Bimalgarh
- xxviii. Dangoaposi-Rajkharswan 3rd line
- xxix. Durg-Rajnandgaon 3rd line
- xxx. Birur-Shivani
- xxxi. Mile 5 B-New Alipore
- xxxii. Hosdurga Road-Chikjajur
- xxxiii. Ernakulam-Kumbalam
- xxxiv. Viramgam-Surendarnagar
- xxxv. Hospet-Hubli-Londa-Vasco-De-Gama

Also there are some other projects. I have mentioned about cost sharing. We will go in for cost sharing.
...(Interruptions)

MADAM SPEAKER: Nothing will go on record except the speech of the Railway Minister.

(Interruptions) â€¦*

MADAM SPEAKER: Please sit down.

...(Interruptions) }

KUMARI MAMATA BANERJEE: Now, I come to paragraph 117.

Madam, several State Governments are already sharing cost of some of the projects in their States. Further, State Governments of Karnataka, Maharashtra and Andhra Pradesh have come forward for cost sharing of the following ongoing projects:

* Not recorded.

- *i. Hassan – Bangalore new line
- ii. Kadur – Chickmagalur – Sakleshpur new line
- iii. Doubling of Arasikere – Birur
- iv. Gauge conversion of Kolar – Chikballapur
- v. Ahmednagar – Beed – Parli Vaijnath new line
- vi. Kotapalli – Narsapur new line

In addition, State Governments of Karnataka, Maharashtra and Andhra Pradesh have proposed to take up new projects on cost sharing/PPP. These include the following new lines and doublings:

- i. Wadsa – Desaiganj - Gadchiroli,
- ii. Gadchandur – Adilabad
- iii. Manmad – Indore
- iv. Talguppa – Honavar
- v. Shimoga – Harihar
- vi. Whitefield – Kolar
- vii. Gadag – Haveri
- viii. Tumkur – Davangere
- ix. Bijapur – Shahabad
- x. Dharwad – Belgaum
- xi. Nadikudi – Srikalahasti
- xii. Bhadrachalam Road – Kowur
- xiii. Manuguru – Ramagundam
- xiv. Akkanapet – Medak – Medchal
- xv. Kondapalli – Kothagudem
- xvi. Cumbum – Proddatur
- xvii. Gadwal – Macherla
- xviii. Doubling of Vijayawada–Gudivada–Machlipatnam–Bhimavaram–
Narsapur/ Nidadavolu
- xix. Doubling of Guntur – Tenali – Repalle *

Madam, Railways will consider on priority new proposals from State Governments for construction of rail

infrastructure in their states if they agree to funding on PPP basis.

..... This part of the speech was laid on the Table.

Port Connectivity

In order to promote industrial activity, the State Governments and the Centre are giving thrust on the development of the ports. Ports are expected in the States of **Gujarat** - Porbander, Sutrapada, Dholera, Mahuva, Hazira, Tuna; **Maharashtra** - Revas, Dharamtar, Dighi; **Karnataka** - Karwar; **Kerala** - Azhikkal, Beypore, Thalassery; **Orissa** - Astranga, Chudamani, Gopalpur; **Andhra Pradesh** - Vodarevu, Nizampatnam; **West Bengal** - Sagar Kapil Muni, Haldia.

Railways will welcome participation under PPP for providing rail connectivity to such ports.

Railway Electrification

I am happy to inform the Hon'ble Members that Indian Railways would be completing about 2,300 route kms of electrification in the first three years of the XI Plan against the target of 3500 kms for the five year period. Another 2,000 kms are planned in the remaining two years. Of the 14,000 route kms identified as prospective routes for electrification in the Vision 2020, following sections would be taken up in the next year:

- i. Gondia-Ballarshah via Nagbhir
- ii. Daund-Manmad
- iii. Khana-Sainthia-Pakur & Pandabeshwar-Sainthia

The following sections are under active consideration:

- i. Vizianagram-Raigada
- ii. Mathura-Alwar-Rewari-Hissar
- iii. Guntakal-Bellary-Hospet-Vasco de gama

In addition to above, feasibility studies for the following sections will be undertaken:

- *i. Bardhaman-Katwa-New Farakka including Katwa-Ahmadpur
- ii. Chheoki-Manikpur-Itarsi
- iii. Chhapra-Varanasi-Allahabad including Bhatni-Aunrihar and Phephna-Indara
- iv. Garwa Road-Chopan-Singrauli including Chunar-Chopan
- v. Pakur-Kumedpur including Gumani-Sahibganj
- vi. Angul-Sambalpur-Jharsuguda

