

C O N T E N T S

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OFFICERS OF LOK SABHA

THE SPEAKER

Shrimati Meira Kumar

THE DEPUTY SPEAKER

Shri Karia Munda

PANEL OF CHAIRMEN

Shri Basu Deb Acharia

Shri P.C. Chacko

Shrimati Sumitra Mahajan

Shri Inder Singh Namdhari

Shri Francisco Cosme Sardinha

Shri Arjun Charan Sethi

Dr. Raghuvansh Prasad Singh

Dr. M. Thambidurai

Shri Beni Prasad Verma

Dr. Girija Vyas

SECRETARY GENERAL

Shri P.D.T. Achary

LOK SABHA DEBATES

LOK SABHA

Wednesday, February 24, 2010/Phalguna 5, 1931(Saka)

The Lok Sabha met at Eleven of the Clock

[MADAM SPEAKER in the Chair]

**WELCOME TO PARLIAMENTARY DELEGATION
FROM VIETNAM**

MADAM SPEAKER: Hon. Members, at the outset, I have to make an announcement.

On behalf of the hon. Members of the House and on my own behalf, I have great pleasure in welcoming His Excellency Mr. Nguyen Phu Trong, Chairman of the Vietnam National Assembly and the Members of the Vietnamese Parliamentary Delegation who are on a visit to India as our honoured guests.

They arrived in India on Tuesday, 23rd February 2010. They are now seated in the Special Box. We wish them a happy and fruitful stay in our country. Through them, we convey our greetings and best wishes to His Excellency the President, the Parliament, the Government and the friendly people of Vietnam.

MADAM SPEAKER: Now, the Question Hour.

... (*Interruptions*)

SHRI BASU DEB ACHARIA (BANKURA): Madam, the issue of price rise ...

(*Interruptions*)

MADAM SPEAKER: Q. No. 21, Shri Ashok Kumar Rawat.

... (*Interruptions*)

अध्यक्ष महोदया : आप बैठ जाइए।

... (व्यवधान)

MADAM SPEAKER: Please sit down.

... (*Interruptions*)

अध्यक्ष महोदया : आप सभी कृपया बैठ जाइए।

... (व्यवधान)

अध्यक्ष महोदया : मुझे इतनी बार बोलने की जरूरत नहीं पड़नी चाहिए। आप कृपया बैठ जाइए।

... (व्यवधान)

MADAM SPEAKER: Please just take your seat.

... (*Interruptions*)

MADAM SPEAKER: I am going to say something about the Adjournment Motion Notice, which I have received. Will you allow me to say it?

... (*Interruptions*)

अध्यक्ष महोदया : मैं उसी के बारे में बोलने जा रही हूँ। आप कृपया बैठ जाइए।

... (व्यवधान)

11.03 hrs.

SUBMISSION BY MEMBERS

**RE : NOTICES OF MOTION FOR ADJOURNMENT TO DISCUSS
PRICE RISE IN THE COUNTRY**

अध्यक्ष महोदया : कल कई माननीय सदस्य काम रोको प्रस्ताव पर बोल नहीं पाए थे, मैं अनुरोध करूंगी कि वे आज बोलें और संक्षेप में बोलें तथा इस बारे में बोलें कि यह प्रस्ताव क्यों स्वीकार किया जाए?

श्री शरद यादव (मधेपुरा): महोदया, कल से यह बहस जारी है। कल हमारी विपक्ष की नेता और श्री मुलायम सिंह जी, केवल दो सदस्य बोल पाए थे। कल संसदीय मंत्री की बात को भी हमने सुना था। आप के चैम्बर में भी हमने हर तरह से निवेदन किया। मंत्री जी नियम 58 (2) और 58 (3) का हवाला दे रहे हैं। मैं यही कहना चाहता हूँ कि इनके उस नियम को पढ़ने का नज़रिया और हमारे उस नियम को पढ़ने के नज़रिए में ज़मीन आसमान का फर्क है। महंगाई की आग पेट में जल रही है और निरंतर जल रही है। आज तो यह भयंकर है और अगर हम आज सदन में काम रोको प्रस्ताव या स्थगन प्रस्ताव न रखें, तो देश की जनता हमें कभी माफ नहीं करेगी। हम नहीं चाहते कि सदन में बहस के दायरे के बाहर कोई चीज हो। इसलिए हमने आपके चैम्बर में निवेदन किया। संसदीय मंत्री से भी हमने निवेदन किया कि जो तत्काल गंभीर सवाल है, उन्हें उठाया जाए। महंगाई का सवाल तत्काल के लिए भी गंभीर है। महंगाई वर्षों से लोगों का पीछा कर रही है। इस देश में जब महंगाई पीछा करती है तो भूख पीछा करती है। मैं आपसे निवेदन करता हूँ कि इस देश के लोग और दुनिया इस सदन की ओर देख रही है और आप सदन की मालिक हैं। मैं मानता हूँ कि इनका जो आग्रह या कहना है उससे पहली बार नियम 58(2) और 58(3) की धज्जियां उड़ाई जा रही हैं। इस नियम के परसेप्शन में बहुत फर्क है, ट्रेजरी बेंचिस के संसदीय मंत्री और विपक्ष का एक मत है और हम लोगों का एक मत है। इसके पीछे संपूर्ण तर्क है, पूरी ताकत है। एक तरह से पूरे देश की जनता की हाहाकार करती हुई स्थिति है। हम यहां तो शांत बैठते हैं लेकिन हमारे लिए सदन के बाहर निकलना कठिन हो जाता है। हमारा सदन के बाहर दौरा करना कठिन है। लोग कहते हैं कि आप संसद में इस सवाल को ठीक से उठाते नहीं हैं। मैं आपसे विनती करना चाहता हूँ कि इस सदन में नियम की जो व्याख्या बंसल जी कर रहे हैं, वह ठीक व्याख्या नहीं है। इस नियम के तहत स्थगन प्रस्ताव, काम रोको प्रस्ताव में हमारी बात आती है और यह नियम हमारे हक में ज्यादा है इसलिए मैं आपसे निवेदन कर रहा हूँ। यह सवाल सरकार के मन में है कि वोटिंग होगी। आपके पास बहुमत की कमी नहीं है। हम यह सारे नियम छोड़कर इसलिए बात करना चाहते हैं ताकि हम अपना वोट देकर भारत की जनता के सामने गुस्सा जाहिर

करें। हम इतिहास के इस मौके पर वोट देकर फर्ज निभाने का काम करना चाहते हैं। हम आपकी इस बात में शरीक नहीं होना चाहते हैं। आपकी मान्यता है कि सब कुछ ठीक किया जबकि हमारी मान्यता है कि चाहे फूड सिक्योरिटी का मामला हो, आपने हर तरह से नीति और पॉलिसी को 60 बरस से पलटा है। मैं इस पर बहस नहीं करना चाहूंगा, जब इस पर बहस होगी तब कहूंगा। मैं इस नियम के तहत कहना चाहता हूँ कि नियम आपके द्वारा ज्यादा व्याख्यित होते हैं। दोनों पक्षों की बात सुनने के बाद मैं आपसे निवेदन करता हूँ कि आप अभी काम रोकने का प्रस्ताव लें। रेल बजट आने वाला है, हम नहीं चाहते किसी तरह से सरकार और देश का काम रोकने का काम करें। हमारे साथियों की राय थी कि इस मामले को आसानी से नहीं जाने देना चाहिए। लेकिन हम लोगों ने प्रयास करके एक मत बनाया कि रेल बजट चलना चाहिए। हम देश चलाना चाहते हैं। आप जिस तरह से आज देश चलाना चाहते हैं हम उसमें राय देना चाहते हैं कि देश किस तरह से चलाया जाना चाहिए। आप नियम 58(2) और 58(3) की व्याख्या करके पूरी तरह से महंगाई की आग के अंगारों पर राख डालकर उसकी ओट लेना चाहते हैं। ओट लेना ठीक नहीं है, देश के लिए ठीक नहीं है, हम सबके लिए ठीक नहीं है इसलिए इस पर बहस होनी जरूरी है। मैं आपसे कहूंगा, मेरी विनती है, देश के करोड़ों लोगों की तरफ से अनुनय-विनय है कि इस स्थगन प्रस्ताव को स्वीकार करके सदन को सुचारु रूप से चलाने का मार्ग प्रशस्त करें। मेरी आपसे यही विनती है और इन्हीं शब्दों के साथ मैं आपको धन्यवाद देता हूँ कि आपने मुझे बोलने का मौका दिया।

