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Title: Presented a statement of the estimated receipt and expenditure of the Government of India for the year 2012-2013 in respect of Railways.

THE MINISTER OF RAILWAYS (SHRI DINESH TRIVEDI): Madam Speaker,

I rise to present the Railway Budget for 2012-13.

I consider it a great privilege for me to head the strong and vibrant railway family and present my maiden Railway Budget which is also the first year of the 12th Five Year Plan. I am grateful to the Hon'ble Prime Minister for his inspiring guidance and support in formulating the Budget.

I am also grateful to the Hon'ble Finance Minister and the UPA Chairperson, Smt. Sonia Gandhi for their support. Madam, I am also thankful to the Leader of the Opposition. I am thankful to all Members of Parliament for having supported me and having shown me the direction. It would not have been possible for me to present this budget had I not received the support and confidence of my party, All India Trinamool Congress, and its chairperson, Mamata Banerjee, to whom I shall always remain grateful. Above all, I am grateful to मॉ माटी मानुष as it is only because of their blessings that I have been able to make it to this Parliament.

आमि मॉ माटी मानुष के आमार शूद्धा, ओ आमार पूणाम जानई.

आमी शब शमय आपनादेर काछे कृतज्ञ थाकबो।

Madam Speaker, when I look at the list of illustrious leaders of this country who had donned the mantle of Indian Railways right from Sh. Asaf Ali to Sh. Lal Bahadur Shastri, to Sh. Jagjivan Ram ji, to Sh. Gulzari Lal Nanda, Sh. Kamalapati Tripathi, Sh. Madhu Dandavate to Mamata Banerjee, I find myself nowhere near their stature. (Interruptions) Of course, Laluji and Paswanji are there â€¦(Interruptions). I also know and in all humility I must say that I have always received the blessings of Lalujiâ€¦(Interruptions) When I look at this illustrious list, I find myself nowhere near their stature and nowhere near the stature of Laluji also. But I have certainly tried to take lessons from the pages of history and from their contribution to this great institution. I am grateful to Mamata Banerjee for giving vision to railways in her Vision 2020 document, which has guided me immensely in framing the roadmap for carrying forward the task.

I am grateful to each and every member of 14 lakh strong Rail Parivar which has not only given confidence to me but has also shown the direction. It is through their dedication, hard work, loyalty and sacrifice that the railways have scaled great heights. No other organization can perhaps draw a parallel with Indian Railways. Right from the Board Members to the gangmen, it is only this unity which has overcome various challenges and has made the country proud. Therefore, I dedicate to them all the achievements of the railways so far.

अब तक की कामयाबियाँ, तुम्हारे नाम करता हूँ,

हर एक की लगन को, झुक कर सलाम करता हूँ।

Madam, when I took oath on 12th July 2011 as Minister of Railways, the railways had just been overtaken by an unfortunate rail accident at Fatehpur Malwa near Kanpur on 10th July, 2011. I had rushed to the accident site instead of going to Rail Mantralaya. The intensity of pain and misery experienced by the passengers and their relatives continues to haunt me and I have spent sleepless nights. At that very moment, I took a vow to eliminate recurrence of such painful happenings and decided that my entire emphasis is going to be on **strengthening Safety, Safety and Safety**. The

death on rail tracks just can never be tolerated and it is not acceptable.

"जान है तो जहान है।"

I would like to reiterate my strong conviction and belief in the phrase, "Safety Never Sleeps" as emphasized by Mamata Banerjee all along. I believe that safety on Indian Railways has to be benchmarked against other modern railway systems in the world, be it in Europe or Japan. Safety standards have been remarkable in these systems, with no deaths due to rail accidents for decades together on high speed routes.

Although I am not at all satisfied with the safety standards at the present moment, I must inform the august House that the entire railway family is equally concerned and has been making concerted efforts in this direction. The commitment made in 2001 to reduce accidents per million train km from 0.55 to 0.17 has been achieved. However, our target should be zero death.

I would like to inform the august House that more than 40% of the consequential train accidents, involving 60% to 70% of the total casualties occur at unmanned level crossings. However, funding is an issue which needs to be collectively addressed. To fast track elimination of level crossings in the next five years, I have decided to set up a Special Purpose Vehicle (SPV) named **Rail-Road Grade Separation Corporation of India**.

In order to achieve even higher safety standards, I decided to set up a committee to examine the current standards of safety on Indian Railways and to suggest suitable benchmarks and safety protocols. Considering the zero tolerance approach in the areas of nuclear science and aerospace, I felt that the best people to guide railways in determining appropriate safety protocols should be from these two fields. My dear friend, Dr. Kasturi Rangan who himself is an eminent space scientist, and to whom I am grateful, suggested the name of Dr. Anil Kakodkar to head this 'High Level Railway Safety Committee'. I am also grateful to Dr. Kakodkar and his team for readily accepting my request despite their extremely busy schedule. This gesture underlines the fact that interests of people and the nation are close to their hearts. The Committee has submitted its Report on 17th February, 2012 and recommended far reaching measures and safety protocols.

Madam Speaker, I assure the august House that the recommendations of the Committee will receive focussed attention as required. By way of initiating a long term approach to safety and in line with recommendations of the Committee, I propose to set up an independent **Railway Safety Authority** as a statutory regulatory body. The functions of the Authority would be worked out in greater details in line with international practices in the best interests of passenger safety. Since research and development activities are central to any tangible results in the area of safety enhancement, I also propose to set up a **Railway Research and Development Council** at the apex level to spearhead such efforts. This would also be in line with recommendations of Kakodkar Committee.

Madam, you will agree that in today's world, safety is driven by improved technology. Hence safety standards cannot be achieved without modernization, as safety and modernization are two sides of the same coin. At the same time, modernization cannot take place without financial resources and professionalization of manpower. Therefore, I had set up yet another **expert Group headed by Mr. Sam Pitroda on modernization and resource mobilization**. The Group has submitted its report on 27th February, 2012 and has provided a blueprint for the next five years for modernisation of Indian Railways. **The recommendations of the Group entail an estimated investment of `5.60 lakh crore.**

There has been considerable criticism of Indian Railways in regard to only partial implementation or sometimes no implementation of recommendations of several committees set up in the past. In this context, the Safety Committee has also observed that Indian Railways suffers from an **'implementation bug'**.

The Expert Group for Modernisation of Indian Railways has recommended implementation of the modernization programmes following a **'Mission Mode'** approach, with clear objectives, measurable milestones, tangible deliverables and well defined timelines. I have decided to create Missions headed by Mission Directors in each of the identified areas for a three year term. The Directors will directly report to the Railway Board. Each Mission would be provided with appropriate budget and operational autonomy. In addition, a High Level Committee will be set up to facilitate coordination amongst the Missions, fast-track implementation, and address bottlenecks coming in the way. With this, I expect that action on recommendations of the two committees would take place in a time-bound and need-based manner.

The Approach Paper of the Planning Commission to the 12th Plan, which is yet to be approved, envisages an investment of US\$1 trillion in the infrastructure sector with half the investment or `25 lakh crore expected from private sector, and remaining `25 lakh crore being planned by the government from its own resources. I believe that Railways, being a key transport and big infrastructure sector for the nation, must attract at least 10% of the government share of investment i.e. about `2.50 lakh crore during the 12th Plan period.

Madam, I intend to align Indian Railways' investment in the 12th Plan period keeping in mind the recommendations of the two committees that I have set up. I am happy to inform the Hon'ble Members that the 12th Plan investment proposed by Railways **at `7.35 lakh crore** represents a quantum jump over the investment during XI Plan of `1.92 lakh crore. The required resources for the plan are proposed to be met by:-

1. Gross Budgetary Support of `2.5 lakh crore;
2. Government support for national projects of `30,000 crore;
3. Ploughing back of dividend of `20,000 crore
4. Internal Resources of `1,99,805 crore
5. Extra Budgetary Resources of `2,18,775 crore
6. Railway Safety Fund of `16,842 crore.

The national concern of safeguarding our borders also needs to be adequately addressed. The geo-political situation on borders arising out of building of state-of-art road and rail network by neighbouring countries requires a matching response. The railways must remain in a state of preparedness to move men and machines to border areas. It is therefore, necessary to undertake such projects on priority and to ensure adequate government funding. There is also an emergent need to connect the remote and backward areas through socially desirable rail connectivity schemes to foster growth. Besides, there are projects of national importance in NE region and Kashmir which are crucial to inclusive growth. The **Pradhan Mantri Rail Vikas Yojana** as conceptualized by my leader Mamata Banerjee with the blessings of Hon'ble Prime Minister is under formulation. The additional funding assistance required is assessed to be about `5 lakh crore under the PMRVY from the government. Madam, there are lot of projects, which require special status in Kashmir. For example, I can say that the Kathua-Kishtwar via Basoli, Bani, Bhadarwah has to be a part of the National project, which is one of the important projects.