- vii. Kiul-Tillaiyya-Manpur
- viii. New Bongoigaon-Jogighopa-Kamakhya
- ix. Bankura-Rainanagar
- x. Fatwa-Islampur-Bakhtiyarpur-Rajgir
- xi. Vijaywada-Niduduvolu including Machhlipatnam & Narsapur
- xii. Falaknuma – Umdanagar
- xiii. Secunderabad – Medchal

Optic Fibre Cables

Indian Railways already has a network of 37,000 kms of optic fibre cables and work on adding another 12,000 kms is in progress. The balance 15,000 kms is proposed to be taken up through PPP route, thus covering the entire railway network. It is also proposed to utilise this **OFC infrastructure to extend broadband services** with last mile connectivity on PPP basis to urban and rural areas.*

..... This part of the speech was laid on the Table.

Kolkata Metro

Now, I come to Kolkata Metro.

Now, I come to Kolkata Metro. Kolkata Metro is the only metro with the Indian Railways.

Madam, five stations will be renamed and redeveloped because Kolkata is a cosmopolitan city. ...(*Interruptions*) The section from Tollygunge to Garia Bazar has been commissioned recently. The balance section up to New Garia is likely to be completed soon. Extension from Dum Dum to Baranagar has also started. Railways proposes to redevelop / re-model and rename the metro stations of Park Circus as Mother Teresa, Maidan as Gostho Pal, M.G. Road as Thakurbari, Chandni Chowk as Tipu Sultan and Rash Behari as Bhagat Singh.

{Madam, to further strengthen, one railway station will be developed in the name Bahadur Shah Zafar. उन्होंने देश के लिए जिंदगी दी थी, हम लोग यह बात सोचते नहीं हैं। खाली हमारी कांस्टीट्यूसी कवर होगी या नहीं और हमारा स्टेशन कवर होगा या नहीं, हम केवल उसी के बारे में सोचते हैं। I am interested for that but there should be a limit.

बहादुर शाह जफर के बारे में बताती हूँ - उन्होंने एक शेर लिखा था -

"लगता नहीं है दिल मेरा उजड़े दरार में,

दो गज जर्मी भी न मिली कूचा यार में।"

इसलिए मैं उनके नाम पर वन मोर स्टेशन करने के लिए तैयार हूँ। ...(*Interruptions*)}

To further strengthen metro network, the following extensions have been included in the Budget:

- i. Joka-BBD Bag via Majerhat
- ii. Noapara – Barasat via Bimanbandar
- iii. Dum Dum – New Garia via Rajarhat
- iv. Baranagar – Barrackpore and Baranagar – Dakshineswar.

The work will be taken up on priority basis.

New Service

Suburban services

Madam, now I come to train services. MEMU and DEMU services will be strengthened. Wherever the suburban services are there, they are our main lifeline. }

Suburban services are the lifeline of major metropolitan cities.

Suburban services will be augmented over the Mumbai area, 101 additional services are proposed to be introduced with 32 services in Thane/Kalyan to Kasara/Karjat/Khopoli, 16 services on the Mainline, 18 services on the Harbour line and 35 services on trans-Harbour line. {It is more than all over the world.

I am giving one train service. Shri Sanjay Nirupam told me about Boriveli-Konkan, which I will take care. }

Works for the improvement of Mumbai suburban area under MUTP Phase I is likely to be completed by end of this year. Work under MUTP Phase II has been planned and is targeted for completion by March 2014.

In Chennai region, new services will be introduced over Chennai Central – Sullurpeta – Chennai Beach, Chennai beach – Velachery- Chennai Beach (on the MRTS, Chennai Beach- Tiruttani – Chennai Central, Chennai Central- Arakkonam- Chennai Central. Work on the extension of MRTS Phase II from Velachary to St. Thomas Mount is in progress and targeted for completion by March 2012. ...(*Interruptions*)

श्री सकेश सचान (फतेहपुर): इलाहाबाद, कानपुर और फतेहपुर के बारे में बताइये?

कुमारी ममता बनर्जी : उधर सबर्बन नहीं है। मेमू, डेमू ...(*Interruptions*)

Similarly, new services will be introduced in Kolkata area in the sections of Sealdah-Kalyani, Sealdah-Canning, Sealdah-Namkhana, Sealdah-Bangaon, Howrah-Tarakeswar-Bandel–Barddhwan, Sealdah–Ranaghat and Sealdah–Kolkata (via Ballygunge- Majerhat–B.B.D. Bagh). A survey will be conducted linking Howrah and Sealdah; and also linking Mumbai and V.T.