श्री दारा सिंह चौहान (घोसी): अध्यक्ष महोदया, हमने कल से इसी बात को लेकर सदन में स्थगन प्रस्ताव दिया है। जब आपने पहली बार सारे नेताओं की बैठक बुलाई थी तब भी सारे दलों के नेताओं ने आपसे अनुरोध किया था कि पहली प्राथमिकता इस देश में बढ़ती हुई महंगाई है। इस देश के करोड़ों लोग भूखे पेट सोने के लिए मजबूर हैं, हमें उनकी इस पीड़ा के बारे में चर्चा करनी चाहिए। कल संसदीय कार्य मंत्री ने नियम का हवाला दिया। मैं उस हवाले के संबंध में कहना चाहता हूँ कि मानवीय पीड़ा कभी कानून से ऊपर हो जाती है। इसलिए मैं चाहता हूँ कि आज देश में महंगाई का जो आलम है, आज महंगाई से गांव के गरीब परेशान और बेहाल हैं, आज जो निरंतर मूल्यवृद्धि हो रही है, इस पर चर्चा कराये जाने की आवश्यकता है। आज देश में उत्पादकता घटी है और सबसे बड़ा दुर्भाग्य यह है कि इस देश की जनता ने हम सब लोगों को चुनकर यहां भेजा है, जिनकी आप संरक्षक हैं, इसलिए आपसे बड़ी अपेक्षाएं हैं कि स्पीकर का अपना जो प्रिविलेज है, विशेषाधिकार है, उसका उपयोग करते हुए, सभी विरोधी दलों और अन्य दलों के नेताओं ने जो स्थगन प्रस्ताव दिया है, उसे स्वीकार करके आप देश में बढ़ती हुई महंगाई पर रोक लगाने के लिए इस पर चर्चा कराने की व्यवस्था देंगी। इसलिए मैं आपसे अनुरोध करना चाहता हूँ कि आज

निरंतर महंगाई बढ़ रही है, तेल के दाम बढ़ रहे हैं। मैं समझता हूँ कि इस सबके पीछे तमाम कारण हैं, जिन पर जनता जवाब मांगना चाहती है कि बार-बार इस देश के मंत्री महंगाई रोकने की बात करते हैं, लेकिन फिर भी बार-बार महंगाई बढ़ जाती है। एक बार नहीं कई बार देश के मंत्री ने ...(व्यवधान)

MADAM SPEAKER: This will not go on record.

*(Interruptions) ... **

MADAM SPEAKER: Please conclude.

श्री दारा सिंह चौहान : अध्यक्ष महोदया, मैं कल संसदीय कार्य मंत्री की बात को सुन रहा था। इस देश में जो महंगाई बढ़ रही है, वह देश की सरकार की गलत आर्थिक नीतियों के कारण बढ़ रही है और उसे छिपाने के लिए इस देश में प्रदेश सरकारों पर दोषारोपण करने की बात बार-बार जो कह रहे हैं। ...(व्यवधान)

अध्यक्ष महोदया : अब आप समाप्त करिये। अब आप बैठ जाइये।

श्री दारा सिंह चौहान : मैं आपका संरक्षण चाहता हूँ और आपसे अनुरोध करना चाहता हूँ कि हमने जो स्थगन प्रस्ताव दिया है...(व्यवधान)

अध्यक्ष महोदया : आपकी बात समाप्त हो गई। श्री सुदीप बंदोपाध्याय, आप बोलिये।

श्री दारा सिंह चौहान : इस प्रस्ताव पर चर्चा होनी चाहिए, यह बहुत महत्वपूर्ण विषय है, यही मैं आपसे अनुरोध करता हूँ। ...(व्यवधान) इस देश में जो भूख और मानवीय पीड़ा है, उसे भी हम देश के लोग जानते हैं, उसे भी मैंने ध्यान में रखा है। इसलिए मैं आपसे अनुरोध करना चाहता हूँ कि हमारे स्थगन प्रस्ताव को स्वीकार करते हुए इस पर चर्चा कराकर देश में निरंतर बढ़ती महंगाई पर रोक लगाने का काम करें। ...(व्यवधान)

SHRI SUDIP BANDYOPADHYAY (KOLKATA UTTAR): Hon. Madam, price rise issue is no doubt a burning issue of this country. People of this country are eagerly waiting to see that this Parliament should discuss this issue with all priority and make some attempts to check the price rise both by the Central and the State Governments. Now the question is under which rule? If it is under Adjournment Motion, Adjournment Motion indicates in the other way, a No-Confidence Motion to the Government. How can a Government agree to a proposal or to a rule which is initiated against the Government? They cannot ever

* Not recorded.

accept it. But the Government has accepted that this issue is to be discussed, even after keeping the Question Hour in suspense, under Rule 193. Under Rule 193 we can get a discussion for seven and a half hours. But under Adjournment Motion, we can get only two and a half hours time. Most of the Members are keen to speak on the issue. We fully agree and support that the discussion be initiated under Rule 193. I fully support the proposal moved by Shri Pawan Kumar Bansal.

SHRI BASU DEB ACHARIA : Madam, the entire Opposition has been demanding and asking not for a discussion on price rice but a discussion under specific rule, that is, Adjournment Motion. When you called the meeting of Leaders of Political Parties, we had seen the mood of the leaders of the entire Opposition. Why are we asking for admission of Adjournment Motion? As per rule also, I can quote Rule 58. It says, “the right to move the adjournment of the House for the purpose of discussing a definite matter of urgent public importance...” Is the unprecedented rise in prices of essential commodities not a matter of urgent public importance? Does the Government not consider this a matter of urgent public importance? ... (*Interruptions*)

अध्यक्ष महोदया : आप बैठ जाइये। Nothing will go on record except what Shri Basu Deb Acharia is saying.

(*Interruptions*) ... *

SHRI BASU DEB ACHARIA : Madam, in fact, no other matter is more important than rise in prices of essential commodities. ... (*Interruptions*) Madam, this is a recent happening also. What is the argument of the Minister of Parliamentary Affairs? His argument is that the prices have been rising since this Government came to power in 2004 and so this is not a matter of recent occurrence. ... (*Interruptions*)

अध्यक्ष महोदया : कृपया आप बैठ जाइये। Achariaji, please be brief.

SHRI BASU DEB ACHARIA : When we discussed this issue in the first week of December last year under Rule 193, what was the food inflation? At that point of time, food inflation was much less than what we are facing today. It has touched 20 per cent now. Never during the past 26 years, food inflation touched 20 per cent. ... *(Interruptions)* And this Government has decided to increase the price of urea by 10 per cent. This is also a recent happening. ... *(Interruptions)*

MADAM SPEAKER: Shri Acharia, please be brief. I asked you in the beginning to be brief.

... *(Interruptions)*

SHRI BASU DEB ACHARIA : This will add fuel to the fire.

MADAM SPEAKER: Thank you so much, Achariaji. अब आप बैठ जाइये। Shri Mahtab may speak now.

SHRI BASU DEB ACHARIA : Madam, this is a Himalayan failure of this Government. ... *(Interruptions)*

MADAM SPEAKER: Shri Acharia, kindly take your seat.

SHRI BASU DEB ACHARIA : Madam, we want that this issue concerning the 90 per cent population of our country should be discussed under Rule 184.

अध्यक्ष महोदया : आपका हो गया। आपने अपने सब पाइंट्स रख दिये हैं। Please take your seat Mr. Acharia. Nothing will go on record now except what Mr. Mahtab is going to say.

(Interruptions) ... *

MADAM SPEAKER: Please take your seat. This is not going on record. Shri Mahtab, please start.

(Interruptions) ... *

अध्यक्ष महोदया : कृपा करके आप स्थान ग्रहण कीजिये।

(Interruptions) ... *

* Not recorded.

SHRI BANSA GOPAL CHOWDHURY (ASANSOL): Madam, he is always being disturbed in the House. ... (*Interruptions*)

अध्यक्ष महोदया : आप अब बैठ जाइये।

SHRI B. MAHTAB (CUTTACK): Madam Speaker, I may be allowed to speak from this seat.

Madam, the entire Opposition has given notice for Adjournment Motion. ... (*Interruptions*)

MADAM SPEAKER: Nothing will go on record except what Shri Mahtab says.

(*Interruptions*) ... *

MADAM SPEAKER: They have taken their seats. You sit down, please.

... (*Interruptions*)

अध्यक्ष महोदया : आप बैठ जाइए।

... (व्यवधान)

SHRI B. MAHTAB : Madam, Speaker, at times, in this House we have reflections of Assembly proceedings. But today, we are discussing whether this House is going to deliberate on the Adjournment Motion or not. For the last two days we have discussed this in this House and also in your Chamber. I subscribed to the view that the Adjournment Motion, which has been moved by very many Members of this House, should be accepted, and as per the conditions of the rules, the Government also should be courteous enough to accept it. But at what time? Already, that time has been over.