The railways have a **large basket of pending projects and I am very much concerned about it.** A total of 487 projects of new lines, gauge conversion, doubling and railway electrification with a throw-forward liability of over `one lakh crore have already been approved by this august House in the past and are at various stages of execution. With a grossly inadequate level of budgetary support, I can frankly and honestly admit that most of these projects cannot be completed in a time bound manner unless and until supported by the Government. The collective challenge before us is to formulate viable funding mechanisms for these projects which reflect the unfulfilled aspirations of the people, and I would

request the indulgence of my colleagues in this House to show me a way forward.

Madam Speaker, a Budget is not just numbers in the form of estimates of receipts and expenditure. More importantly, it involves policy pronouncements and defining goals along with a credible roadmap to achieve the goals. The choice before me was either just to keep the system dragging or build a new, safe and modern, passenger and freight transportation system which **would contribute at least 2 to 2.5% to the GDP of the nation as against less than 1% at present**, and provide much needed employment opportunity to our people. I am glad to inform this august House, through you Madam, that I have chosen the latter. With this, Indian Railways would become an even more powerful engine of growth for the national economy. This would require a multi-pronged approach. Therefore, in this budget I have focussed on

1. Safety;
2. Consolidation;
3. Decongestion & Capacity Augmentation. Page 6, after point (iii), add "Our lines are so congested that even if I want to introduce new lines, sometimes, it becomes impossible.
4. Modernization;
5. To bring down the Operating Ratio from 95% to 84.9% in 2012-13 and to 74% in the terminal year of 12th Plan which would be an improvement over the best ever achieved by Indian Railways.

These would need to be supported by a sustainable financial model.

There cannot be a more opportune moment to formulate a long term plan, now that we are at the threshold of finalisation of the 12th Five Year Plan. My budget, therefore, looks at a time horizon much beyond a single year, as I intend to follow a carefully thought out plan for at least five years, within the overall perspective of Vision 2020. The budget for 2012-13 would be a link in the chain and would seamlessly integrate with the 12th Plan and Vision 2020 document of Mamata Banerjee.

Madam Speaker, after taking into account the spoken and written words of experts and people who understand railways better than the reports of Kakodkar and Pitroda Committees, and within the overall parameters set out in Vision 2020 document, I realise that a huge sum of ` 14 lakh crore is required in the next ten years. Given the serious constraint of funds even to meet the day to day operational expenditure, I have a Himalayan task of running the Indian Railways safely. I had two very clear yet contrasting options before me – either to keep the railways in *status quo* mode with just incremental annual changes, or as the phrase goes, '**bite the bullet**'. The second option would involve going for a generational change with a focus on safety and inclusive growth to meet the aspirations of this great country in the next decade. I chose the generational change. Page 6, at the end of para 21, add "inspired by Kabiguru Rabindranath Tagore – 'Where the man is without fear and the head is held high'."

हाथ की लकीरों से
ज़िन्दगी नहीं बनती,
अज़म हमारा भी कुछ हिस्सा है
ज़िन्दगी बनाने में ।

Madam Speaker, with a view to understanding the real aspirations of the people, I have visited several states along with the Board Members, starting with the far flung State of Nagaland in the northeast to Kerala in the south; Maharashtra

in the west and Chhattisgarh in Centre, besides Madhya Pradesh, Andhra Pradesh and Karnataka etc. I interacted with the Chief Ministers and the Members of both Houses of Parliament from those states, cutting across party lines. I believe that perhaps there is not a single Member of Parliament with whom I did not have the privilege to interact. I am grateful to all the Hon'ble Members and the Chief Ministers whom I met collectively, and also individually, and from whom I have truly learnt a lot about the aspirations of the common man. (Interruptions)

MADAM SPEAKER : Nothing will go on record.

(Interruptions)

SHRI DINESH TRIVEDI : Madam Speaker, in the last eight months of my working as Railway Minister, I have received as many as 5741 requests. These include (i) 476 requests for projects of newlines, doubling and gauge conversion or expediting their completion; (ii) 273 requests for construction of ROB/RUBs, (iii) 41 for electrification, (iv) 48 for setting of manufacturing facilities, (v) 646 requests for new trains, (vi) 303 for extension of trains, (vii) 214 for increasing the frequency of trains, (viii) another 811 for train stoppages and (ix) about 3000 requests for miscellaneous areas such as transfers & postings of railway employees and passenger amenities etc. I, as a Member of Parliament, do understand and realise the expectations of people of the constituencies which each member represents. All their demands are genuine aspirations. "I can truly feel it. When the Members of Parliament come to me with so much of anguish, I just feel that it is all because of the people they represent, the common man."

I am glad to state that in this Budget, I have tried to provide something to meet the aspirations of the people across the length and breadth of the country and to meet these demands within the available resources. I am sure when the members go through the *Annexures* which are appended at the end of my budget speech, they will appreciate that I have made sincere efforts. I have tried my best to fulfil at least some demand of each and every Members of Parliament."

I also have a clearer perspective of what railways mean to the common man and how the railways have been a true catalyst of integration. Just as we cannot imagine India without Himalayas or "**we cannot imagine an India**" without the holy river Ganga, similarly we cannot imagine India without Indian Railways.

देश की रगों में दौड़ती है रेल,
देश के हर अंग को जोड़ती है रेल,
धर्म, जाति-पाति नहीं जानती है रेल,
छोटे-बड़े सभी को अपना मानती है रेल।

"The Railways are the symbol and substance of India's unity. Railways have their wheels {रेलवे का चक्का जमीन पर होता है, आसमान में नहीं होता है} on earth and not in the sky or in urban cities. If we do not strengthen the Indian Railways, Madam, I am afraid we weaken our country. That is why I truly believe that it is the collective responsibility of Parliament to make the Indian Railways into a sparkling service which is amongst the best in the world which we can do. This means, Madam, national investment. So, the time has come to think of a national policy for the Railways, just as we have one national policy for defence and external affairs."

I have no doubt that infrastructure creation helps alleviate poverty. Railways being the most important segment of infrastructure, there is a strong case for the government to significantly enhance financial support to Indian Railways, facilitating the development process being taken to the underdeveloped regions. This will result in mainstreaming the people of these regions, so that they can reap the fruits of economic development.

Madam, this Budget is unique in many ways. I have already mentioned about my consultations with Chief Ministers

and Members of Parliament. Besides, I have also had detailed discussions with various Committees of Parliament including the Consultative Committee and Standing Committee; Railway Staff Federations; Chambers of Commerce & Industry and many other stakeholders. I have made efforts to seek the views of media and general public through an industrious consultation process.

My budget has been prepared with the full realisation that Indian Railways stand at a crossroads and the present moment offers an opportunity to signal a new dawn for the organization. While the world is grappling with the problem of dealing with a flat economy, India has remained in a healthy growth mode all through the economic downturn. The world is looking towards India and the huge potential it possesses to act as the Engine of Growth. On a somewhat smaller scale, what India is to the world, Indian Railways are to the Indian economy. Therefore, if I may be permitted some immodesty, Indian Railways has a very critical role in catalysing growth for the world economy. I am conscious that Indian cannot sustain its present GDP growth unless its lead basic infrastructure, Indian Railways, modernizes and grows at least 10% annually.

Drawing from the recommendations of Kakodkar and Pitroda Committees, I have chosen five focus areas. This would lead to strengthening of the basic infrastructure of Indian Railways resulting in safety, decongestion, capacity augmentation and modernization of system, creating a more efficient, faster and safer railways. The areas are:

- a. Track;
- b. Bridges;
- c. Signalling & Telecommunication;
- d. Rolling Stock; and
- e. Stations & Freight Terminals

"Madam, I will come to my Annual Plan for 2012-13."

Annual Plan, 2012-13

Madam Speaker, I would now like to discuss briefly each of these areas and the proposed investment in the Annual Plan, 2012-13. Within the constraints of funds, the Annual Plan outlay for the year 2012-13 has been targeted at `60,100 crore, which is highest ever plan investment. The plan would be financed through:-

1. Gross Budgetary Support of 24,000 crore;
2. Railway Safety Fund of 2,000 crore;
3. Internal Resources generation of 18,050 crore; and
4. Extra Budgetary Resources of 16,050 crore, which includes market borrowing of 15,000 crore through IRFC.

"If I talk about tracks&€!"

Track and Bridges

With almost 80% of the traffic carried on 40% of the rail network, the high density network (HDN) routes are over-saturated and there is a crying need to upgrade and expand capacity to reduce congestion, provide time for maintenance and improve productivity and safety. This would include progressive shift to flash butt technology for welding of rails, progressive use of 60 kg rails instead of 52 kg, provision of thick web switches at points & crossings, mechanised

maintenance with the latest track machines and increased frequency of ultrasonic testing of tracks. During the next 5 years, I plan to modernize nearly 19000 km track through renewals, upgradation of track, replacement and strengthening of 11,250 bridges to run heavier freight trains of 25 tonne axle load and to achieve passenger train speeds of 160 kmph and over, with an estimated expenditure of `63,212 crore. An allocation of `6,467 crore has been made in the Annual Plan, 2012-13, which forms about 11% of the total plan outlay. "Madam, I talked about that 19,000 kilometres, which is the dense use of the line. Almost 80 per cent of the entire traffic is on these 19,000 kms. I had to start somewhere. So, I decided to start with these 19,000 kms which represents 80 per cent of the traffic. So, signalling, track or whatever I am doing, I am starting with these 19,000 kms, which runs throughout the length and breadth of the country. There is no State which does not receive the benefit of this.