Ballygunge is a very important junction station but has no basic facilities such as waiting hall, toilets and approach road. I propose a new station building in Ballygunge to overcome these shortcomings, and rename the station as Bahadur Shah Zafar station.

Sanskriti Express – Epar Bangla, Opar Bangla

To mark the **150th birth anniversary of Kabiguru Rabindranath**

Tagore and to disseminate his legacy to the young generation, Railways propose to run a special train – Sanskriti Express - across the country.

Tagore is the only poet in the world whose poems have been adopted as National Anthems by two countries – Amar Sonar Bangla for Bangladesh and Jana Gana Mana for India. Tagore lived and produced many of his literary jewels in undivided Bengal. In homage to this great savant and to strengthen the *maitree* between Bangladesh and India, it is proposed to run a special train in consultation with the Government of Bangladesh across the border so that the two countries share the opportunity of celebrating the 150th birth anniversary jointly.

Matribhoomi Trains

Madam, then I will start the Matribhoomi Trains, ladies specials. You know, all ladies are assets. Last time we run 20 trains for Matribhoomi, in the name of 'motherland'. This time also, we will give motherland trains.

Madam, mothers nurture the future generations of the country and we take pride that they have now stepped out of their houses to make contributions as a workforce in the country. In order to improve their travel on rail, I have introduced 21 ladies specials on the railway network in major cities of Kolkata, Chennai, New Delhi and Mumbai. In recognition of their role in the Nation's destiny, I have named these trains Matribhoomi specials. The following **Matribhoomi specials** will be run in the suburban sections of the major metropolises:

- i. Delhi-Panipat
- ii. Kolkata
 - a. Barasat – Sealdah
 - b. Krishnanagar - Sealdah
- iii. Falaknuma – Lingampalli
- iv. Mumbai
 - a. Thane-Vashi
 - b. Panvel – Nerul – Thane

Karmabhoomi Trains

Now, I come to Karmabhoomi Trains. We are giving this time first to the Aravali sector – sleeper class and cheapest for poor people and specially to unorganized sector workers. इसे हमने कर्मभूमि का नाम दिया है, जो काम के लिए जाते हैं। First is Matribhoomi and then it is Karmabhoomi Trains.

The following **unreserved trains** are being proposed for the common

people:

- i. Darbhanga-Mumbai Express (Weekly)
- ii. Guwahati-Mumbai(Weekly) via Howrah-Tatanagar-Jharsuguda-Bilaspur-Nagpur. It will cover five States.
- iii. New Jalpaiguri – Amritsar (Weekly) via Katihar – Sitapur. {हमारे पंजाबी भाई भी चाहते हैं।

भागलपुर के बारे में हमें आहमवाज हुसैन ने बोला है, उसके बारे में हम बात कर लेंगे, यदि हम उसे कर सकते हैं तो हम जरूर करेंगे।

Janmabhoomi Trains

Madam, there is a Janmabhoomi Train. We will connect it by areas, which were left out from decades in the western sector. The country is proud of our men in uniform who protect our orders under very difficult conditions. For a very long time there were no rail connections among different cities in the western sector. The infrastructure development by the railways by way of gauge conversion and new line works has now facilitated a direct connectivity. I, therefore, dedicate a new express train service, **Janmabhoomi**, between Ahmedabad and Udhampur every week linking odhpur, Phalodi, Lalgarh, Biradhwai, Pilibanga, Mahajan, Suratgarh, Hanumangarh, Bhatinda, Faridkot, Firozpur, Jalandher, Chakki bank, Samba, Bari Brahman, Jammu-Tawi and Udhampur. { This is not Bihar jurisdiction. This is Punjab, Jammu and Kashmir, Gujarat and Rajasthan jurisdiction...(*Interruptions*)

Bharat Tirth Trains

Madam, to commemorate our Rabindranath Tagore's 150th Birth Anniversary, we are starting one special train in the name of Rabindranath's kavita 'Bharat Tirth'

To support government's effort of promoting tourism in our country,

Railways will launch **special tourist trains called "Bharat Tirth"** connecting popular tourist sites in different parts of the country - from the Himalayas to Kanyakumari, from Dwarka to Vindhya Parbat, from Ajmer Sharief to Gangasagar and from Madurai to Patna Sahib. The running of "Bharat Tirth" is to emphasise our "Unity in Diversity" and will bring to reality Kabiguru's words in our National Anthem:

Punjab Sindh Gujarat Maratha

Dravida Utkal Banga

Vindhya Himachal Yamuna Ganga

Madam, it will cover four metropolitan cities from all over the country. The "Bharat Tirth" trains are proposed to be run on the following routes covering places of tourist importance, the detailed itineraries of which will be advertised from time to time:-

- i. Howrah-Gaya-Agra- Mathura- Vrindavan -New Delhi-Haridwar-Varanasi-Howrah
- ii. Howrah-Chennai- Puducherry- Madurai – Rameshwaram-Kanyakumari-Bangalore – Mysore – Chennai-Howrah {Aurbindo Ashram is there in Puducherry.}
- iii. Howrah- Vizag- Hyderabad- Araku- Howrah
- iv. Howrah – Varanasi- Jammu Tawi- Amritsar- Haridwar- Mathura-Vrindavan- Allahabad- Howrah
- v. Howrah-Ajmer- Udaipur- Jodhpur- Bikaner- Jaipur- Howrah
- vi. Mumbai- Pune- Tirupati- Kancheepuram- Rameshwaram- Madurai-Kanyakumari-Pune- Mumbai
- vii. Pune-Jaipur-Nathdwara-Ranakpur-Jaipur-Mathura-Agra-Haridwar-Amritsar-Jammu Tawi-Pune
- viii. Pune-Ratnagiri-Goa-Bangalore-Mysore-Tirupati-Pune
- ix. Ahmedabad-Puri-Kolkata-Gangasagar-Varanasi-Allahabad-Indore-Omkareshwar-Ujjain-Ahmedabad
- x. Bhopal-Dwarka-Somnath-Udaipur-Ajmer-Jodhpur-Jaipur-Mathura-Vrindavan -Amritsar-Jammu Tawi-Bhopal
- xi. Bhopal-Tirupati-Kanchipuram-Rameshwaram-Madurai-Kanyakumari-Trivandrum-Cochin-Bhopal
- xii. Madurai-Chennai-Kopergaon-Mantralayam-Chennai-Madurai
- xiii. Madurai-Erode-Pune-Ujjain-Veraval-Nasik-Hyderabad-Chennai-Madurai

xiv. Madurai-Chennai-Jaipur-Delhi-Mathura -Vrindavan -Allahabad-Varanasi-Gaya-Chennai-Madurai

xv. Madurai-Varanasi-Gaya-Patna Sahib-Allahabad-Haridwar-Chandigarh-Kurukshehra-Amritsar-Delhi-Madurai

xvi. Madurai-Mysore-Goa-Mumbai-Aurangabad-Hyderabad-Madurai

Duronto Services

This time also, we are giving Duronto Services train. It is very popular and cheaper service. It is cheaper and faster than even Rajdhani trains.

For the first time in our history, a new train service called Duronto was introduced. These provide non-stop point to point services between cities offering large volumes of traffic. This service is cheaper and faster compared to Rajdhani trains and has been very well received by the travelling public. I have, therefore, decided to introduce the following Duronto train services this year:

- i. Yeswantpur (Bangalore) -Delhi (AC) (Weekly)
- ii. Mumbai-Secunderabad AC (Bi-weekly)
- iii. Pune –Howrah AC (Bi- weekly)
- iv. Mumbai-Ernakulam AC (Bi-weekly)
- v. Indore- Mumbai AC (Bi-weekly)
- vi. Jaipur-Mumbai AC (Bi-weekly)

I propose to introduce the following Durontos, to run in the day time:

- i. Chandigarh -Amritsar
- ii. Chennai – Coimbatore
- iii. Puri - Howrah
- iv. Howrah- Digha

In addition to the above, in view of the increasing demand of the passengers, the following long distance new services are being proposed:

- i. Sultanpur-Mumbai Express (via Nihalgarh) (Weekly)
- ii. Sultanpur-Ajmer Express (via Nihalgarh) (Weekly)
- iii. Asansol-Digha Express (Weekly)
- iv. Howrah-Katpadi(Vellore)-Puducherry Express via Bhubaneswar (Weekly)
- v. Kishanganj-Ajmer Express (Weekly)
- vi. Kolkata-Ajmer Express via Singrauli-Katni-Bhopal-Nagda-Ratlam
(Weekly)
- vii. Kolkata- Anandpur Sahib- Nangaldam Express (Weekly)
- viii. Una-Haridwar Link Express (Tri-weekly)
- ix. Siuri-Prantik-Howrah Express (Daily)
- x. Haldia - Chennai Express (Weekly)
- xi. Hyderabad-Ajmer Express (Bi-weekly)
- xii. Rajgir-Howrah via Tilaiya-Koderma (Tri-weekly)