As far as I understand, I do not want to reveal as to what was transpired in your Chamber but I would only subscribe to the view that the Adjournment Motion has a specific criteria and a specific impact. I would subscribe to the view that has been put forth by the Leader of the Opposition that we have discussed the

* Not recorded.

issue of price rise a number of times in this House and in the Upper Chamber of Parliament. But having to have discussion on the Adjournment Motion has a specific impact not only on the Government but also on the other stakeholders who are responsible for the price rise.

Therefore, I support the view and also request you to consider the discussion on the Adjournment Motion.. ... (*Interruptions*)

श्री अनंत गंगाराम गीते : महोदया, सारे विपक्ष की ओर से महंगाई के मामले पर काम रोकने का प्रस्ताव दिया गया है। मैं अपनी पार्टी की ओर से काम रोकने का प्रस्ताव के पक्ष में बोलने के लिए खड़ा हुआ हूँ। हम पहली बार इस सदन में यह अनुभव कर रहे हैं कि सारे विपक्ष के साथ-साथ कुछ सत्ता पक्ष के भी घटक दल हैं, जो इस महंगाई के मामले में...(व्यवधान) उन्होंने एडजर्नमेंट मोशन दिया है। ...(व्यवधान)

अध्यक्ष महोदया : बैठ जाइए। आप लोग बैठ जाइए।

...(व्यवधान)

SHRI SUDIP BANDYOPADHYAY : I have said that this issue should be discussed under Rule 193. ... (*Interruptions*)

अध्यक्ष महोदया : आप क्यों खड़े हैं? बैठ जाइए।

...(व्यवधान)

श्री अनंत गंगाराम गीते : महोदया, हम पहली बार इस सदन में यह अनुभव कर रहे हैं कि विपक्ष के साथ-साथ सत्ता पक्ष के भी कुछ घटक दल हैं, जो महंगाई से पीड़ित हैं। ...(व्यवधान) जिन्होंने काम रोकने का प्रस्ताव दिया है। ...(व्यवधान) नो कॉन्फीडेंस मोशन दिया है। ...(व्यवधान) जिनके समर्थन पर यह सरकार चल रही है, वे घटक दल भी इस बात को स्वीकार करते हैं कि आज सारे देश की जनता महंगाई की मार की चपेट में है, महंगाई ने चरम सीमा छू ली है। दो दिन पहले दोनों सदनों के सामने महामहिम राष्ट्रपति जी ने आम आदमी की बात की, लेकिन वह आम आदमी महंगाई के अंदर पिसा जा रहा है। आज उस आम आदमी की क्या स्थिति है, उस गरीब की स्थिति क्या है? आज इस देश में लोग भुखमरी से मर रहे हैं। बेरोजगारी दिन-ब-दिन बढ़ती जा रही है, महंगाई दिन-ब-दिन बढ़ती जा रही है। ...(व्यवधान)

महोदया, यह महंगाई का मामला सारे नियमों से ऊपर उठकर है। इस देश में रहने वाले हर आदमी की भूख को पूरा करना, उसको जीवनावश्यक चीजें मुहैया कराना, सरकार की जिम्मेदारी बनती है। सरकार अपनी जिम्मेदारी को टाल रही है, अपनी जिम्मेदारी से भाग रही है। ...(व्यवधान)



अध्यक्ष महोदया : बस, हो गया। धन्यवाद।

श्री अनंत गंगाराम गीते : इसलिए महंगाई के मामले पर कामरोको प्रस्ताव पर ये चर्चा नहीं करना चाहते हैं। ... (व्यवधान)

अध्यक्ष महोदया : धन्यवाद। श्री नामा नागेश्वर राव।

... (व्यवधान)

श्री अनंत गंगाराम गीते : अध्यक्ष जी, यदि यही स्थिति रही तो देश में सिविल वार होगा।

बिना किसी के भड़काए इस देश की जनता भड़केगी। ... (व्यवधान) देश के गोदाम और भंडार लूटे जाएंगे। ... (व्यवधान)

अध्यक्ष महोदया : अब आप शांत हो जाइए। आपने अपनी बात कह दी है।

... (व्यवधान)

श्री अनंत गंगाराम गीते : यह देश में होगा और इसके लिए सरकार ज़िम्मेदार होगी। ... (व्यवधान)

संसदीय कार्य मंत्री और जल संसाधन मंत्री (श्री पवन कुमार बंसल): माननीय सदस्य ज़िम्मेदारी से बात करें। What is he talking? ... (व्यवधान)

श्री अनंत गंगाराम गीते : जब आदमी भूख से मरेगा तो पेट की आग गरीब को मजबूर करेगी और अनाज के गोदाम लूटे जाएँगे और सरकार इसके लिए ज़िम्मेदार होगी। ... (व्यवधान)

अध्यक्ष महोदया : अब आप बैठ जाइए। श्री नामा नागेश्वर राव।

... (व्यवधान)

MADAM SPEAKER : Nothing will go on record except what Shri Nama Nageswara Rao is going to speak.

*(Interruptions) ... **

श्री नामा नागेश्वर राव (खम्माम): माननीय अध्यक्ष महोदया, आज महंगाई का मुद्दा देश के लिए बहुत महत्वपूर्ण है। इसके बारे में अपोज़ीशन लीडर ने बात की थी और बाकी सब लीडर्स ने भी इस पर लीडर्स मीटिंग और बीएसी में बात की थी। इस महत्वपूर्ण मुद्दे को आप सबसे पहले अलाऊ करेंगी, ऐसा हम एक्सपैक्ट करते हैं। हम आपके माध्यम से कहना चाहते हैं कि दुनिया में सबसे ज्यादा भूख से पीड़ित लोग हमारे देश में है। 20 प्रतिशत जनसंख्या - करीब 212 मिलियन भूख से पीड़ित लोग भारत में हैं। हम सब

* Not recorded.

लोगों के लिए यह सोचने की बात है। यह दिन प्रतिदिन बढ़ रही है। फूड प्रोडक्शन दिन पर दिन गिरता जा रहा है। इसके साथ साथ इनफ्लेशन बढ़ता जा रहा है। हर दिन इनफ्लेशन का रेट बढ़ रहा है। यह सबसे महत्वपूर्ण इश्यू है जिस पर हम चर्चा करना चाहते हैं। इसलिए विपक्ष के एडजर्नमेंट मोशन का जो प्रस्ताव है, उसको सपोर्ट करते हुए हम तेलुगुदेशम पार्टी की तरफ से इस एडजर्नमेंट मोशन को तुरंत टेकअप किये जाने का निवेदन करते हैं।

श्री लालू प्रसाद (सारण): अध्यक्ष महोदया, यहाँ नियम का हवाला दिया जा रहा है। महंगाई आज देश में इतनी ज्वलंत समस्या है जिससे सभी सैक्शनस प्रभावित हैं। निम्न वर्ग, मिडिल क्लास, लोअर मिडिल क्लास, किसान, नौजवान, विद्यार्थी - सारा देश महंगाई की मार से कराह रहा है। इसके खिलाफ ऐतिहासिक बिहार बंद भी हुआ जिसमें हमने रेल को एक्जैम्प्ट किया ताकि वह बाधित न हो। मुलायम सिंह यादव सहित देश में बहुत सारे नेताओं ने यह सवाल जनता और लोगों के बीच में उठाया। लोग जन प्रतिनिधियों पर ईट-डेल्टा फेंक रहे हैं कि तुम लोग क्या कर रहे हो। ...(व्यवधान) इसलिए हम सभी लोगों ने बिना किसी दुराग्रह के इस सवाल पर आपसे आग्रह किया और आपको पूरा अधिकृत किया कि आप इंसाफ करेंगी और कामरोको प्रस्ताव स्वीकार करेंगी। हम लोग काम करने के लिए आए हैं। देश में सबसे बड़ा काम है प्राइस राइज़ को रोकना। माननीय प्रधान मंत्री जी बार-बार मीटिंग करते हैं। हम अखबारों के माध्यम से पढ़ते हैं जिसमें इनका कहना है कि राज्य मदद नहीं कर रहा है। राज्य दिल्ली पर इस बात को फेंक रहे हैं और दिल्ली राज्यों पर इस बात को फेंक रही है। यह मामला कहाँ अटका हुआ है? यूपीए गवर्नमेंट डंके की चोट पर कहती रही कि हमारे पास इतना अनाज हो गया कि रखने की भी जगह नहीं है। संसद के विगत सत्र में खाद्य मंत्री जी से पूछा गया था कि आपके पास कितने दिन का भोजन है? इन्होंने कहा कि आठ महीने का अनाज है। महोदया, इसी देश में प्याज के दाम पर हम लोगों की सरकार चली गई। प्याज 35 रुपये किलो है। चीनी और आलू के दाम भी आसमान छू रहे हैं। मैंने सुना है कि एक मंत्री जी ने कहा है कि लोगों की परचेज़िंग कैपेसिटी बढ़ी है, इसलिए लोग ज्यादा खा रहे हैं। यह विषय तभी आ सकता है, जब आपका हुक्म आएगा। हमारा उद्देश्य सरकार को गिराना नहीं है। गिराने से सरकार गिरेगी भी नहीं। बंसल जी जहां से बोल रहे हैं, वहां जो भी रहेगा, वही भाषा बोलेगा। इसलिए यह ज्यादा दोषी नहीं है, क्योंकि जो आदमी वहां होगा, वह वही बोलेगा।