Signalling Systems

Signalling system on Indian Railways will be modernized with the provisioning of advanced technological features. These would include Panel/Route Relay Interlocking **"There is a lot of technical data. Perhaps, the Members of Parliament would like to listen to it. I will just go through it briefly."** covering 700 more stations by 2014 thereby completing 5500 out of the required 6200 stations; Interlocking of more than 1500 level crossing gates in addition to the 10000 already interlocked, leaving a balance of 350; complete track circuiting at 1250 out of 6200 identified stations, installation of axle counters at 3000 more stations and provision of isolation at the remaining 625 stations. One of the significant advancement would be the provisioning of Train Protection & Warning System (TPWS), which ensures automatic application of brakes whenever a driver over-shoots a signal at danger, thereby eliminating chances of collision of trains. To begin with, TPWS is proposed to be installed on more than 3,000 route kms, which would cover the entire automatic signalling territory on Indian Railways. "Which I personally feel is a big achievement." We are taking necessary action to ensure that TPWS technology is suitably adapted to Indian conditions. Besides the efforts to develop TCAS (Train Collision Avoidance System) integrating features of different technologies will be continued by RDSO. These would also be a pre-requisite to increase speed of passenger trains to 160kmph. The total cost of various signalling and telecom works has been estimated to be 39,110 crore in the next 5 years. Towards this end, I propose to provide 2,002 crore in 2012-13, which is more than double the allocation of the current year and the highest ever.

Modernisation of Rolling Stock

Upgradation of coaches including EMU coaches, locomotives and wagons will be one of the key areas of modernization during the next 5 years for improving safety and convenience & comfort of passengers. Following measures are proposed:-

1. To increase manufacture of crash-worthy LHB coaches with proven anti-climb feature of not toppling during accidents;
2. To procure new generation electric locomotives of 9000 and 12000 HP and diesel locomotives of 5500 HP & 6000 HP to facilitate running of heavier and longer freight trains at higher speeds;
3. To introduce new wagons with capability of 25 tonne axle load and higher payload to tare ratio to improve productivity;
4. Introduction of new Auto Car Wagon capable of carrying 318 cars per rake, presently undergoing oscillation trials; and
5. With successful validation of running of double-stack container trains, proliferation of such trains is also planned.

The investment in rolling stock in the next 5 years is estimated to be `1,70,751 crore. I propose highest ever allocation of `18,193 crore for the next year which represents more than 30% of the Annual Plan outlay.

A combination of prudent investment decisions in the areas of track & bridges, signalling, doubling and train-sets is

proposed to be adopted to enable train running at speed of 160 kmph and above. While this would significantly reduce travel time for passenger trains by 20-25%, the freight trains would be able to carry enhanced quantum of cargo with attendant revenue gains. Such infrastructure would also enable Indian Railways to run Shatabdi trains on long distance trunk routes and between metros. In fact, the travel time between New Delhi and Kolkata would get reduced from almost 17 hours to 14 hours.

Stations & Freight Terminals

Stations and Freight Terminals are our business centres. Indian Railways have often drawn flak for not providing an enabling ambience to these business centres which are used by customers. As normal doses of incremental improvement and maintenance will not be able to refurbish the external look and ambience at the stations, and this is a big initiative. I have set up a separate organisation namely **Indian Railway Station Development Corporation**, which will redevelop the stations and maintain them on the pattern of airports. The SPV will draw upon the success stories the world over, adopt a suitable revenue model and target redevelopment of 100 stations in the next five years. Being funded through PPP route, these efforts will be cost neutral for Indian Railways. It has been estimated that development of major stations in metro cities has the potential to create employment for about 50000 persons.

Similarly, to undertake upgradation of our goods sheds as also to provide last mile servicing for freight traffic, I propose to create a **Logistics Corporation** for development and management of existing railway goods sheds and multimodal logistics parks. This Corporation would aim to provide total logistics solutions to the rail-users, thereby cutting down on their operating costs.

In the last year's budget speech, it was proposed to improve passenger amenities by developing 4 new coaching terminals at Nemam and Kottayam in Kerala, Mau in Uttar Pradesh and Dankuni in West Bengal. I propose to undertake surveys and feasibility studies for developing coaching terminals at these four stations during 2012-13, besides undertaking a pre-feasibility study for development of Roypuram station in Tamil Nadu for which many representations have been received.

Development of a new coaching complex in Navi Mumbai at Panvel and coach maintenance complex at Kalamboli in partnership with Government of Maharashtra through CIDCO are also planned. This will facilitate direct connectivity of Navi Mumbai to other parts of the country.

Next year will be the 175th Birth Anniversary of one of the greatest patriotic sons of India, Rishi Bankim Chandra Chattopadhyay who gave the country "Vande Matram". In his memory, I propose to set up a Coaching Terminal to be named after him at Naihati, his Birth Place, and also a Museum. We will run a Special Train across the country to disseminate his legacy to the young generation.

Within the limited resources available, thrust is also being given to capacity augmentation works. The projects of doubling and traffic facilities are extremely important from operational point of view. I propose to allocate about `4,410 crore to capacity augmentation works. To continue Indian Railways' drive towards improving passenger amenities, an allocation of 1,102 crore has been provided compared to 762 crore in 2011-12. I **strongly feel that valuable services rendered by dedicated workforce of Indian Railways need to be recognised by providing improved amenities to them.** This would be in the form of improvements at work places, better housing facilities, improved service at hospitals and other facilities. Accordingly, **allocation of 717 crore** in the current year has been **almost doubled to 1,388 crore in 2012-13.** This is for the staff.

Capacity Augmentation

The Budgetary Support to Indian Railways has been pegged at a modest level of 24,000 crore as against a projected requirement of 45,000 crore. The national projects in Kashmir and northeast region have also to be funded out of this. These projects alone need more than 4,000 crore for the current year and may get delayed for want of adequate funding. I have already informed the august House of my detailed plans of investment on safety, modernization and capacity enhancement during the 12th Plan. With lower budgetary support, the deployment of capital would be lower to that extent. I am sure realizing the benefits of safety and modernization, the government will enhance the allocation of GBS to Railways next year.

I am sure the House will join me in complimenting the Indian Railways and this is a great achievement and I am sure the House will applaud that Indian Railways for the great achievement of completing **11 km long tunnel through Pir Panjal Mountain Range, which would provide connectivity to the Kashmir valley**. When commissioned, this will be the longest transportation tunnel. So, I say to them.

फौलादी हैं सीने अपने,

फौलादी हैं बाहें।

हम चाहें तो पैदा कर दें,

चट्टानों में राहें।

New Lines

Madam, Railways continue to accord priority to **construction of new lines** in the underdeveloped parts of the country and I personally feel that we need to hasten the process of developing new lines to the tribal areas, to the areas which are underdeveloped. The pace of construction has registered impressive growth, and we are confident of completing 725 km of new lines in the current year (list of projects appended as **Annexure 1**), which is almost equal to last year achievement of 709 km and far exceeds the average of about 200 km only since independence. In other words, we are jumping from 200 km which was earlier to 725 km. I propose to take up completion of 45 new line works covering 700 km during 2012-13. A list of these projects is at **Annexure 2**.

I have received many requests for taking up new line projects. All such requests have been duly considered and wherever surveys have been completed, **the proposals have been referred to the Planning Commission for appraisal and 'in principle' approval**. Whatever suggestions were given by hon'ble Members of Parliament, I have sent all such proposals to Planning Commission. To my mind, not a single thing is pending. A list of such 85 new line projects is at **Annexure 3**. I also propose to undertake a further 111 new line surveys during 2012-13 (listed at **Annexure 4**). State Governments have also been requested to come forward for sharing the cost of the respective projects and to provide land free of cost to facilitate early construction of projects. Despite constraints, I have included **all the 11 new line projects which have been cleared by the Planning Commission 'in principle' for construction in 2012-13**. In other words, Madam, all the lines which the Planning Commission has given me the approval, I have included in the project. An allocation of 6,872 crore has been made under the new lines planhead. A list of these projects is appended at **Annexure 5**.

Gauge Conversion

Funding constraints are likely to cause slippage in the target of 1017 km for **Gauge Conversion for 2011-12**. It is expected that 825 km of gauge conversion projects will be completed (list appended as **Annexure 6**). A target of 800 km has been fixed for next year with an allocation of ` 1,950 crore. Seventeen gauge conversion projects are proposed to be completed in 2012-13 and are listed at **Annexure 7**. With my emphasis on completion of ongoing gauge conversion works, I have included only two new projects in the Budget, 2012-13 and the list of these projects is at **Annexure 8**. I have also sent four projects of gauge conversion **to the Planning Commission for appraisal and 'in principle' approval**. A list of such 4 gauge conversion projects is at **Annexure 9**. New surveys for converting seven narrow gauge lines are also proposed to be taken up in 2012-13 (**Annexure 10**).