- xiii. Mumbai-Shirdi Intercity Express (Tri-weekly)
- xiv. Haridwar- Mumbai CST AC Express (Bi-weekly)
- xv. Valsad-Haridwar Express (Weekly)
- xvi. Ajmer –Indore Link Express (Daily)
- xvii. Nagercoil-Bangalore Express (Weekly) via Madurai-Hosur
- xviii. Kanpur - Chitrakoot Express (Daily)
- xix. New Jalpaiguri - Chennai Express (Weekly)
- xx. Delhi Sarai Rohilla - Sri Ganganagar Express (Tri-weekly) via Bhatinda
- xxi. Mangalore -Tiruchchirapalli Express (Weekly)
- xxii. Bhubaneswar-Pune Express (Weekly)
- xxiii. Habibganj-Jabalpur Intercity Express (Daily)
- xxiv. Calicut-Thiruvananthpuram Janshatabdi Express (5 days a Week)
- xxv. Pune - Ernakulam Superfast (Bi-weekly) via Panvel
- xxvi. Coimbatore-Tirupati Intercity Express via Salem (Tri-weekly)
- xxvii. Shimoga-Mysore Intercity Express (Daily)
- xxviii. Bangalore-Tirupati Intercity Express via Bangarapet (Tri-weekly)
- xxix. Chhatrapati Sahu Maharaj Terminus (Kolhapur) - Solapur Express
(Daily)
- xxx. Jaipur-Pune Express (Weekly)
- xxxi. Ranchi-Jaynagar Express (Tri-weekly)
- xxxii. Madurai-Tirupati Express (Bi-weekly)
- xxxiii. Tirupati -Secunderabad Express (Bi-weekly) via Pakalle - Madanpalle
Road
- xxxiv. Sambalpur-Howrah Express (Weekly)
- xxxv. Ahmedabad-Agra Express (Tri-weekly)
- xxxvi. Gonda- Manduadih (Varanasi) Intercity (Daily)
- xxxvii. Running of independent trains between Bangalore - Hubli and Bangalore-Nanded by delinking of 6591/6592 Bangalore-Hubli Hampi Express from 6593/6594 Bangalore-Nanded Express
- xxxviii. Running of independent trains between Hyderabad-Tirupati(Daily), Hyderabad-Chhatrapati Sahu Maharaj Terminus (Bi-weekly) and Tirupati-Chhatrapati Sahu Maharaj Terminus (Daily) by delinking 7416/7429/7430 Haripriya and Rayalseema Express
- xxxix. Secunderabad-Manuguru Express (Tri-weekly)
 - xl. . Alipurduar – Lumding Intercity Express (Daily)
 - xli. Guwahati - Mariani Intercity Express (Daily)

(Interruptions)

MADAM SPEAKER: Bijoya Chakravartyji, please take your seat.

...(Interruptions)

MADAM SPEAKER: Let her read the Budget. Please take your seat.

...(Interruptions)

MADAM SPEAKER: Nothing will go on record except the speech of the hon. Minister.

(Interruptions) â€¦*

KUMARI MAMATA BANERJEE: xlii. Gandhidham - Jodhpur Express via Bhildi (Tri-weekly)

xliii. Rajkot – Porbander Express (via Jetalsar) (Tri-weekly)

xliv.Kolkata – Darbhanga Express (Bi- weekly)

* Not recorded.

xlv Howrah – Berhampur Express (Tri- weekly)

xlvi Baripada – Shalimar Intercity Express (Tri – weekly)

xlvii Kharagpur – Purulia Intercity Express (Tri- weekly)

xlviii Gwalior – Chhindwara Express (Bi- weekly)

xlix Rampurhat – Sealdah Intercity Express (Tri- weekly)

L Howrah – Shirdi Express (Weekly)

Li Puri – Valsad Express (Weekly) via Katni- Bhopal – Vadodara

Lii Puri-Digha Express (Weekly)

Madam, I would further like to assure the House that 2937/2938 Gandhidham–Howrah Express will be started by the 10th of March, 2010.