महोदया, कृपया करके आप इसे देखिए क्योंकि यह बर्निंग इश्यू है। कल को देश में इसे लेकर आग लग गई तो सभी को खामियाज़ा भुगतना पड़ेगा। नियम से पेट नहीं भरता है। पांच सौ आदमी बिहार में

भूख से मर गए हैं। यह किसकी जिम्मेदारी है? होर्डिंग और कालाबाज़ारी है। देश में माल है, पैसा दीजिए माल लीजिए।

हमने सुना है कि प्रधानमंत्री जी ने राज्यों के मुख्यमंत्रियों से कहा है कि डीहोर्डिंग करो, पीडीएस को ठीक करो, लेकिन कुछ होता नहीं दिख रहा है। लोग भूख के मारे मर रहे हैं, इसलिए दिल्ली सरकार भी इसके लिए दोषी है और सभी राज्य सरकारें भी दोषी हैं। इसलिए इसे मंजूर कीजिए और मंजूर करके सभी की बात सुनिए। *We are answerable to the people of the country.* यह हमारी भी जिम्मेदारी है, केवल सत्तापक्ष की नहीं है। हम लोगों के प्रति ऑन्सरेबल हैं। मीडिया के लोग भी 17 रुपये प्रति किलो आटा खरीद रहे हैं।

आमदनी अठन्नी और खर्चा रूपया,
यह कैसे जी रहा है सब भइया।

इस पर आप लोगों को सोचना होगा। इसलिए कृपया करके इसको मंजूर कर लीजिए। ऐसा नहीं है कि बीजेपी ने दिया है, मुलायम सिंह यादव ने भी दिया है, वामपंथ ने दिया है, शिवसेना ने दिया है और हमारी पार्टी ने भी दिया है। इसलिए काम रोक कर इस पर बहस करवा लीजिए। इसका निदान हम सब को मिलकर करना है कि क्या समाधान हो सकता है? हल्ला-गुल्ला करना हम लोगों का फैशन नहीं है। हम लोगों ने जब एक बार कह दिया है कि हम आपको पूरा कॉआपरेट करेंगे तो आप लोगों को तो इधर कॉआपरेट करना चाहिए। काम रोको प्रस्ताव को मंजूर कीजिए और इस पर बहस करवाइए, यही मेरा निवेदन है।

SHRI GURUDAS DASGUPTA (GHATAL): Madam, we are not discussing price rise. We are discussing the admissibility of Adjournment Motion. We are discussing rules and procedure in the House. One of my best friends, Shri Pawan Kumar Bansal yesterday said that this cannot be discussed under the rule because price rise has been happening for the last 6 years. What he had said is not fully untrue. But the Rule Book says that the Adjournment Motion can be accepted by the Speaker. It does not require the permission of the Government....
(Interruptions)

SHRI PAWAN KUMAR BANSAL: I did not say that.... (Interruptions)

SHRI GURUDAS DASGUPTA : It does not require.


I would quote Rule 56, Page 29:

“Matter of urgent public importance (That is the Adjournment Motion) may be made with the consent of the Speaker.”

Therefore, Madam, it is totally your prerogative.

The second point is whether it is of recent occurrence. I agree that the price rise is a continuous feature in the country for the last several years. I would tell why it is recent. As per the Government figure for the last four weeks the price of food grains has been increasing by nearly 20 per cent, as never before. Madam, my point is the price of luxury goods is not increasing in the country. The price of automobile is decreasing. The price of air travel is decreasing but the price of *atta* is increasing and that is the recent occurrence.

Secondly, sub-section of the Rule 58 fulfils our argument. Price rise has been unprecedented in the last four weeks as never before and it is the price rise of the food products. It is an explosion of the food prices. Therefore, it is recent.

Thirdly, why do we want Adjournment Motion? It can be a Short Duration Discussion but Adjournment Motion means extraordinary parliamentary device because the situation is extraordinary.  The situation in the country is extraordinary. Let my friend, Mr. Bansal place the price rise of the food products which is increasing today to two years back. The Government statistics says that in the last 30 years it has never increased like this. Therefore, the situation is extraordinary and since the situation is extraordinary, we should take recourse to extraordinary parliamentary practice as enshrined in the rule book. This is our right. This is not a gift of the Government. It is a right given by the rule book. Therefore, I would like to know why it cannot be accepted. It is not a question of censure. In that case, a No-Confidence Motion can be brought. We are not for that. We would like to give a message to the country. The country must be given a message by Parliament that the extraordinary situation is being taken note of by

the Parliament and Parliament is doing its job by taking this extraordinary method. I am afraid if the Government stands in the way that will give a wrong message to the people. We are answerable to the people, the Government is answerable and the Opposition is also answerable. It will be misunderstood by the people. It will be interpreted as if the Government does not want to recognise it as an extraordinary situation. Mr. Bansal, that will never give a good name to you and neither to the Prime Minister.

Therefore, I urge upon the Speaker of this House to agree to Adjournment Motion considering the extraordinary situation arising out of galloping inflation of food prices during the last four weeks.

Lastly, the Government decision to decrease and reduce fertiliser subsidy is a recent happening. That is going to further accentuate price. The Government is thinking of increasing the price of petroleum products and that will increase the prices. Therefore, it is absolutely recent and it should be accepted by the hon. Speaker in keeping with the highest traditions of the Indian Parliament.

* DR. RATTAN SINGH AJNALA (KHADOOR SAHIB) : Thank you, Madam Speaker. Today, the common man is suffering due to inordinate rise in the prices of essential commodities. The poor people are finding it difficult to make both ends meet. The situation is extraordinary. Kindly accept the notices for Adjournment Motion given by hon. opposition members on the issue of price rise. When the masses are suffering, we should not hide behind rule-books, practices and procedures. The Parliament should send a message to the people that we care for them. We are concerned about them. We should not talk about rule-books just to avoid discussing an issue of urgent public importance. Hon. Speaker Madam, I hope that you will listen to our request for an Adjournment Motion on this issue, so that the plight of the people is voiced in the House and corrective measures are taken by the Government.

*English translation of the speech originally delivered in Punjabi

11.39hrs.

OBSERVATION BY THE SPEAKER

MADAM SPEAKER: Hon. Members, notices of adjournment of the business of the House have been given by Shrimati Sushma Swaraj, Sarvashri Gopinath Munde, Ananth Kumar, Shrimati Sumitra Mahajan, Dr. Rajan Sushant, Shri Gurudas Dasgupta, Kunwar Rewati Raman Singh, Shri Basudeb Acharia, Dr. Raghuvansh Prasad Singh, Shri Sharad Yadav, Shri Dara Singh Chauhan, Shrimati Harsimrat Kaur Badal and Dr. Rattan Singh Ajnala.

Hon. Members, I have carefully examined them in terms of the Rules of the House as well as precedents in the last two days and have also heard the hon. Members in the House. All these notices deal with the price rise which is a very serious issue. The whole country is concerned about it and is looking up to Parliament to find a solution. I must also add that the Chair is equally concerned about the burning issue of price situation.

I think it is the duty of this House to discuss this issue in all its seriousness. Now, the question is whether the notices of adjournment are admissible under the Rules. Rule 56 says that a definite matter of urgent public importance may be discussed by adjourning the business of the House. The term 'urgent' in the Rule has been interpreted by my illustrious predecessors in a string of rulings.

श्री शरद यादव : इसका कोई मतलब नहीं है। ... (व्यवधान)

अध्यक्ष महोदया : कृपया बैठ जाइए। As per these rulings, the term "urgent matter of public importance" must have arisen suddenly in the manner of an emergency. Further, it has also been held that the Chair has to take into consideration the technical meaning of the word 'urgent' used in the Rule relating to adjournment motion.