.....(व्यवधान)

अध्यक्ष महोदया: कृपया शांत रहिए।

.....(व्यवधान)

SHRI DINESH TRIVEDI : The Unigauge Policy was adopted by Indian Railways in 1992. Since then, about 19,000 km have already been converted into broad gauge, covering the major routes, leaving isolated sections of only about 7,500 km on metre gauge/narrow gauge. I am happy to inform this august house that with the present pace of conversion of about 800 to 900 kms every year, we will be able to convert most of the MG/NG lines, except "World Heritage Lines" into broad gauge during the 12th Plan period.

Doubling

Doubling projects of 750 kms are expected to be completed in 2011-12 against the target of 867 kms (list at **Annexure 11**). A target of 700 km covering 67 projects of doubling (list at **Annexure 12**) has been fixed for 2012-13 with a budget allotment of 3,393 crore as against 2,640 cr in RE, 2011-12.

.....(व्यवधान)

अध्यक्ष महोदया: आप सब क्या कर रहे हैं?

.....(व्यवधान)

SHRI DINESH TRIVEDI :I also propose to take up in 2012-13, a further of 23 new projects of doubling/third line for which approvals of Planning Commission have been obtained. I am going to read all the annexures. After the speech, I am going to read all of them. A list of these projects is at **Annexure 13**. I have also sent four projects of doubling **to the Planning Commission for appraisal and 'in principle' approval**. A list of such 4 projects is at **Annexure 14**. A total of 21 surveys for doubling are also being taken up during 2012-13. A list is appended at **Annexure 15**.

Railway Electrification

Madam, It is my proud privilege to apprise the House that during the 11th Plan, we are poised to achieve 4,500 route kilometers of electrification. Encouraged by this success, I propose to electrify 6,500 route kilometers during the 12th Plan period. This would include electrification of Udhampur-Srinagar-Baramulla line and hence provide pollution free traction to the pristine Kashmir Valley. An allocation of `828 crore has been provided in 2012-13 for electrification which will enable completion of 1100 kms (listed at **Annexure 16**). The details of electrification of 10 new sections being included in the current year budget, as also 20 surveys for electrification of additional sections, are reflected in the list placed at **Annexure 17**.

Electrification on Indian Railways had its advent with the introduction of 1500 volt DC traction system in Mumbai area during 1925 to 1929 for running of suburban services. The system had outlived its utility and required replacement to the modern 25000 volt AC system. It is my proud privilege to share with the august House that the challenging task of conversion from DC to AC has been successfully achieved on the entire Western Railway portion. Similar conversions will be completed during 2012-13 on the Central Railway portion which extends to Pune. This will give significant benefits by way of higher speeds, reduced journey time and substantial savings in operational costs.

Metropolitan Transport Projects

Kolkata Metro is the only metro system under Indian Railways. I am therefore happy to share with the Hon'ble Members that the following works announced by Mamata Banerjee in previous two budgets, are progressing satisfactorily:-

1. Extension from Dum Dum to Baranagar;
2. Extension from Noapara to Airport (for running a shuttle metro service between Noapara and airport);
3. Noapara to Barasat via Bimanbandar;
4. Baranagar to Barrackpore and Dakshineswar;
5. Airport to New Garia via Rajarhat;
6. Joka to BBD Bagh via Majerhat.

Joka-IIM-Diamond Park Metro extension as the first leg of Joka-Mahanayak Uttam Kumar Metro link is proposed to be taken up. Survey report for extension of metro railway from Barrackpore to Kalyani is being finalised and the work will be taken up in due course. Besides, extension of circular railway from Remount Road to Santoshpur via Garden Reach, Metiabruz has also been taken up. I am sure that with the completion of all these metro projects, metro transport needs of the residents of Kolkata will be addressed to a large extent.

The MMTS Phase-I has already been commissioned and is providing excellent services to the people of Hyderabad and Secunderabad. To further augment rail transport services in the twin cities, MMTS Phase II project announced in the last year budget has now been sanctioned after obtaining the requisite clearances. Railways also propose to set up a SPV with State Government of Andhra Pradesh for commercial management of the MMTS. While leaving the train operations with the railways, this will provide the required focus and flexibility for addressing the infrastructural and business needs of the organization as also a much needed platform for its rapid growth and development to meet public aspirations. Feasibility of setting up similar SPVs for other suburban systems will also be explored.

The work on extension of MRTS from Velachery to St. Thomas Mount in Chennai is progressing smoothly and I am hopeful of completing and commissioning this project during 2013.

I am extremely happy to inform the august House that Mumbai Rail Vikas Corporation (MRVC) has successfully completed its flagship project of MUTP Phase I costing ` 4,500 crore with the cooperation of Government of Maharashtra and other stakeholders. Rail users in Mumbai have immensely benefitted with the induction of 1500 EMU coaches, thus increasing the carrying capacity by 35% and thereby reducing the congestion and overcrowding during peak hours. The work on MUTP Phase II at a cost of ` 5,300 crore is also progressing well and its completion will further boost the suburban transport services in Mumbai. A road map for MUTP III has been prepared to further strengthen and augment the suburban rail infrastructure and MRVC would carry out feasibility study for construction of faster corridors on CSTM-Panvel and Virar-Vasai-Diva-Panvel sections through innovative financing mechanisms. The proposed 72 km link between Virar-Panvel 3rd line in the PPP mode will open new avenues for development of northern part of Mumbai and facilitate commuters to transit between eastern and western parts of the city. Feasibility of a spur from Panvel to Navi Mumbai airport will also be examined.

Madam, in order to address the transport needs in Navi Mumbai area, I am happy to announce that works will be taken up to facilitate running of 12-car rakes on Harbour line. A new double line work of Belapur-Seawood-Uran is in progress, which will provide direct passenger connectivity to JNPT.

Elevated Suburban Corridor in Mumbai

The financial modelling of an elevated rail corridor from Churchgate to Virar to be executed through PPP mode in coordination with the Government of Maharashtra is being firmed up. The proposed project will enable introduction of

premium AC suburban rail services. A prefeasibility survey for a similar corridor between CST and Kalyan (55 km) is also proposed to be taken up in due course.

I wish to highlight that the investment outlined above in capacity augmentation projects would be grossly inadequate keeping in view the large shelf of projects. Therefore, in order to optimally utilize the available resources and obtain returns at the earliest, it is proposed to prioritise funding towards completion of last mile projects and ensure sustained allocation during the 12th Plan.

Railways are playing a significant role in social development of the country by providing rail connectivity to the remote, backward and tribal regions on considerations other than financial viability. I believe that Indian Railways has a strong case for the government to consider ploughing its dividend payment back into the railway system for augmenting funding of critical socially desirable projects. Recommendations to this effect have been made in Railway Sector report for the 12th Plan.

Cooperation with State Governments

I am pleased to inform the august House that as a new PPP initiative, Railways in partnership with Government of Chhattisgarh and user industries in the region will develop three rail corridors in the northern part of the state for movement of passengers and freight, with the active participation of all stakeholders. A Memorandum of Understanding has recently been signed and the initiative would now be taken forward in consultation with the State Government.

In view of the declaration of the Kakinada–Vishakhapatnam Coastal Corridor as the PCPI Region consequent to discovery of considerable oil and gas reserves, as also development of a deep water port and SEZ at Kakinada, rail connectivity is now being provided from Pithapuram to Kakinada on cost sharing basis with the Government of Andhra Pradesh. It will be our endeavour to develop similar partnership for development of much needed rail infrastructure with other willing states also.

To augment resources for execution of projects, Railway requested State Governments to come forward for sharing cost of new line, gauge conversion and doubling projects which are considered important by them for development of the State but could not be taken up or progressed at desired pace. I am happy to announce that response from state governments has been quite encouraging. As of now, 31 projects covering a length of more than 5000 km in 10 states are being executed with contribution from state governments (list is appended as **Annexure 18**). Continuing with this policy, I propose to take up following four projects on cost sharing basis with state governments:

- a. Rohtak-Hansi via Meham (Cost Sharing by Haryana Govt.)
- b. Akkanapet-Medak (Cost Sharing by Andhra Pradesh Govt.)
- c. Bhadrachalam-Kovvur (Cost Sharing by Andhra Pradesh Govt.)
- d. Rajabhatkhowa-Jainti (Cost Sharing by West Bengal Govt.)

State Governments have come forward to share cost of some more projects in their states. Those include Governments of Karnataka, Andhra Pradesh, Madhya Pradesh, Rajasthan, Jharkhand and Maharashtra. These projects will be given special attention and processed on priority for obtaining requisite clearances. Following new line projects with cost sharing by state government have been sent to Planning Commission for appraisal and '*in principle*' approval:

- a. Gadag-Haveri

- b. Gadag-Wadi
- c. Kandra-Namkom (Ranchi)
- d. Kondapalli-Kathagudem
- e. Manmad-Indore via Malegaon & Dhule
- f. Manugur-Ramagundam stn.
- g. Pirpainti-Jasidih
- h. Pune-Nasik
- i. Thiyat Hamira – Sanu
- j. Kadiri – Puttaparthi
- k. Chickballapur - Puttaparthi
- l. Srinivasapura - Madanapalli

Public Private Partnerships

Hon'ble Members are aware that the railways have been making efforts to attract funding in rail projects through PPP initiatives. In the light of limitations of funding support from the government and constraints in regard to internal generation and market borrowing, the 12th Plan projections of Indian Railways seek to rely on PPP route in a significant manner. This would be in line with the Approach Paper of Planning Commission for the 12th Plan.