Passenger trains

A large volume of Rail travel consists of short distance traffic. This traffic which utilizes conventional passenger trains, MEMUs and DEMUs has been showing encouraging growth and to address to this segment of traffic, the following passenger trains are proposed to be introduced during the year 2010-

11:

- i. Chittaranjan-Kolkata Passenger
- ii. Sealdah-Krishnanagar Passenger
- iii. Haldibari-New Jalpaiguri-Siliguri Passenger
- iv. Balaghat-Katangi Passenger
- v. Tatanagar-Hatia Passenger via Chandil-Purulia-Muri
- vi. Miraj-Parli Passenger
- vii. Miraj-Pandharpur Passenger
- viii. Jhansi-Banda Passenger

- ix. New Jalpaiguri-Dinahat-Bamanhat Passenger
- x. Nilambur Road-Shoranur Passenger
- xi. Tiruchendur-Tirunelveli Passenger
- xii. Mayiladuthurai-Thanjavur Passenger
- xiii. Bhubaneswar-Khurda Road Passenger
- xiv. Bangalore-Neelamangala Passenger
- xv. Bagalkot – Gadag Passenger
- xvi. Kozhikode- Kannur Passenger
- xvii. Dharmanagar-Manu Passenger
- xviii. Patna – Sasaram via Ara Passenger. I dedicate it to Babu Jagjiwan Ramji, Madam. to be extended to Bhabua Road upon development of terminal facilities.
- xix. Coimbatore-Pollachi Passenger(after gauge conversion)
- xx. Aunrihar -Jaunpur Passenger (after gauge conversion)
- xxi. Bareilly-Lalkuan Passenger (after gauge conversion)
- xxii. Katihar-Teznarayanpur Passenger (after gauge conversion)
- xxiii. Fakiragram-Dhubri Passenger (after gauge conversion)
- xxiv. Rewari-Degana Passenger via Ratangarh (after gauge conversion)
- xxv. Bhildi-Samdari Passenger(after gauge conversion)
- xxvi. Naupada-Gunupur Passenger (after gauge conversion)
- xxvii. Hospet- Harihar Passenger (after gauge conversion)
- xxviii. Tirupati-Madanpalle Road - Kurabakota Passenger (after gauge conversion)

MEMUS

- i. Tirupati-Nellore-Chennai
- ii. Salem-Katpadi
- iii. Vijaywada-Guntur-Tenali
- iv. Coimbatore-Erode
- v Howrah-Midnapur {â€} (*Interruptions*)

MADAM SPEAKER: Mr. Bwiswmuthiary, please go back to your seat.

...(*Interruptions*) }

KUMARI MAMATA BANERJEE: vi. Dhanbad- Jhargram via Purulia

- v. Dhanbad-Jhargram via Purulia
- vi. Ghatsila –Howrah
- vii. Ernakulam-Kollam

viii. Restoration of Andal-Jasidih via Jamuria-Barbani

DEMU Service

On gauge conversion of the Aluabari-Siliguri section, I propose to introduce DEMU service in this section which will provide a **ring-rail type service between Aluabari, Siliguri and New Jalpaiguri**. The following DEMU services will also be introduced:-

- i. Kacheguda-Mahboobnagar
- ii. Kacheguda-Miryalguda
- iii. Qazigund-Baramulla
- iv. Krishnanagar-Farakka
- v. Malda Town-Coochbehar
- vi. Malda Town-Balurghat
- vii. Bakhtiyarpur-Gaya
- viii. Hoshiarpur – Amritsar

Increase in frequency of trains

- i. 2245/2246 Howrah-Yesvantpur Duronto Express from weekly to 4 days
- ii. 3149/3150 Sealdah-Alipurduar Kanchen Kanya Express from 4 days to daily
- iii. 2377/2378 Sealdah-New Jalpaiguri Padatik Express from 3 days to 6 days
- iv. 2295/2296 Patna-Bangalore Sanghamitra Express from 6 days to daily
- v. 2251/2252 Korba-Yesvantpur Express from weekly to 2 days
- vi. 6605/6606 Mangalore-Kochuveli Ernad Express from 3 days to daily
- vii. 2933/2934 Ahmedabad-Mumbai Central Express from 6 days to daily
- viii. 2215/2216 Bandra Terminus-Delhi Sarai Rohilla from 3 days to 4 days
- ix. 2807/2808 Visakhapatnam-Nizamuddin Samata Express from 3 days to 5 days
- x. 4705/4706 Delhi Sarai Rohilla- Sadulpur Express from 3 days to 6 days
- xi. 2981/2982 Udaipur City- Delhi Sarai Rohilla Chetak Express from 3 days to 4 days
- xii. 2447/2448 Manikpur – Hazrat Nizamuddin Uttar Pradesh Sampark Kranti Express from 3 days to daily

Extension of trains

- i. 7001/7002 Secunderabad-Manmad Express to Shirdi (Bi-weekly)
- ii. 7205/7206 Kakinada-Manmad Express to Shirdi (Weekly)
- iii. 1405/1406 Kakinada -Manmad Express to Shirdi (Bi-weekly) ...(*Interruptions*)

MADAM SPEAKER: Dara Singhji, please take your seat.

