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Title: Further discussion on the Supplementary Demand for Grant No. 16 in respect of Budget (Railways) for 2011-12 (Discussion concluded).

MR. DEPUTY-SPEAKER: The House will now take up item no. 18 – Supplementary Demands for Grant (Railways), 2011-12.

Hon. Minister.

THE MINISTER OF RAILWAYS (SHRI DINESH TRIVEDI): I am thankful to all the hon. Members who have taken part in the discussion on the Supplementary Demands for Grant (Railways), 2011-12....(*Interruptions*) During the discussions I have got many valuable suggestions. We have come to Parliament for a Supplementary Demand for Grant of Rs. One lakh. This is a technical demand....(*Interruptions*) Parliamentary approval is required....(*Interruptions*) A total of 46 projects are proposed in the Supplementary Demands for Grant ...(*Interruptions*) Sir, if I have your permission I would like to lay my speech on the Table of the House....(*Interruptions*)

MR. DEPUTY SPEAKER: You may lay your speech on the Table of the House.

...(*Interruptions*)

SHRI DINESH TRIVEDI :. *Madam, I am extremely grateful to all the Hon'ble Members who have participated in the discussions on Railway's Supplementary Demands for Grants, 2011-12. During the discussions, Hon'ble Members have expressed a wide range of views and given many important suggestions, all for the improvement of the Railway system. Many Members have placed some demands concerning their States. I assure the august House that all these suggestions will be examined on priority and implemented wherever found feasible.

We have come to the Parliament with Supplementary Demands for Grants of 1 lakh. This is only a technical demand as mainly some new safety related projects have to be taken up and parliamentary approval is required. A total 46 projects are proposed in the Supplementary Demands for Grants.

Indian Railways has a unique place in the transport scenario of the nation. It is the preferred and affordable mode of transport for the *Aam Admi*. It helps run the power plants and ensure that our homes get electricity; it transports steel and cement and contributes to the infrastructure building, takes foodgrains from the producing states to the places of mass consumption. Its contribution to the economy of the country is unmatched. I am sure you all would agree that we cannot imagine India without Indian Railways.

This beautiful transport system is at cross-roads. While the expectations of the nation are huge, the system is facing constraints of infrastructure and financial resources. The rail network is overworked, saturated and unable to meet the rising demand of freight and passenger travel despite significant improvement in asset utilization. Speedier transport of men and material is the key to fast progress of the nation, but IR network is bursting at its seams.

Safety is my first priority and in order to address this, i have appointed a very high level committee of experts in the field of nuclear science and space science, as they understand the safety protocol the best. This Committee is headed by none other than Dr. Anil Kakodkar, the best brain in this field along with experts from IIT Kanpur including Dr. Dhande, Director, IIT.

The railway also needs to go to the next generation reform. So, I have also formed another committee headed by Mr. Sam Pitroda, Mr. M.S. Verma, former Chairman, SBI, Mr. Deepak Parikh, Chairman, HDFC Bank and others for modernisation of Indian railways to make it one of the safest and the best mass transport system in the world, taking care of the common man's aspirations.

In order to avoid Rail transportation becoming a bottleneck in the economy in the coming years due to inadequate infrastructure, Railways have embarked upon several projects of national importance for enhancing capacity like strengthening the Golden Quadrilateral, Dedicated Freight Corridors etc. These projects will enable more bulk cargo to be transported by rail and will help in reducing freight tariff so that the competitiveness of Railways is improved. Rail being a fuel efficient mode of transportation, these projects assume added importance because increase in movement of goods by rail would lead to saving in fuel cost for the country. Vision 2020 envisages construction of 25,000 km of new lines, 12,000

km each of doubling and gauge conversion, electrification of 14,000 km and High Speed corridor of 2000 km. This apart, there will be a huge requirement of rolling stock viz. 2.89 lakh wagons, 9500 locomotives and 51,000 coaches.

Taking into account the above and requirement of funds for modernization, infrastructure expansion, passenger amenities, improvement in services such world class stations, MFCs, metro projects etc, railways will require a huge investment of around 14 lakh crore by the year 2020.