However, the results of the PPP efforts of the railways have not been encouraging. I have, therefore, had the existing marketing schemes reviewed thoroughly to give them greater market focus, provide greater control to the rail-user by making him a stakeholder and to engage him in the planning process for tailoring a total logistics solution. The existing schemes for Wagons Leasing, Sidings, Private Freight Terminals, Container Train Operations, rail-connectivity projects (R3-i and R2C-i) are being made more attractive to PPP partners.

In appreciation of the need to facilitate the first and last mile connectivity proactively, Ministries of Coal, Power, Shipping and Steel were approached for identification of appropriate rail connectivity projects. A total of 17 such projects have been sanctioned and another 28 projects have been identified. Railways will interact with concerned utility stakeholders to take the process of provisioning of first and last mile connectivity forward, largely through the PPP route.

Mumbai Suburban Railway System has sound potential for mobilizing additional resources from commercial utilization of land and air space, thus providing funds for infrastructure development. I have asked MRVC to initiate a pilot project for commercial development.

Dedicated Freight Corridor

Madam Speaker, we have taken up the iconic infrastructure project of construction of Dedicated Freight Corridors from Ludhiana to Dankuni and Dadri to Jawaharlal Nehru Port, for efficient freight transportation to and from ports and to facilitate decongestion of the HDN routes. This is one of the biggest infrastructure projects under execution spread over 3300 kms, covering eastern, northern and western part of the country. Funding assistance from World Bank and JICA has been tied up. A total of 6500 hectares of land, out of 10700 hectares required, has been acquired so far. The bidding process for the civil and track works has commenced. It is expected that the contract for civil and track works for about 1000 route kilometers on Eastern and Western DFCs would be awarded during 2012-13.

Progress of rail based Industries

Several initiatives have been taken in the recent past to set up rail based industries. Madam, I am glad to inform the Hon'ble Members that the Rail Wheel Plant at Chhapra has successfully produced 78 wheels during 2011-12 and the Plant would be ready for full commissioning in 2012-13.

Similarly, the Rae Bareilly Coach Factory is now ready for rolling out coaches and 10 coaches have already been manufactured. The phase-II of this factory would be commissioned in 2012-13.

Healthy progress has been made in the Diesel Component Factory at Dankuni with the commencement of trial production of underframes for high horsepower locomotives. The factory will be fully commissioned in 2012-13.

The wagon manufacturing factory at Kulti and fiat bogey frame unit at Budge Budge are likely to commence production during 2012-13.

As per a budget announcement made earlier by Mamata Ji, a wagon factory was to be located at a suitable location in Odisha. In view of the request received from State Govt of Odisha, wagon factory is being located at Sitapali (Ganjam District).

Keeping in view the increased requirement of passenger coaches, a rail coach factory at Palakkad with the support of Government of Kerala is proposed to be set up. Similarly, two additional new manufacturing units for coaches are also proposed to be established in the Kutch area in Gujarat and at Kolar in Karnataka, the latter with the active participation of the state government.

Further, it is proposed to establish a plant for manufacture of traction alternators for high horse power diesel locomotives at Vidisha in Madhya Pradesh.

.....(व्यवधान)

अध्यक्ष महोदय: आप सब बैठ जाइये। मंत्री जी, आप अपना भाषण जारी रखिए।

.....(व्यवधान)

अध्यक्ष महोदय: लालू जी, आप बैठ जाइये।

.....(व्यवधान)

श्री लालू प्रसाद (सारण) आपने मधेपुरा लोको और मढ़ौरा के बारे में नहीं कहा।

श्री दिनेश त्रिवेदी हमने कहा कि..... (व्यवधान)

अध्यक्ष महोदय: मंत्री जी, आप चेयर को एड्रेस कीजिए।

.....(व्यवधान)

SHRI DINESH TRIVEDI :I state with pride that a sick unit for wagon manufacture – 'Braithwaite' taken over by railways has been conferred with 'Turn Around Award' by the Board of Reconstruction of Public Sector Enterprises. Burn Standard, another unit taken over is also on its way to recovery.

In addition I propose to set up a factory at Shyamnagar in West Bengal on PPP basis for manufacture of next

generation technology Propulsion System for use in high power electric locomotive, which will enable enhancing of production capacity of CLW.

MADAM SPEAKER : Nothing else will go on record.

(Interruptions)â€!*

SHRI DINESH TRIVEDI :I also propose to utilize and augment the electric loco Ancillaries Unit of CLW being set up at Dankuni for fabrication of locomotive shells and assembly of three phase locomotives for manufacturing of new generation 9000 HP locomotives under transfer of technology from Japan. This unit will be a modern facility with capacity to assemble 100 electric locomotives per year.

Connectivity to Neighbouring Countries

In our effort to have cordial and improved relations with neighbouring countries, Indian Railways is taking up projects to provide rail connectivity to such countries. In 2011-12, we had taken up two projects namely, Jogbani-Biratnagar new line and Jaynagar-Bijalpura-Bardibas to provide connectivity to Nepal. Continuing with the approach, I propose to take up a project to connect Agartala with Akhaura in Bangladesh. This rail link will not only improve bilateral ties but will also help in establishing connectivity with inaccessible areas in northeast as journey from Kolkata to Tripura via Bangladesh will result in significant savings in time and distance travelled.

Passenger Amenities

Madam, I have already mentioned about formation of an Indian Railway Station Development Corporation to redevelop 100 stations in the next five years. Indian Railways however have more than 8000 stations and it is necessary that efforts towards improved availability of amenities like waiting halls, benches, adequate lighting, drinking waters, toilets, proper platform services etc. are made in a concerted manner. With this concern, I propose to raise the allocation under passenger amenities from `762 crore in 2011-12 to `1,102 crore in 2012-13.

Some of the passenger and other user friendly measures introduced or being proposed during 2012-13 are:

1. To facilitate easy movement of passengers, installation of 321 escalators at important stations of which 50 will be commissioned during 2012-13;
2. 12 State of Art mechanized laundries already set up and 6 more to become functional during 2012-13;
3. SMS on passenger mobile phone in case of e-ticket along with an ID proof to be accepted as proof of valid reservation;
4. Introduction of regional cuisine at affordable rates through catering service to cater to local palate;
5. To meet the needs of changing times and customer demand, launching of "Book-a-meal" scheme to provide multiple choice of meals, like low cost meal, diabetic meal etc. through SMS or email;
6. To set up AC Executive lounges at important stations to provide value added services at a charge, offering facilities such as wifi internet, buffet services, wash and change, concierge services for pre-departure and post-arrival assistance to passengers;
7. Setting up of new Rail Neer Plants at Palur in Tamilnadu and Ambernath in Maharashtra to facilitate smooth supply of water at stations;
8. Expansion of housekeeping schemes for trains such as Clean Train Station, On Board Housekeeping Services

for cleaning *en route* and mechanized cleaning at originating/terminating stations;

9. Introduction of 'Rail Bandhu' on-board magazine on Rajdhani, Shatabdi and Duronto Trains;
10. Introduction of coin/currency operated ticket vending machines as a pilot project;
11. Introduction of Alternate Train Accommodation System (ATAS) as a pilot project to accommodate waitlisted passenger on alternate trains;
12. Introduction of first model rake with world class interiors;
13. Upgradation of 929 stations as Adarsh Stations including 84 stations proposed in 2012-13 (**Annexure 19**). 490 stations have been completed so far;
14. Construction of Multi-functional Complexes at 24 locations completed;
15. Sale of PRS tickets through 151 post offices;
16. Implementation of electronic transmission of Railway Receipts for freight traffic direct to the customers.

Madam, I am also happy to inform the august House that Railways have recently introduced satellite based Real Time Train Information System (RTIS), also called **SIMRAN**, to provide accurate train running information to passengers through SMS, internet etc. The system has already been activated on 36 trains covering Rajdhani, Shatabdi and Durontos and it will be introduced in all mail/express trains in the next 18 months. On-board passenger displays with indication of next halt station and expected arrival time to passengers in running trains through inputs from RTIS will also be introduced in all mail/express trains progressively.

Security of Passengers

Madam Speaker, security of our passengers has been of prime concern to us. I am pleased to inform that I intend to complete the unfinished task of installation of Integrated Security System at all 202 identified stations during 2012-13. Additionally, escorting of trains by RPF/GRP has been extended to almost 3500 trains. It is also now proposed to integrate the RPF Helpline with the All India Passenger Helpline to facilitate much faster response to the security needs of passengers.