Rule 58(iii) says that the motion shall be restricted to a specific matter of recent occurrence.

The subject matter of the notices of adjournment motion before me namely the price rise has not arisen suddenly in the manner of an emergency. This House had discussed it in the last Session. So it cannot be held that the issue is one of recent occurrences or urgent in the sense in which it is used in the Rule.

11.43 hrs.

At this stage Shri Shailendra Kumar and some other hon. Members came and stood on the floor near the Table

MADAM SPEAKER: The notices can also be tested in terms of another Rule namely Rule 58(vi) the Rule of anticipation. This House is going to discuss shortly the Motion of Thanks to the President's Address and the General Budget. The President's address contains references to the price situation in the country and it is certainly going to be discussed during these debates. In this context, I would quote a ruling given by Shri G.V. Mavalankar, one of the illustrious Speakers of this House. I quote:

“...The right to move adjournment motions has certain limitations. One of the limitations is that it should not anticipate a debate in the House. The point is that, if Hon'ble Members have a fairly good chance of raising the question on a debate, then it will not be permitted as an adjournment motion”

... (*Interruptions*)

MADAM SPEAKER: I am bound by the Rules of this House. I cannot also ignore the rulings of my predecessors. The Rules of the House and the past rulings on the subject do not allow me to admit these notices.

However, as I said in the beginning, the subject matter of these notices is extremely important. It is the duty of this House to discuss it. I have allowed a discussion on it under Rule 193 after the Railway Budget. Just after the Railway Budget there will be a discussion on price rise under Rule 193. The hon. Members have given notices under Rule 193 also. Here, I must state that the rule of anticipation which I applied in the case of adjournment motion applies in respect

of discussion under Rule 193 also. However, the Rule of anticipation in respect of adjournment motion is mandatory in nature, whereas it is flexible and amenable to liberal interpretation in the case of a notice under Rule 193.

Hon'ble Members want a detailed and focused discussion on price inflation. Though the debates on Motion of Thanks and the General Budget are about to take place in which this issue can be discussed, considering the seriousness of the price situation and the hardship it causes to the common man, I will allow a discussion on it today itself. The discussion shall be under Rule 193. It can start after the Railway Budget.

... (*Interruptions*)

MADAM SPEAKER : The House stands adjourned to meet again at 12 noon.

11.44 hrs.

The Lok Sabha then adjourned till Twelve of the Clock

12.00 hrs

The Lok Sabha re-assembled at Twelve of the Clock.

(Madam Speaker in the Chair)

MADAM SPEAKER: Papers to be laid on the Table. Shri Prithviraj Chavan.

PAPERS LAID ON THE TABLE

THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY; MINISTER OF STATE OF THE MINISTRY OF EARTH SCIENCES; MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE; MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS; AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PRITHVIRAJ CHAVAN):

I beg to lay on the Table:--

- (1) A copy each of the following Notifications (Hindi and English versions) under sub-section (1) of Section 37 of the Administrative Tribunal Act, 1985:-
 - (i) The Central Administrative Tribunal (Salaries and Allowances and Conditions of Service of Chairman, Vice-Chairmen and Members) (Second Amendment) Rules, 2009 published in Notification No. G.S.R. 874(E) in Gazette of India dated the 9th December, 2009.
 - (ii) The Andhra Pradesh Administrative Tribunal (Salaries and Allowances and Conditions of Service of Chairman, Vice-Chairmen and Members) Amendment Rules, 2009 published in Notification No. G.S.R. 875(E) in Gazette of India dated the 9th December, 2009.
 - (iii) The Himachal Pradesh Administrative Tribunal (Salaries and Allowances and Conditions of Service of Chairman, Vice-Chairmen

and Members) Amendment Rules, 2009 published in Notification No. G.S.R. 876(E) in Gazette of India dated the 9th December, 2009.

- (iv) The Karnataka Administrative Tribunal (Salaries and Allowances and Conditions of Service of Chairman, Vice-Chairmen and Members) Amendment Rules, 2009 published in Notification No. G.S.R. 877(E) in Gazette of India dated the 9th December, 2009.
- (v) The Madhya Pradesh Administrative Tribunal (Salaries and Allowances and Conditions of Service of Chairman, Vice-Chairmen and Members) Amendment Rules, 2009 published in Notification No. G.S.R. 878(E) in Gazette of India dated the 9th December, 2009.
- (vi) The Maharashtra Administrative Tribunal (Salaries and Allowances and Conditions of Service of Chairman, Vice-Chairmen and Members) Amendment Rules, 2009 published in Notification No. G.S.R. 879(E) in Gazette of India dated the 9th December, 2009.
- (vii) The Orissa Administrative Tribunal (Salaries and Allowances and Conditions of Service of Chairman, Vice-Chairmen and Members) Amendment Rules, 2009 published in Notification No. G.S.R. 880(E) in Gazette of India dated the 9th December, 2009.
- (viii) The Tamil Nadu Administrative Tribunal (Salaries and Allowances and Conditions of Service of Chairman, Vice-Chairmen and Members) Amendment Rules, 2009 published in Notification No. G.S.R. 881(E) in Gazette of India dated the 9th December, 2009.
- (ix) The West Bengal Administrative Tribunal (Salaries and Allowances and Conditions of Service of Chairman, Vice-Chairmen and Members) Amendment Rules, 2009 published in Notification No. G.S.R. 882(E) in Gazette of India dated the 9th December, 2009.

(Placed in Library, See No. LT.1703/15/10)

- (2) A copy of the Notification No. G.S.R.919 (E) (Hindi and English versions) published in Gazette of India dated the 22nd December, 2009 appointing the

1st January, 2010 as the date on which the provisions of the Administrative Tribunal Act, 1985, in so far as they relate to the Kerala Administrative Tribunal shall come into force, issued under sub-section(4) of section 1 of the said Act.

(Placed in Library, See No. LT.1704/15/10)

- (3) (i) A copy of the Annual Report (Hindi and English versions) of the Consultancy Development Centre, New Delhi, for the year 2008-2009, alongwith Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Consultancy Development Centre, New Delhi, for the year 2008-2009.
- (4) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (3) above.

(Placed in Library, See No. LT.1705/15/10)

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING AND
MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS
(SHRI V. NARAYANASAMY): I beg to lay on the Table :-

- (1) A copy of the Annual Report (Hindi and English versions) of the Construction Industry Development Council, New Delhi, for the year 2008-2009, together with Audit Report thereon.
- (2) A copy of the Review (Hindi and English versions) by the Government of the working of the Construction Industry Development Council, New Delhi, for the year 2008-2009.

(Placed in Library, See No. LT.1706/15/10)

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): I beg to lay on the Table:--

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the Board of Apprenticeship Training (Western Region), Mumbai, for the year 2008-2009, alongwith Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Board of Apprenticeship Training (Western Region), Mumbai, for the year 2008-2009.

(Placed in Library, See No. LT.1707/15/10)

- (2) (i) A copy of the Annual Report (Hindi and English versions) of the National Institute of Open Schooling, Noida, for the year 2008-2009.
 - (ii) A copy of the Annual Accounts (Hindi and English versions) of the National Institute of Open Schooling, Noida, for the year 2008-2009, together with Audit Report thereon.
 - (iii) A copy of the Review (Hindi and English versions) by the Government of the working of the National Institute of Open Schooling, Noida, for the year 2008-2009.
- (3) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (2) above.

(Placed in Library, See No. LT.1708/15/10)

12.01 hrs.

**COMMITTEE ON MEMBERS OF PARLIAMENT
LOCAL AREA DEVELOPMENT SCHEME
1st Report**

SHRI A.K.S. VIJAYAN (NAGAPATTINAM): Madam, I beg to present the First Report (Hindi and English versions) of the Committee on MPLADS (2009-10) on action taken on the recommendations contained in Fifteenth Report of the committee on MPLADS (14th Lok Sabha) on the subject “MPLAD Scheme – A Review”.

12.01 ½ hrs**STATEMENTS BY MINISTERS**

(i) Status of implementation of the recommendations contained in the 107th Report of Standing Committee on Transport, Tourism and Culture on Action Taken by the Government on the recommendations/observations contained in the 91st Report on the functioning of Archaeological Survey of India, pertaining to the Ministry of Culture.*

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI V. NARAYANASAMY): Madam, I would like to lay a statement on the status of implementation of recommendations contained in 91st Report of the Department-related Parliamentary Standing Committee on Transport, Tourism and Culture relating to Functioning of the Archaeological Survey of India in pursuance of Lok Sabha Bulletin Part-II 28th September 2004.