...(*Interruptions*)

MADAM SPEAKER: Would you please sit down?

...(*Interruptions*)

MADAM SPEAKER: Please sit down. जब रेल बजट पर डिस्कशन होगी, उस समय पार्टिसिपेट करियेगा। अभी आप सुनिये।

वेद (व्यवधान)

अध्यक्ष महोदया : उमा शंकर जी, जब इस पर बहस होगी, चर्चा होगी, आप लोग उस समय अपनी बात उठाइयेगा। अभी कृपया आप शान्तिपूर्वक सुनिये।

KUMARI MAMATA BANERJEE: iv. 7207/7208 Vijaywada-Manmad Express to Shirdi (Weekly)

v. 6341/6342 Thiruvanthapuram-Ernakulam Express to Guruvayur (Daily)

vi. 7639/7640 Kacheguda-Nanded Express to Akola (Daily)

vii. 2187/2188 Mumbai CST-Jabalpur Express to Allahabad (Bi-weekly)

viii. 2235/2236 New Delhi - Guwahati Rajdhani Express to Dibrugarh

ix. 2777/2778 Yesvantpur-Kochuveli Express to Hubli (weekly)

x. 2831/2832 Bhubaneswar-Hatia Express to Dhanbad (Tri-weekly)

xi. 8425/8426 Puri -Raipur Express to Durg

xii. 8447/8448 Bhubaneswar-Koraput Express to Jagdalpur

xiii. 209/210 Puri-Dhenkanal Passenger to Talcher Road (Daily)

xiv. 1629 Sangali-Miraj to Chhatrapati Sahu Maharaj Terminus (Kolhapur)
(Daily)

xv. 1610 Miraj-Pune to Chhatrapati Sahu Maharaj Terminus (Kolhapur)
(Daily)

xvi. 1551/1552 Pune-Daund to Baramati (Daily)

xvii. 531A/532A Parli-Nizamabad Passenger to Pandharpur

xviii. 623/624 Mangalore-Kannur Passenger to Kozhikode

xix. 353/354 Dharwar-Gadag Passenger to Solapur

xx. 1704 Chirmiri-Damoh Passenger to Sagour

xxi. 1703A Damoh-Katni Passenger to Sagour

A Gesture

Now, I come to 'A Gesture'. About price rise, every sector is concerned. Even the hon. Prime Minister also convened a meeting of all the Chief Minters to sort out this problem. The Central Government is also concerned. We have talked to the Central Government also. I can have a gesture. We are also for that. उसके लिये रेलवे की ओर से फूडग्रेन्स और डोमैस्टिक यूज आफ कियोसिन के लिये 100 रुपये पर बैगन के लिये रिडक्शन करेंगे। किसान को फर्टिलाइजर और कियोसिन के लिये मदद करने जा रहे हैं। The hon. Prime Minister also told me and Soniaji also told me, it is our duty to give more importance to our farmers.

Hon'ble Members are well aware of the hardship being faced by the common people by the high inflationary trend especially in food prices. I understand their distress. Despite Railways' own tight resource position, I announce a **reduction of Rs 100 per wagon in freight charges for food-grains**

for domestic use and kerosene. This is a small gesture to express our concern.

Concessions

Madam, in the last Budget, I had announced several concessions under Izzat scheme, for Press Correspondents and students of madrasas, high madrasas and senior madrasas. These have been very popular and I propose to continue with these concessions.

The enormous contribution of the Indian film industry to the promotion of art and culture is known to all of us. There are people behind the screen whose contribution is not so well known to many of us. I propose that **technicians of regional film industry** when travelling for film production related work will be eligible for 75% concession in Second Sleeper, 50% concession in First Class, AC Chair Car, AC 3-tier, AC 2-tier in all trains including Rajdhani/Shatabdi and Jan Shatabdis.

Madam, there is no answer for the cancer patients. Everybody खूब concerned. कैंसर के कैम्पेनियन के लिये 75 परसेंट रिडक्शन देते थे। Railways at present grant a concession of 75% in 3 AC and Sleeper Class to **cancer patients** going for treatment, together with an escort. I now propose to enhance this concession to cancer patients up to 100% in 3 AC and Sleeper Class.

Press correspondents are currently extended a concession of 50% for their travel along with spouse, once a year. I now propose to extend this **concession to companion of those correspondents** who do not have a spouse, and dependent children up to 18 years, once a year.