Disaster Management

Madam, Railways must possess modern, well-trained and equipped disaster management machinery. The rescue and relief teams for the accident sites need specialized training where they can be engaged in hands on drills. **I plan to set up three training centres named as "safety villages" at Bengaluru, Kharagpur and Lucknow.**

Cooperation with NID

The National Institute of Design (NID) at Ahmedabad is internationally acclaimed as one of the foremost multi-disciplinary institutions in the field of design, education and research. I had occasion to visit this Institute with a view to harnessing their expertise in design so as to leverage it for bringing out design related improvisations in the facilities available to passengers and other rail-users. A dedicated Railway Design Centre is proposed to be set up in the NID campus with an endowment fund of 10 crore to be utilised for developing concepts in various areas such as station architecture, coach layouts, luggage storage in coaches, toilets, ticketing kiosks and online services, freight service systems etc.

Specialised House-keeping Body

Madam, this is one of the very important suggestions and announcements.

I am concerned and I am sure that so is the country that the standards of hygiene and cleanliness need to be improved substantially. I am not prepared to accept the situation as it is now and all out efforts would be made to improve the standards of cleanliness and hygiene on trains and at the stations within the next six months. This is a very specialised activity which comes under the core area of House-keeping. Indian Railways is duty bound to provide high standards in both, as this is giving a bad name to the otherwise efficient rail system. I propose to **set up a specialised House-keeping body** to take care of both, i.e. stations and the trains.

Initiatives for differently-abled persons

Indian Railways has always been alive to its social responsibility towards ensuring comfortable train journey for differently-abled persons. Besides providing several travel concessions to such persons, Indian Railways has taken initiative to start manufacturing especially designed coaches having earmarked compartments and toilets adapted to the needs of wheel chair borne/differently-abled person. Each differently-abled friendly compartment provided in specified coaches has a berthing capacity for 4 passengers including two attendants along with toilet and other amenities. Indian Railways has so far manufactured about 2,100 specially designed coaches. It will be our endeavour to have one such coach in each mail/express train. Besides, all Garib Rath rakes are provided with AC compartments for differently-abled persons in the power cars. Efforts are being made to ensure ease of access to platforms and other areas at stations for differently-abled persons.

Catering Policy

Given the fact that catering is a passenger service, there is an urgent need to redefine railways' approach towards catering and to address demands of the entire spectrum of passengers. The need for visible improvements in the service through pantry cars and base kitchens is a priority since expectations of young India are high and they expect services especially on premium trains, to be of international standards.

I therefore propose that reputed professional agencies which are providing such services internationally be engaged through global tenders for pantry cars and base kitchens under departmental supervision and management. By engaging such specialised international professionals, a benchmark shall be set for modernisation and upgradation. A pilot project will be launched on a few premium trains to introduce international expertise on Indian Railways for catering services.

High Speed Initiatives

Madam, we had decided to construct High Speed Passenger Rail corridors in the country for running trains at speed of 250-350 kmph. As decided earlier, pre-feasibility studies on six corridors have already been taken up. One more corridor to be studied this year is Delhi-Jaipur-Ajmer-Jodhpur. Study of Pune-Mumbai-Ahmedabad corridor has been completed and we are working on finalisation of financing of this project. Government of Kerala is also pursuing a high speed corridor between Thiruvananthapuram to Kasargod. **National High Speed Rail Authority** is under formation. However, the high speed corridors are highly capital intensive and resource issues need to be addressed with innovative funding mechanism and significant government support to make them a reality. The cooperation of state governments is a precondition to the success of high speed rail initiatives.

Green Initiatives

There are a lot of green initiatives, Madam, which we have taken. The list runs very long and I am sure hon. Members would be more interested in what is happening in their constituencies. So, with your permission, I would skip the list and request that it may be taken as read. But I will talk about the Green Toilets.

*Madam, it is well known that railways are extremely environment friendly and we are committed to protect our

environment. The year 2011-12 was declared as the "Year of Green Energy" by Railways. Several measures initiated/proposed to be initiated to promote clean environment are:-

1. Setting up of 72 MW capacity windmill plants in the wind rich areas of Andhra Pradesh, Karnataka, Kerala, Tamil Nadu and West Bengal;
2. Setting up of 200 remote railway stations as "Green Energy Stations" powered entirely by solar energy;
3. Providing solar lighting system at 1000 manned level crossing gates in non-electrified territory to improve illumination and enhance safety of road users.
4. Introduction of mobile emission test car to measure pollution level of diesel locomotives;
5. Commissioning of two bio-diesel plants in 2012-13 at Raipur and Tondiarpet;
6. Acceptance of SMS on mobile phones as proof of valid reservation, thus saving paper; and
7. Introduction of a '**Green Train**' (with low emissions diesel locomotive and coaching stock with bio-toilets) to run through the pristine forests of north Bengal.*

Green Toilets

Madam, the problem of environmental degradation and corrosion of tracks due to night soil has been engaging the attention of the railways for a long time. The rail corrosion costs railways more than ` 350 crore every year. As also pointed out by both Kakodkar and Pitroda Committees, there is an urgent need to replace the conventional open-discharge toilets with 'Green Toilets' with a view to having cleaner, hygienic and safer railway ecosystem. The DRDO developed bio-toilets are currently under extended trial to test their efficacy and suitability. In the next year, 2,500 coaches will be equipped with these bio-toilets. Trials with retention-evacuation type toilets such as vacuum toilets are also planned on a few premium trains. Based on experience, more number of coaches would be equipped with such green toilets.

Sports

Madam, Indian Railways has been a leading patron of sports in the country. It provides employment to more than a thousand eminent sports-persons every year; participates in 55 national championships and is presently the holder of 29 national titles. Seven of our sportspersons have been honoured with Arjuna Award and Major Dhyan Chand Award in 2011. I am proud to inform the Hon'ble Members that five railway sport-persons have also qualified for Olympics 2012. Sports has now come to acquire the status of a mainstream activity, its soft power being recognised universally considering that it impacts national mood, affects wellness and contributes to the prestige and honour of the nation. I propose to develop a road map for Railway Sports that facilitates creation of an atmosphere that nurtures excellence, provides the sports-persons the right leverage to excel and equips them with the necessary tools to achieve success. The Railway Sports Promotion Board would be provided the necessary wherewithal to administer promotion of sports in a highly professional manner for ensuring even better performance by railway sports-persons. I also intend to review the entire systems, governance structures and policies relating to sports so that the dominant leadership position of Railways is further enhanced. To begin with, I intend to institute a **Rail Khel Ratna** Award that would be given to 10 sports-persons every year, based on their current performance. The awardees would be provided world class training to hone their skills further.

Staff Amenities

I have already informed the House about quantum jump in the allocation for activities related to staff welfare. Railway is a 24x7 service available to the rail-users. To run services at this scale, the employees have to put in long hours of duty without any respite round the year and the compulsion of job creates high stress levels. I therefore intend to introduce a wellness programme for them at their work places for early detection of risk factors, prevention and early treatment of diseases caused due to high blood pressure and sugar levels, obesity and other lifestyle related ailments.

We need to recognise the dedication, hard work and sacrifice of the staff at all levels. To minimise incidence of human error especially amongst the skilled and technical staff including loco pilots, cabin men and gangmen, it is important to ensure proper rest period for them. I am also conscious of the importance of periodic training and creation of a general environment to provide them enhanced dignity. I have also requested NID to design appropriate outfits for various categories of workforce.

Industrial Relations

Madam, I have a firm belief in democratic process of decision making and have had regular consultations with the staff federations on several organisational issues. The railway federations are extremely responsible and work in the best interests of the railways. I assign highest importance to continuance of healthy and harmonious tradition of industrial relations across length and breadth of Indian Railways. In recognition of the commitment of the employees to the organisation and their contribution to increasing the productivity, Indian Railways paid the Productivity Linked Bonus equivalent to wages of 78 days for 2010-11.

Recruitment

This is one of the very important areas and several questions were posed to me during the Question Hour. Madam Speaker, over the years, Railways had come to have large number of vacancies in various categories of staff, including in technical and safety related areas. These have an adverse impact on operational and safety performance of the organisation. I am happy to inform that during the year 2011-12 we have recruited over 80,000 persons to fill up some of such vacancies. During 2012-13, more than one lakh persons are proposed to be recruited. With these recruitments, Indian Railways will also be wiping out the backlog vacancies of SC/ST/OBC and physically challenged persons and complying with the instructions of DOP&T.

Railway PSUs

Madam, I feel extremely happy to inform the House that all the 11 Public Sector Undertakings of the Railways performed extremely well with a healthy growth in total dividend paid by them. Various important contracts have been bagged by the Railways PSUs in the neighbouring countries for constructions/rehabilitation of railway lines and for supply of rolling stock. The dividend paid in 2010-11 amounted to 429 crore which was more by 31% than the previous fiscal.

Production Units

Madam, Railways' Production Units provide this organisation a sustained supply of rolling stock. I propose to modernise production units with state-of-art technology. Through continued innovations and improvisations, it has been possible to induct latest technologies like IGBT based 3-phase engines for locomotives, Stainless Steel Coaches, air conditioned Metro Cars etc. DLW has been able to manufacturer the prototype of the next generation WDG-5 locomotives with a 5500 High Horsepower Power pack with indigenous design efforts.

Rail Coach Factory, Kapurthala, through its efforts has been able to develop non-AC version of such coaches to benefit the common man by providing him better interiors, improved riding comfort and significantly enhanced safety features. It is further proposed to manufacture two AC Double Decker rakes comprising LHB coaches. I intend to streamline the production process further through a long term production plan that would lead to better inventory management and facilitate induction of more energy efficient and cutting edge technology in a planned manner.