The Standing Committee on Transport, Tourism and Culture presented their 91st Report on the Functioning of the Archaeological Survey of India on 25TH November 2005. (The report was presented to the Rajya Sabha on 25th November 2005).

Madam Speaker Sir, in its Report the Standing Committee made 68 Recommendations in all. Out of 68 Recommendations/Observations made by the Committee, this Ministry has accepted all recommendations. The Action Taken Report on the Recommendations of the Committee are contained in its 107th Report.

I also lay on the Table of the House the present status of implementation of each recommendation as Annexure.

*Laid on the Table and also placed in Library See No. LT- 1709/15/10.

12.03 hrs.**(ii) Beheading of a Sikh in Pakistan**

THE MINISTER OF EXTERNAL AFFAIRS (SHRI S.M. KRISHNA): Madam Speaker, I rise to strongly condemn the beheading of Sardar Jaspal Singh in the tribal areas of Pakistan. This barbaric and heinous crime is deplorable in the strongest possible terms. His abductors, reportedly the Taliban, committed the grave crime when his family was not able to pay ransom money to the abductors. We express our sincere condolences to the family of the victim.

This incident of kidnapping and killing of Sikhs in Pakistan is a matter of deep and serious concern to the Government, and is being taken up appropriately with the Government of Pakistan.

I also wish to inform this August House that the President of Pakistan has strongly condemned the incident and asked the authorities to investigate and take stern action against the kidnappers in accordance with the law. He has also directed that effective measures be taken to stop the recurrence of such incidents in the future.

The President of Pakistan has also directed the authorities in Pakistan to take swift action for the release of a Hindu, kidnapped on February 19, 2010 by unknown persons.

(Placed in Library See No. LT 1710/15/10)

12.04 hrs.

ELECTIONS TO COMMITTEES
(i) Committee on Estimates

SHRI FRANCISCO COSME SARDINHA (SOUTH GOA): I beg to move the following:

“That the members of this House do proceed to elect in the manner required by sub-rule (1) of Rule 311 of the Rules of Procedure and Conduct of Business in Lok Sabha, thirty members from amongst themselves to serve as members of the Committee on Estimates for the term beginning on the 1st May, 2010 and ending on the 30th April, 2011.”

MADAM SPEAKER: The question is:

“That the members of this House do proceed to elect in the manner required by sub-rule (1) of Rule 311 of the Rules of Procedure and Conduct of Business in Lok Sabha, thirty members from amongst themselves to serve as members of the Committee on Estimates for the term beginning on the 1st May, 2010 and ending on the 30th April, 2011.”

The motion was adopted.

12.05 hrs.

(ii) Committee on Public Accounts

SHRI GOPINATH MUNDE (BEED): I beg to move the following:

“That the members of this House do proceed to elect in the manner required by sub-rule (1) of Rule 309 of the Rules of Procedure and Conduct of Business in Lok Sabha, fifteen members from amongst themselves to serve as members of the Committee on Public Accounts for the term beginning on the 1st May, 2020 and ending on the 30th April, 2011.”

MADAM SPEAKER: The question is:

“That the members of this House do proceed to elect in the manner required by sub-rule (1) of Rule 309 of the Rules of Procedure and Conduct of Business in Lok Sabha, fifteen members from amongst themselves to serve as members of the Committee on Public Accounts for the term beginning on the 1st May, 2020 and ending on the 30th April, 2011.”

The motion was adopted.

SHRI GOPINATH MUNDE: I beg to move:

“That this House do recommend to Rajya Sabha that Rajya Sabha do agree to nominate seven Members from Rajya Sabha to associate with the Committee on Public Accounts of the House for the term beginning on the 1st May, 2010 and ending on the 30th April, 2011 and do communicate to this House the names of the Members so nominated by Rajya Sabha.”

MADAM SPEAKER: The question is:

“That this House do recommend to Rajya Sabha that Rajya Sabha do agree to nominate seven Members from Rajya Sabha to associate with the Committee on Public Accounts of the House for the term beginning on the 1st May, 2010 and ending on the 30th April, 2011 and do communicate to this House the names of the Members so nominated by Rajya Sabha.”

The motion was adopted.

12.06 hrs.

(iii) Committee on Public Undertakings

SHRI V. KISHORE CHANDRA S. DEO (ARUKU): I beg to move:

“That the Members of this House do proceed to elect in the manner required by sub-rule (1) of Rule 312B of the Rules of Procedure and Conduct of Business in Lok Sabha, fifteen Members from amongst themselves to serve as Members of the Committee on Public Undertakings for the term beginning on the 1st May, 2010 and ending on the 30th April, 2011.”

MADAM SPEAKER: The question is:

“That the Members of this House do proceed to elect in the manner required by sub-rule (1) of Rule 312B of the Rules of Procedure and Conduct of Business in Lok Sabha, fifteen Members from amongst themselves to serve as Members of the Committee on Public Undertakings for the term beginning on the 1st May, 2010 and ending on the 30th April, 2011.”

The motion was adopted.

SHRI V. KISHORE CHANDRA S. DEO: I beg to move:

“That this House do recommend to Rajya Sabha that Rajya Sabha do agree to nominate seven Members from Rajya Sabha to associate with the Committee on Public Undertakings of the House for the term beginning on the 1st May, 2010 and ending on the 30th April, 2011 and do communicate to this House the names of the Members so nominated by Rajya Sabha.”

MADAM SPEAKER: The question is:

“That this House do recommend to Rajya Sabha that Rajya Sabha do agree to nominate seven Members from Rajya Sabha to associate with the Committee on Public Undertakings of the House for the term beginning on the 1st May, 2010 and ending on the 30th April, 2011 and do communicate to this House the names of the Members so nominated by Rajya Sabha.”

The motion was adopted.

12.07 hrs.**(iv) Committee on the Welfare of Scheduled Castes and Scheduled Tribes**

SHRI GOBINDA CHANDRA NASKAR (BANGAON): I beg to move:

“That the Members of this House do proceed to elect in the manner required by sub-rule (1) of Rule 331B of the Rules of Procedure and Conduct of Business in Lok Sabha, twenty Members from amongst themselves to serve as Members of the Committee on the Welfare of Scheduled Castes and Scheduled Tribes for the term beginning on the 1st May, 2010 and ending on the 30th April, 2011.”

MADAM SPEAKER: The question is:

“That the Members of this House do proceed to elect in the manner required by sub-rule (1) of Rule 331B of the Rules of Procedure and Conduct of Business in Lok Sabha, twenty Members from amongst themselves to serve as Members of the Committee on the Welfare of Scheduled Castes and Scheduled Tribes for the term beginning on the 1st May, 2010 and ending on the 30th April, 2011.”

The motion was adopted.

SHRI GOBINDA CHANDRA NASKAR (BANGAON): I beg to move:

“That this House do recommend to Rajya Sabha that Rajya Sabha do agree to nominate ten Members from Rajya Sabha to associate with the Committee on the Welfare of Scheduled Castes and Scheduled Tribes of the House for the term beginning on the 1st May, 2010 and ending on the 30th April, 2011 and do communicate to this House the names of the Members so nominated by Rajya Sabha.”

MADAM SPEAKER: The question is:

“That this House do recommend to Rajya Sabha that Rajya Sabha do agree to nominate ten Members from Rajya Sabha to associate with the Committee on the Welfare of Scheduled Castes and Scheduled Tribes of the House for the term beginning on the 1st May, 2010 and ending on the 30th April, 2011 and do communicate to this House the names of the Members so nominated by Rajya Sabha.”

The motion was adopted.

12.09 hrs

**MOTION RE: ELEVENTH REPORT OF
BUSINESS ADVISORY COMMITTEE**

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF WATER RESOURCES (SHRI PAWAN KUMAR BANSAL): I beg to move the following:

“That this House do agree with the Eleventh Report of the Business Advisory Committee presented to the House on the 23rd February, 2010.”

MADAM SPEAKER: The question is:

“That this House do agree with the Eleventh Report of the Business Advisory Committee presented to the House on the 23rd February, 2010.”

The motion was adopted.

12.10 hrs**RAILWAY BUDGET, 2010-2011**

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

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

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

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

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

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

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

But there was another consideration which I had to weigh while taking a decision and that consideration was social responsibility. Railway, being the lifeline of the Indian economy, has to provide connectivity to most parts of the country. Should commercial viability be the only criterion to judge this need of connectivity? Or, should social responsibility be an important consideration? I

prefer the latter. Our objective is inclusive growth. The growth for all is not possible if there is no connectivity. If we cannot include all in the ambit of our growth process, then growth will remain just a statistical expression. We do not want that type of growth.