Railways have started work on the Dedicated Freight Corridor project, a dream project of the Prime Minister. The Eastern and Western Corridors, from Ludhiana to Dankuni and Rewari to JNPT, will provide much needed relief to the over-worked system and add immense rail capacity. This will enable much larger, speedier and efficient transportation of goods and free the existing network for more trains. Funding for Phase I of Western Corridor has been tied up with the signing of loan agreement with JICA in March 2010. Funding from World Bank for part of Eastern Corridor is also firmed up. The execution of both Eastern and Western Corridors is being given attention of the highest order to ensure their commissioning in 2016-17.

However, IR faces huge financial constraints. There is a limitation of the rail system to generate ample resources for expansion and upgradation. The shelf of projects with railways is extremely large. The backlog in completion of sanctioned projects and new lines is assessed at more than one lakh crore. These Railway projects represent the aspirations of people from various parts of the country seeking to join the main stream through better rail connectivity. For want of adequate Gross Budgetary Support, these projects are suffering and completion will get unduly delayed.

The situation has been compounded by the reduction in the internal resource generation capacity of the Railways due of implementation of the VI Pay Commission. The total impact is in the range of 73,000 crore including pension for the years 2008-09 to 2011-12. The recurring annual impact is estimated at more than 20,000 crore.

Safety & Security

IR has worked with a motto that "Safety never sleeps". It is our duty to ensure that the passengers feel totally safe when they board trains. I would like to assure the august House that although the statistics maintained by the Railways indicate improvement and safety in Railways operations, I will not rest till we eliminate human errors which cause accidents and achieve the vision 2020 goal of zero accidents.

However, people have also to show more consideration towards Railways. It is the national property. It is your own property. Frequent agitations result in railways' operations getting stalled although they may not even be remotely connected to railways working. This is because Railways is a soft target. Railway earnings, both passengers and freight, are impacted by such disturbances. My humble request to the Hon'ble Members of the House and all sections of the society is that please help prevent harm to railway passengers and property.

Safety issues are at the core of my heart. We are taking several measures for enhancing and strengthening safety on Railways. Some of the important steps being taken are :-

- i. Pilot projects for Train Protection Warning System (TPWS) in Automatic signaling territories in four sections.
- ii. **Vigilance Control Devices** on locomotives.
- iii. Track circuiting of station sections to improve operations and safety.
- iv. Interlocking of level crossing gates.
- v. Consistent efforts to expand ACD to three more zones on pilot basis.
- vi. Wheel Impact Load Detectors (WILD)
- vii. Automatic fire alarm in long distance trains.
- viii. Mobile Train Radio Communications
- ix. **Digital Ultrasonic Flaw Detectors**
- x. Introduction of crashworthy coaches and emergency escape windows.
- xi. Training of staff with modern simulators.

xii. Upgrading and setting up new Training Centres.

xiii. Drive to man the unmanned level crossings by relaxation of norms of TVUs from 6000 to 3000.

xiv. Construction of ROBs/RUBs and limited height under-bridges.

To enhance the security of our passengers, 'Integrated Security System' is being implemented at vulnerable stations. The system will ensure multi-layered surveillance screening of passengers from the point of entry till boarding of train/ exit from station area. For this purpose, the Railway Protection Force is being suitably strengthened. Process for bringing a comprehensive Bill to empower Railway Protection Force has already been initiated. An All India Security Helpline and networking of RPF Posts and Control Rooms is being set up.

The Railways are associated with the common man with more than two crore passengers travelling every day. We realize that much needs to be done to come up to the full expectations of the passengers as far as the amenities and services are concerned. Our efforts to improve these would continue in the right earnest.

The world is looking at India as engine of economic growth and the railways is going to be the engine of India's growth in the coming days.

Madam, I have taken cognizance of all the issues raised by the Hon'ble Members and I will soon apprise them of the factual position and the action that will be taken on these issues through letters. I once again thank the Hon'ble Members for extending strong support to the Railways.

I, now request the House to approve the Supplementary Demands for Grants for Railways for 2011-12.

MR. DEPUTY-SPEAKER: I shall now put the Supplementary Demand for Grant (Railways) for 2011-12 to the vote of the House.

The question is:

"That the respective supplementary sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India, out of the Consolidated Fund of India, to defray the charges that will come in course of payment during the year ending the 31st day of March, 2012, in respect of the head of Demand entered in the second column thereof against Demand No. 16."

The motion was adopted.