E-procurement and e-auction

Indian Railways have a highly professional procurement protocol and a codified and transparent system of decision making to procure the required products at reasonable prices. Yet there is scope for further improvement. To provide further transparency and efficiency to the procurement process, the system of e-procurement has been implemented for purchase of stores in the Zonal Railways Headquarters and production units. These initiatives are being expanded further for including the field units within the ambit of this process. Feasibility of including works tenders also within the ambit of e-procurement is being explored. In addition to this, a pilot project for e-auction of sale of scrap has been successfully conducted on Northern Railway and this would be expanded and rolled out on other units during 2012-13, thereby considerably improving transparency, efficiency and wider reach for this important activity. I propose to have in future e-procurement and e-auction of all the scraps.

Restructuring of Railway Board

This again is a very important item which deals with restructuring of Railway Board. Madam, I take immense pride in informing the august House that my railway family is extremely committed, professional and fully capable of delivering the desired results. It is a dream organisation to work for the young generation and provides excellent job satisfaction. This talent-rich organisation of almost 14 lakh employees includes the best brains from IITs, IIMs, Medical Colleges and other professional institutes. While it has made outstanding contribution in nation building, I feel the current structure needs to be altered to meet the challenges of changing times. This vast organisation has pockets of both excellence and anachronism. The Board should be structured along business lines rather than on functional lines in sync with corporate objectives.

I have to fortify the Indian Railways to make it responsive to the changing economic scenario and equip it to leverage upon the new opportunities. There is also a need to infuse larger accountability and its structure must be aligned with organisational objectives. We need a system that delivers. The issue needs to be debated and discussed with Board and Rail Parivar.

My challenge is to make a Railway system which is Safe, Modern and Efficient. Madam, the requirement of resources for rail infrastructure is extremely high and in order to provide a thrust to Railways efforts at mobilising additional revenues, I have decided to **induct 2 new Board Members viz. PPP/Marketing and Safety/Research**. The new Members will be charged with the responsibility of finding ways and means of augmenting resources and providing further focus on safety.

New Passenger Services

With augmentation of infrastructure in the form of completion of more new lines, doubling, gauge conversion projects, and induction of higher number of locomotives and coaches, I am happy to announce a number of new passenger services keeping in view the needs and aspirations of the people. I propose to introduce 75 new Express trains, 21 Passenger trains, 8 new MEMU services and 9 DEMU services. Besides I also propose to extend the run of 39 trains and increase the frequency of 23 trains. These have been listed at **Annexure 20**. I am going to give a detailed list afterwards. If the hon. Members have patience, I promise to give a detailed list. If hon. Members are ready to sit, there are about 820 new items which I am going to announce. I am willing to sit the whole day.

This is very important. I just seek your silence for one minute. *Lalu ji*, this is very important.

Additionally, as an endeavour to facilitate rail travel to important places of Sikh pilgrimage, "**Guru Parikrama**" special trains are proposed to be run on Amritsar-Patna-Nanded routes, where also a large number of people from all sects visit. I am sure I have the blessings of all the *Gurus*.

With a view to further enhancing the carrying capacity of suburban services in Mumbai area, 75 new services in the Churchgate-Virar, Virar-Dahanu Road, Chhatrapati Shivaji Terminus-Kalyan-Kasara and Chhatrapati Shivaji Terminus-Kalyan-Karjat sections, Harbour and Trans-Harbour line will be run.

In Chennai area, it is proposed to run 18 additional services on Chennai Beach-Tambaram, Chennai Beach-Chengalpattu, Chennai Beach-Avadi, Chennai Beach-Tiruttani, Chennai Beach-Gummidipundi/Sullurupetta and Chennai Beach-Velachery sections.

To strengthen the suburban services in Kolkata area, 44 new services will be introduced including from Sealdah-Ranaghat, Ranaghat-Naihati, Ranaghat-Shantipur, Ranaghat-Krishnanagar, Ranaghat-Gede, Ranaghat-Bangaon, Bangaon-Barasat, Barasat-Hasnabad, Bandel-Barddhaman, Bandel-Howrah, Bandel-Naihati, Seoraphuli-Tarkeswar, Santragachi-Bagnan, Santragachi-Amta, Santragachi-Mecheda, Santragachi-Panskura, Howrah-Haldia, Howrah - Kharagpur and Mecheda-Digha.

It is also proposed to introduce 50 new services in Kolkata Metro in the coming year.

Stoppages of trains

There are innumerable requests from Hon'ble Members for providing stoppages of trains. While I appreciate the concerns of the Members for convenience of the people, I should inform the House that providing additional stoppages to trains reduces speed and slows down trains, causing congestion in the route. In some cases, operational constraints do not permit any stoppage at the requested stations. I am sure the Hon'ble Members will reconsider their requests. Otherwise the very propose and character of trains like Shatabdis/Rajdhani will be lost.

Financial Performance

Madam, now I come to the financial performance and before I proceed further, let me cite this poetryâ€¦.(Interruptions)

अध्यक्ष महोदया: थोड़ा सुन लीजिए।

श्री दिनेश त्रिवेदी कचे झुक गए हैं, कमर लचक गई है,

बोझा उठा-उठाकर बेचारी रेल थक गई है।

रेलगाड़ी को नई दवा चाहिए,

नया असर चाहिए और थोड़े पैसे चाहिए।

इस सफर में मुझको आपसा हमसफर चाहिए।

Madam, I now come to the financial position of the Indian Railways and have no hesitation in informing this august House that Indian Railways are passing through a difficult phase. In the current year, although there were no arrears of Pay Commission to be paid, the impact of allowances and several post-budgetary factors has been very stressful for the finances of the Railways.

On the loading side, **the continued** ban on export of iron ore by Karnataka and Odisha state governments led to scaling down of loading target from 993 MT to 970 MT in the revised estimates. However, the earnings target for goods has been retained in view of freight rationalization implemented from 6th March, 2012. The rationalization seeks to better align the freight tariff with cost of rendering service and ease the pressure on railway finances.

In view of the lower growth in number of passengers i.e. 5.1% to end of January 2012, as against the budgeted target of 5.9%, the earnings target has been scaled down by `1,656 crore to `28,800 crore in the revised estimates. Taking into account the lower growth in Other Coaching and Sundry earnings, the Gross Traffic Receipts have been kept at `1,03,917 crore in the RE, short of the budget target by `2,322 crore. On the other hand, higher provision of `3,000 crore is required for Ordinary Working Expenses and Pensions to meet post-budgetary requirements. Thus, provision has been enhanced to `75,650 crore for Ordinary Working Expenses and to `16,800 crore for appropriation to the Pension Fund in the revised estimates.

I am extremely grateful to the Railway Convention Committee for reducing the rate of dividend from 6% to 5% for 2011-12, thereby providing a relief of about `650 crore. However, I would like to state with pride that Railways have not defaulted on the payment of dividend despite the financial crunch in the last two years.

After meeting the full dividend liability of `5,652 crore, the 'Excess' remaining is only `1,492 crore as against the budgeted amount of `5,258 crore. The 'Excess' being inadequate to meet requirements of safety related works financed through Development Fund, a loan of `3,000 crore has been extended by Ministry of Finance. The Operating Ratio of the railways is also estimated now to be 95.0% as against the budgeted target of 91.1%.

मंजिल अभी दूर है,
और रास्ता जटिल है।
कन्धा मिला के साथ चलें,
तो कुछ नहीं मुश्किल है।
साथ मिल कर जो हम पटरियाँ बिछाएँगे,
तो देखते ही देखते सब रास्ते खुल जाएँगे।

Revamping the Accounting System

Railways have initiated an accounting reforms project that would enable it to move over gradually to an accrual based accounting system as also envisaged in the Vision 2020. An action plan has been drawn to complete the work within the broad framework as envisaged by GASAB (Government Accounting Standards Advisory Board).

श्री लालू प्रसाद : बिहार का क्या हुआ?

श्री दिनेश त्रिवेदी पूरा बिहार इधर है।(व्यवधान)

MADAM SPEAKER: Nothing except what the hon. Minister says will go on record.

(Interruptions)â€¦.*

SHRI DINESH TRIVEDI: Budget Estimates 2012-13. Madam, I shall now deal with the Budget Estimates for 2012-13.

The railways is targeting to carry 1025 MT of revenue earning originating traffic during 2012-13, which is 55 MT more than the revised estimate target of 970 MT. The freight earnings target has been kept at 89,339 crore, indicating a growth of 30.2% over the current year revised target. The number of passengers is expected to increase by 5.4% in the year 2012-13 with the increase in number of trains and higher occupancy. The passenger earnings have been kept at 36,073 crore, an increase of 7,273 crore over the revised estimates of the current year. The Other Coaching and Sundry earnings are expected to grow by 8.9% and 10.7% in 2012-13 to 2,994 crore and 4,096 crore respectively and Gross Traffic Receipts are expected to be 1,32,552 crore, i.e. an increase of 28,635 crore over the Revised Estimates of 2011-12.