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

We cannot and should not have a myopic view of viability. **What is not viable today, if connected, will become viable tomorrow.** I believe, Railways cannot ignore this responsibility of making investments for future growth.

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

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

MADAM SPEAKER: Yes.

KUMARI MAMATA BANERJEE: I am obliged.

Vision 2020 spells out:

“Indian Railways shall provide efficient, affordable, customer-focussed and environmentally sustainable integrated transportation solutions. It shall be a vehicle of inclusive growth, connecting regions, communities, ports and centres of industry, commerce, tourism and pilgrimage across the country. The reach and access of its services will be continuously expanded and improved by its integrated team of committed, empowered and satisfied employees and by use of cutting-edge technology.”

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

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

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

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

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

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

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

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

The time has come for the business community also to come and join hands to build partnerships with the Railways. Sometimes, they have some problems also. They are keen to invest, but their proposals are unduly delayed by a 'typical negative approach'. Please pardon me for saying so. But it is a fact that administrative and procedural delays, external and internal, do take place discouraging prospective investors. We need to overcome this situation. I believe a business model needs to be developed. I have decided to set up a special task force. I will discuss with the Hon'ble Prime Minister, the Finance Ministry and Planning Commission regarding early clearance of projects. I have decided to set up a special task force to clear proposals for investment within 100 days. Our policy guidelines will be made easy, simple and investment-friendly. In creating

infrastructure with private capital we will create wealth for all, and we will be benchmarked with the best.

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

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

Madam, the Budget proposals will bring out our seriousness. In line with your vision for the first time ever, we are planning a major jump to complete 1,000 route kilometres of new lines in one year with our limited resources. Madam, this is a path-breaking step considering the annual average of 180 route kilometres of

new lines in the last 58 years and 219 kilometres in the last five years. If we can achieve this target of 1,000 route kilometres, what I mentioned here in the list, we can also reach the vision 2020 goal of 25,000 route kilometres. I appeal to the hon. Members for full support in this regard. Standing here, I am raising the voice of the people. If it is not heard, we cannot achieve our dream of inclusive growth and a developed India.

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

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

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

Madam, what we announced in the Izzat Scheme, it is being done. Concessions to press correspondents have been done and extension of students'

concessions to madrasas, higher madrasas and senior madrasas were also implemented. The artists' concession is also implemented.

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

There is only one area left out, namely, Post Office. There are some financial problems in that. That is why we started our *Mushkil Aasaan* programme. So, to compensate that, we will give more and more importance to *Mushkil Aasaan* programme. We have decided that *Mushkil Aasaan* programme should be connected to universities, the High Courts, the Supreme Court, the panchayats and even the important areas so that it can reach at the grass-root level and the people can get the facilities also.

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

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

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

We have already introduced *Janata Ahar*. Even *Janata Luchi*, Aloo Dum which is liked by the people is available at Rs. 10/-only. We have started that also. We are providing economically priced food in many stations. Since we have received several complaints, we have decided to provide catering departmentally,

phase by phase, in selected trains also. The catering policy is under revision and we will do it within a short time.

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

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


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

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

I propose to take up construction of **another 93 Multi-functional**

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

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

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

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

The following initiatives for improving passenger and customer

satisfaction are being taken:

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

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

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

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

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

Safety & Security

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

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

Madam, we have to go in for new, cutting-edge equipment to prevent accidents. **Anti-collision device (ACD) and train protection warning system (TPWS)** are two such devices. The former has already been installed on NF Railway and is now proposed to be extended to three more zonal railways. Four projects of TPWS covering 828 route-kms for improving safety and preventing collision accidents will be taken up during this year also. Railways are also developing **crashworthy coaches** and locomotives, and will provide **automatic fire and smoke detection system** in 20 pairs of long-distance trains as pilot project.

Madam Speaker, accidents at **unmanned level crossings** are a source of deep concern to all of us. Even now, there are about 17,000 unmanned level crossings. To give more importance to safety area and to save the lives of our people, we have decided this. Even this year, out of 17,000 unmanned level crossings, 300 will be made manned. In the year 2010-11, another 1000 will be made manned. Out of the 17,000, 3000 have already been sanctioned in 2009-10 and another 1000 is proposed to be sanctioned in 2010-11, if 4000 are made manned, then, there will be only 13,000 unmanned level crossings. I can assure the

House that within five years, all the unmanned level crossings will be made manned because this is concerning the safety area.

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

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

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

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

Security of passengers is also a challenge but we have only a few RPF personnel. We want to strengthen this organisation. But law and order is a State subject. Earlier, these types of problems were not there. This time, because of the so many activities, the Railways are facing problems. If there is a local problem, there is rail rook. If there is a police transfer, there is rail rook. If there is a mass movement, there is rail rook. If there is an agitation, there is rail rook. Not only have we lost our revenues but also the passengers and others also suffer resulting in this situation. We also face this problem. Law and order is not the Railway's subject. It is a State subject. I think the House will appreciate it. Sometimes, there is apprehension that if there is a dacoity or looting or anything, we think only the Railway is responsible but it is the State Government's job. Sometimes, we talk to the State Government. Even before 15-20 days, there was a meeting. It had been convened by the Railways where the DG, Chief Secretary of the State

Governments were present. We requested them to take proper care of things because the Railways has the RPF. At the same time, The Railways gives money to the State Government for security purposes. Many people do not know this thing. The Railway provides 50 per cent money as salary to the State Police. They are called GRP – Government Railway Police. They are to take care of security. So, Madam, we will strengthen that organisation. I will come to the House with some more amendments in respect of the RPF organisation also. The RPF alone is not sufficient to take care of security.

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

Intensifying **security of passengers** and property is a matter of grave challenge. General impression of the people is that Railways is solely responsible for this task. Hon'ble members are aware that law and order being a state subject, security cannot be ensured without the whole-hearted cooperation of state governments. In fact, Railways bear 50% of the cost of State government railway police (GRP).

Madam, **Railways is a soft target as it is very visible.** We lose substantial revenue due to frequent rail-robberies on various issues where there is no connection with the railways. If any local issue happens, grievances find their outlet on railways. As a result, passengers suffer, business suffers, and our economy suffers. Our operations are also disrupted resulting in loss of revenue. **I would therefore, appeal to the people not to target the railways because it is your own service.** I seek your support and good wishes.

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

Security of women passengers will be improved by raising 12 companies of women RPF personnel to be named '**Mahila Vahini**'. RPSF will also be

strengthened. Priority will be given to women especially those belonging to minorities, SC/ST, OBC, and economically backward classes (in this regard also.).

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

आप वह गाना गाएं जिसमें हम शहीदों को श्रद्धांजलि दे सकें। तब लता जी ने यह गाना गाया,

जब घायल हुआ हिमालय, खतरे में पड़ी आज़ादी,
जब तक थी सांस लड़े वो, फिर अपनी लाश बिछा दी।
संगीनों पर धरकर माथा, वो सो गए अमर बलिदानी,
जो शहीद हुए हैं उनकी, जरा याद करो कुर्बानी।

उन्हें याद करने के लिए हमने डिसाइड किया है कि हम एक्स. सर्विसमैन को आरपीएफ में शामिल करेंगे, तो हमारे **passengers will feel more secure. We have decided that. Madam, we are proud of our brave jawans who are performing an excellent job for the country. As security is an important area, I have decided to involve our ex-servicemen to strengthen RPF, who can give real protection to our people.**

SPORTS

We are proud of our sports persons for their excellent performances. Our sports performance is very good. Indian Railways, a great patron of sports, is the first recipient of the newly instituted, prestigious *Rashtriya Khel Protsahan Puraskar*, awarded for the encouragement of sports. To strengthen the present sports infrastructure, I propose to set up **five Sports Academies** at Delhi, Secunderabad, Chennai, Kolkata and Mumbai. It is also proposed to provide **astro-turfs** for the development of hockey at more places. Railways **will provide increased employment opportunities for the sportspersons.**

Madam, this House will be happy to know that Indian Railways will be the **Lead Partner of the Commonwealth Games** being hosted by India this year.

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

Culture and Heritage

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

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

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

Staff Welfare and Health

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

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

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

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

We are grateful to the **Ministry of Health** and **Ministry of Human Resource Development** with whom the Ministry of Railways have recently signed **two Memorandum of Understanding for setting up of hospitals and educational institutions on surplus railway land**. With the cooperation of these ministries, it is expected that about **521 hospitals and diagnostic centres**, (Interruptions...) Just see the list and then you comment.