Service Charge on e-ticket

ई-टिकट लेने के लिए जो आपको ज्यादा चार्ज देना पड़ता है, एसी क्लास टिकट के लिए, आईआरसीटीसी जो लेता है, 15 फॉर स्लीपर और 40 फॉर एसी, इसे हमने थोड़ा रिड्यूस् किया है। इसे मैक्सिमम लिमिट ऑफ सर्विस चार्ज, 40 को घटाकर हमने 20 किया है और जो 15 था, उसे घटाकर 10 किया है।...*(लवधान)* इससे ई-टिकट से जो ट्रैवल करते हैं, उसके ऊपर चार्ज कम हो जाएगा। ...*(लवधान)* हमने डिडैक्शन किया है।

Madam, hon. Members are interested to know whether we increase our passenger fares or freight tariffs. With the blessings from our Prime Minister, UPA Government, I think from this side and that side, everybody will be happy to know that we, our Department, have saved Rs.2000 crore from austerity measures. If I increase the fare by 50 per cent or 40 per cent, then it will be Rs.400 crore. But it is because of the entire railway family, we have saved Rs.2,000 crore. I do not think price hike is so high. So, there is no need to increase the passenger fare. There is no fare hike.

With these words, I say I am always positive and optimistic. This time I worked hard day and night. The list is big. I have not gone through even the other List. Why we are doing hard work, it is because the Prime Minister told us that there are socially desirable projects. There are some new areas. From the Railways we have to give importance to them. We have to increase our connectivity. That is why, we worked. We received 5000 requests. I love everybody. कहीं न कहीं तो कुछ न कुछ है, हॉस्पिटल में है या कहीं और है, लेकिन अभी हम किसी को नहीं कर सकते हैं। ...*(Interruptions)*

अध्यक्ष महोदया : आप सुन लीजिए।

â€¦*(लवधान)*

KUMARI MAMATA BANERJEE: I apologise to all of you. हम लोगों को जितनी रिक्वेस्ट चीफ मिनिस्टर्स से, एमपीज़ से, एमएलएज़ से, इंडस्ट्रीज़ से मिली हैं, Madam, I scrutinised point by point. Then, I came to a broader sense that at least we can give to every State....*(Interruptions)*

अध्यक्ष महोदया : आप बैठिए।

â€¦*(लवधान)*

KUMARI MAMATA BANERJEE: I come to para 152.

Indian Railways provide the facility of issuing e-tickets, through IRCTC, by utilising internet services. At present, a maximum service charge of Rs 15 for Sleeper Class and Rs.40 for AC Class tickets is levied. I propose to **reduce the maximum limit of service charge** to Rs.10 for Sleeper Class and Rs.20 for AC Class.

Madam, I am aware that the hon'ble members are anxiously waiting to hear my announcement about tariffs. In the present economic situation, when the country is about to return on a high growth path, I do not wish to impose any burden on the citizens. Therefore, **I do not propose any increase in the passenger fares** of any class or category of trains. Similarly, **I do not intend to increase freight tariffs.**

This year's budget is a humble yet earnest effort to move in the direction of Vision 2020. I assure the Hon'ble Members that better days are ahead for the Indian Railways. Just as highway, telecom, IT, airport and port sectors have taken off, the Railway sector will also see exponential growth in the years to come.

In seven months, whatever best was possible we tried and we fulfilled our commitments on a range of issues. Within limited funds, we have to make a beginning. We will need to plan for the coming years to achieve the goals of Vision 2020.

I am always positive and optimistic. I believe in the phrase "never say no", and I cannot say no. My response always is "Yes we will". Let us do jobs with transparency. We can conquer the minds of the people through our activities. Strength is our medicine and spirit is our morale. Let us be bold, determined, devoted and sincere in our efforts for the country.

Nahi Nahi Bhay, Hobey Hobey Jai

Khule Jabe Ei Dwar

Fear not, victory is inevitable and the door will swing open

With these words, I say, "खुदी को कर बुलन्द इतना कि हर तकदीर से पहले खुदा बंदे से खुद पूछे, बता तेरी रजा क्या है? "

With these words, Madam, I commend the Railway Budget for 2010-11 to the House.

(Placed in Library, See No. LT 1711/15/10)

MADAM SPEAKER: Thank you, hon. Railway Minister.

The House stands adjourned to meet again at 3.00 p.m.

13.58 hrs

The Lok Sabha then adjourned till

Fifteen of the Clock.

15.01 hrs

The Lok Sabha re-assembled after one minute past

Fifteen of the Clock.

(Mr. Deputy-Speaker *in the Chair*)

...(Interruptions)