Ordinary Working Expenses are estimated at 84,400 crore i.e. 11.6% higher than the current year to meet additional liabilities along with an appropriation of 18,500 crore to Pension Fund. In order to step up investments in safety, the Appropriation to Depreciation Reserve Fund has been enhanced to 9,500 crore, signifying an increase of about 54% over the RE of the current year.

The railways have budgeted to discharge full dividend liability of 6,676 crore to the general exchequer for the year 2012-13 calculated on the basis of applicable rate for the current year.

Madam, all organizations face highs and lows during their life and Indian Railways has also witnessed periods of affluence and shortfalls. I am grateful to the Hon'ble Finance Minister for extending a loan of 3,000 crore to meet the urgent needs of safety related investment in 2011-12. The loan is repayable in two equal instalments and carries an interest of 8.55%. **I am delighted to inform the august House and I am sure the hon. Finance Minister would also like this, that I propose to return the full loan amount of 3,000 crore along with interest in the year 2012-13 itself.**

The best ever Operating Ratio of Indian Railways, this is a very ambitious target and I am sure that we are going to fulfil it, was 74.7% in the year 1963-64. In consultation with the Railway Board, I am targeting to improve the Operating Ratio from 95% to less than 80% by the end of 12th Plan. This landmark improvement in railway finances would enable building up of a strong base to meet the challenges ahead and bring back the confidence of people in Railways, thereby dispelling all apprehensions that Indian Railways is going downhill. **I expect to achieve an Operating Ratio of 84.9% in 2012-13 as compared to 95% in the current year. If this trend continues, I have no doubt that my Operating Ratio will improve upon even the best ever of 74.7% within the 12th Plan.**

Madam, all the Hon'ble Members are fully aware of the financial difficulties which Indian Railways is passing through. The factors contributing to such situations are also quite well known. The Railways have been facing considerable criticism, much of it unwarranted, for its present financial situation.

श्री सैयद शाहनवाज हुसैन (भागलपुर) पानी पी लो।

श्री दिनेश त्रिवेदी पानी पीने की जरूरत नहीं है, The budgetary support from the government has not been at the levels required by the railways. Yet it is my duty to address the issues before us and take this great organization forward. While balancing my budget this year and formulating the Rail Budget for the next fiscal, I have had a hard look at the revenue model available to us and have realized the true import of the dictum - "**one who does not help himself is helped by none**".

श्री सैयद शाहनवाज हुसैन : एक शेर हो जाए।

श्री दिनेश त्रिवेदी : अभी सवा सेर कर रहे हैं। I have been under tremendous pressure for the last few months from all quarters of society, be it staff federations, various parliamentary committees including the Public Accounts, Consultative and Standing Committees, C&AG, Members of Parliament cutting across party lines, media and even rail users to address the issue of inadequate resource generation by the Railways. Collectively and individually, they have time and again questioned as to what is restraining the Indian Railways from raising financial resources internally which are much needed not only for improving passenger amenities but also for safety and development.

As a measure of social welfare, Indian Railways extends travel concessions to more than 50 categories of travellers which include students, sportspersons, scouts & guides, farmers, senior citizens, teachers, girls, youth, patients etc. The value of concessions granted to travellers is more than 800 crore per year. Continuing this contribution of Indian Railways to the society, **I propose to extend 50% concession in fare in AC 2, AC 3, Chair Car and Sleeper Classes to**

patients suffering from 'Aplastic Anaemia' and 'Sickle Cell Anaemia diseases'.

This is important and I am sure that the House will recognise this. In recognition of the laurels which the winners of Arjuna Awards have brought to the country through their outstanding performance in their respective sports, **I propose to extend the facility of travel by Rajdhani and Shatabdi trains to them.**

Madam, I have had wide consultations with various stakeholders. The input costs of railways have been going up. The impact of the 6th Pay Commission on the staff costs is well known to the Hon'ble Members. Fuel prices have increased by more than 50% during the last decade. The movement of Wholesale Price Index and Consumer Price Index has followed similar pattern. During this period, the cost of passenger transportation by road has increased manifold. Consequently, a large chunk of short distance passenger traffic has got diverted from road to rail, creating additional pressure on rail infrastructure.

कंधे झुक गए हैं,

कमर लचक गई है,

बोझा उठा-उठा कर,

बेचारी रेल थक गई है।

रेलगाड़ी को नई दवा, नया असर चाहिए,

इस सफर में मुझको आपसा हमसफर चाहिए।

Therefore, I have been counselled to go for a steep increase in passenger fare as there has been no increase for last almost 8 years. However, guided by an overriding concern for the aam admi, में माटी मानुष. I have desisted from any steep increase.

The Izzat Scheme was introduced by Mamata Banerjee to enable the underprivileged citizens to travel with pride. Any person with less than `1,500 monthly income can avail benefit of this scheme with a monthly pass for `25 only. To give relief to the poorest sections of the society, I **propose to extend the travel distance from 100 km to 150 kms under Izzat Scheme**, thus covering all designated suburban sections keeping the rate of `25 unchanged.

As Hon'ble Members are aware, so far the earnings from the freight traffic have been subsidising the passenger traffic. This model of heavy cross subsidy is not sustainable over a long period. If this continues, then I am afraid railways may lose freight traffic to road.

Madam, there has been a demand from several quarters for setting up of an **independent Railway Tariff Regulatory Authority** that will suggest the level of tariffs both for freight and fares. However, I feel this is an important area and needs a serious debate. The pros and cons of the decision are required to be considered carefully. There is no exclusive body to advise whether an independent regulatory body is desirable. I am therefore, appointing a body of Experts with representatives of customers, passengers, trade/industry, and public representatives etc. to examine this important issue. On receipt of the report and after debating in Parliament a suitable decision will be taken after discussion in Parliament not before that.

I propose to rationalise the fares to cause minimal impact on the common man and to keep the burden within tolerance limits in general. I am asking for an extra only 2 paise per km for suburban and ordinary second class.

श्री लालू प्रसाद : रेलवे की पहचान खत्म मत कीजिए,(व्यवधान)

SHRI DINESH TRIVEDI : Similarly, increase for mail express second class will be by only 3 paise per km; for sleeper class by only 5 paise per km; for AC Chair Car, AC 3 tier & First Class by only 10 paise per km; AC 2 Tier by only 15 paise per km; and AC I by only 30 paise per km. Corresponding rationalisation in minimum distance and fare chargeable in various classes has also been proposed.

I am aware that a large number of passengers face problems at ticket windows because of non-availability of loose change. This causes a lot of hardship and delays the ticket dispensing process leading to longer queues. Incidences of passengers having to forego the change due towards them are also not uncommon. In order to address this problem, I have decided to incorporate a rounding off mechanism in the fare structure. For all ordinary and mail/express trains, rounding off will be to the next nearest five rupees. However, for the suburban passengers, I propose to permit a limited exception in the form of downward rounding off also in a few cases. By way of example, a fare of ` 11 will become ` 10 and ` 6 will become ` 5. The minimum fare chargeable and the platform ticket will now be ` 5.

The proposed revisions will have marginal impact on the fares. The increase in fares for suburban second class passengers travelling 35 km will be only 2. For non-suburban second class ordinary passenger travelling a distance of 135 km, increase will be 4 only. For second class mail/express passenger travelling a distance of 375 km, the addition to the fare will be only 12 and that for a 750 km journey by sleeper class on mail/express train will be only 40. An AC 3 tier passenger travelling a distance of 530 km will be required to pay an additional 57. The increase for AC 2 tier and AC I passenger travelling over same distance will be 84 and 163 respectively.

The proposed adjustments do not even cover fully the impact of increase in fuel prices during the last eight years. I am keeping the valuable passengers of Indian Railways insulated from the burden of increase in staff costs.

I wish to share with the august House that I am contemplating a system of segregating fuel component in the cost associated with passenger services and call it **FAC (fuel adjustment component)**, which I am not doing now. This is something for the future. It will be known as the Fuel Adjustment Component. The FAC will be dynamic in nature and will change in either direction with the change of fuel cost. I must also be forthright and take the House into confidence in mentioning that in the event of any further increase in input costs of railways, it will not be possible for us to keep the passengers cushioned from the impact of such increases.

Through the above proposals, I seek to create a partnership with my passengers and I assure the august House that the additional revenue will be help the railways provide better, cleaner and safer services to them. I am sure that the people at large would welcome it.

Madam, before I end my speech, I would just wish to say:

रेलगाड़ी की छुक-छुक में ही,

आम आदमी की धक-धक है।

रेलगाड़ी की बरवकत में ही,
देश की बरवकत है।
रेलगाड़ी को कुछ दुलार की जरूरत है,
थोड़ी सहत, थोड़ी चाहत, थोड़े प्यार की जरूरत है।
रेलगाड़ी की छुक-छुक में ही,
आम आदमी की धक-धक है।

Madam, I have got 820 Annexures. I can tell you that I have considered the requests of most of the hon. Members of Parliament. When they look at the Annexures, I am sure that they will come and thank me. With these words Madam, I commend the Railway Budget for 2012-13 to the august House.

(Placed in library. See No. LT-6173/15/12)