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

Outpatient Departments (OPD) and diagnostic centres will be set up at Adoni, Agartala, Agra Cantt, Ahmednagar, Akbarpur, Akola, Aligarh Jn., Alipurduar Jn., Amethi, Amritsar, Amroha, Anantapur, Annavaram, Ara, Arrariya Court, Asansol, Aurangabad, Ayodhya, Azamgarh, Babina, Badnera, Bagaha, Bahadurgarh, Bahugaon, Bakhtiyarpur, Balasore, Ballia, Ballabgarh, Ballarshah, Balugaon, Banda, Bandel, Bangalore City, Bangarapet, Banmankhi Jn., Bapla, Barabanki, Barauni, Barh, Berhampur, Bareilly, Barkakana, Barrackpore, Barsoi Jn., Basar, Beas, Begusarai, Bellary, Belthra Road, Bettiah, Betul, Bhadohi, Bhadrachalam Road, Bhadrak, Bhadravati, Bhagalpur, Bharatpur, Bathinda, Bhatni, Bhimavaram Town, Bhimawaram Jn., Bhubaneswar, Bhusawal, Bidar, Bihar Sharif, Bina, Binnaguri, Birur, Bokaro Steel City, Bongaigaon, Brahmapur, Burdhan, Burhanpur, Buxer, Chakia, Chakki Bank, Chakradharpur, Chalisgaon, Chandausi, Chandigarh, Chandrapur, Chengalpattu, Chhapra Jn., Chirala, Chittoor, Cuddapah, Daltonganj, Damoh, Danapur, Daund, Dehradun, Delhi Cantt., Delhi Sarai Rohilla, Delhi Shahdara, Deoband, Devlali, Deoria Sadar, Devnagar, Dhanbad, Dharmavaram, Dhone, Dhupguri, Dibrugarh Town, Dildar Nagar, Dimapur, Diphu, Dornakal, Dumka, Durgapur, Ernakulam, Erode Jn., Faizabad, Falna, Faridabad, Faridkot, Fatehpur, Firozabad, Firozpur, Gadag, Gangapur City, Ganj Basoda, Garhwa Road, Ghaziabad, Ghataprabha, Ghatsila, Ghazipur City, Ghoradongari, Gomoh, Gonda, Gooty, Gorakhpur, Gudur, Gulbarga, Guna, Guntakal, Gurgaon, Gwalior, Hajipur, Hanumangarh, Hapur, Hardoi, Haridwar, Harihar, Hasanpur Road, Hatia, Hazrat Nizamuddin, Hindupur, Hoshangabad, Hospet, Hosur Town, Howrah, Itanagar, Itarsi, Jabalpur, Jajpurkeonjhar, Jaisalmer, Jalandhar Cantt., Jalandhar City, Jalna, Jamalpur, Jammu Tawi, Janghai, Jaunpur, Jhajha, Jhansi, Jhargram, Jharsuguda, Jind, Jodhpur, Kakinada Town, Kalka, Kalyan, Kalyani, Kannur, Kantabanji, Kaptanganj Jn., Karnal, Karur Jn., Kasargod, Kathua, Katihar, Katni, Katpadi Jn., Kavali, Kazipet, Kesinga, Khagaria, Khajuraho, Khalilabad, Khammam, Khandawa, Kharagpur, Khurda

Road, Kishanganj, Kiul, Koderma, Kokrajhar Jn, Kolhapur, Kolkata Station, Kollam Jn., Kopargaon, Koraput Jn., Kota, Krishnanagar City Jn, Kumbakonam, Kurduwadi, Kurukshetra, Lakhimpur, Lakheesarai, Laksar, Lalgarrh, Lalitpur, Lonavala, Londa, Lucknow, Ludhiana, Lumding, Machilipatnam, Madhepura, Madhubani, Madhupur, Mahaboobnagar, Mahbubabad, Mahoba, Maihar, Mairwa, New Mal Jn, Malkapur, Manchiryal, Manduadih, Mandya, Manmad, Mansi, Mantralayam Road, Matheran, Mathura, Mau Jn., Meerut Cantt, Meerut City, Merta Road, Midnapore, Miraj, Mirzapur, Mokama Jn, Moradabad, Morena, Mudkhed, Mughalsarai, Mumbai CST, Mumbai LTT, Muzaffarnagar, Muzaffarpur, Nadikudi, Nagarsol, Nagaur, Nagercoil Jn., Naihati, Nalgonda, Nanded, Nandyal, Nangloi, Narkatiaganj, Narsingpur, Nasik Road, Naugachia, Nellore, New Alipurduar, New Bongaigaon, New Cooch Behar, New Delhi, Nidadavolu, Nizamabad, Ongole, Orai, Pachora, Pakala, Palakollu, Pali Marwar, Palwal, Panipat, Parasnath, Parli Vajinath, Partapgarh, Pathankot, Patiala, Patna, Patna City, Phagwara, Pipariya, Prayag, Purna, Rae Bareli, Raichur, Raiwala, Raja Ki Mandi, Rajahmundry, Rajendranagar Terminus, Rajgangpur, Rajgir, Rameswaram, Rampur, Rampurhat, Ranchi, Rangapara North, Rangiya, Rani, Raniganj, Raxaul, Rayagada, Renigunta, Renukoot, Rewa, Rishikesh, Rohtak, Roorkee, Rourkela, Sagour, Saharanpur, Saharsa, Sahibganj, Sahibabad, Sainthia, Salempur, Samastipur, Sambalpur Jn., Sangli, Sasaram, Satna, Sawai Madhopur, Sealdah, Secunderabad, Sewagram, Shahganj, Shakurbasti, Shegaon, Shirdi, Shoranur Jn., Silchar, Siliguri Jn., Singrauli, Sirpur Kagaznagar, Sitamarhi, Siwan Jn., Solapur, Sonipat, Sonpur, Sri Satya Sai Prashanti Nilayam, Srikalasthi, Srirampur, Sugauli Jn., Sultanganj, Sultanpur, Suraimanpur, Tadepalligundem, Tandur, Tanuku, Tatanagar, Tenali, Tezapore, Thane, Thiruvananthapuram Central, Tinsukia, Tiruchirapalli, Tirunelveli Jn., Titlagarh, Trichur, Tumkur, Tuni, Udampur, Unahimachal, Vidisha, Vikarabad, Villipuram Jn., Virudunagar Jn., Visakhapatnam, Vizianagaram, Warangal, Wardha, Yadgir

and Yashvantpur.

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

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

Madam, **we care for our 80,000 women employees.** Do you know that out of 14 lakh employees, we have 80,000 women employees) It is, therefore, proposed to set up **50 crèches for children** of women employees and **20**

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

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

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

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

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

Training

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

Railway Research

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

research organizations.

A **Centre for Railway Research** is proposed to be set up in Indian Institute of Technology, Kharagpur for research in key areas of railway technology and to give a thrust to indigenisation. A Memorandum of Understanding (**MoU**) has already been signed **with IIT, Kharagpur** on 13th February 2010. Railways will establish strong research partnerships with premier institutes like IITs, NITs, CSIR and DRDO.

Industrial Relations

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

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

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

Modernization of Chittaranjan Locomotive Works (CLW)

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

Coach Production

With the upsurge in the economy, there has been an unprecedented growth of passenger traffic during the last five years resulting in increased requirement of passenger coaches. While other goods and commodities are

readily available in the market, **coaches and wagons are not available off the shelf**. Our manufacturing capacity is less and we have to plan years in advance. We also need to develop **special types of coaches for the physically challenged and senior citizens**. In our country coaches and wagons are not available. The condition of the coaches is very bad.

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

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

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

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

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

MADAM SPEAKER: Nothing will go on record.

(Interruptions) ... *

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

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

Wagon Repair Shop

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

Rail Axle Factory

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

Madam, I am coming to Bengaluru now. A workshop for electrical and electronics components will be set up by the Railways at Cooch Behar.

* Not recorded.

Setting up of Design, Development and Testing Centre of Wheels

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

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

Coach Mid-life Rehabilitation (MLR) Workshop

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

Wagon Manufacturing Factories

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

IOH/POH Workshops for Heavy Axle Load Wagons

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

Refrigerated Container Factory

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

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

I am happy to inform the august House that the **Kisan Vision Project has been initiated** by identifying six locations, namely Dankuni, Mehheda, Nasik, New Jalpaiguri, New Azadpur and Singur for implementation as pilot projects. Railways do not own any refrigerated container. To meet the requirement, I propose to set up **a refrigerated container factory**, on a PPP mode at Budge Budge, to save the farmers' plight in the future.

Public Sector Undertakings (PSUs)

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

Freight Business

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

- i. Railways will introduce a **modified wagon investment scheme** for high capacity general purpose and special purpose wagons. It will also cover iron ore, coal and cement. A detailed scheme will be notified shortly.
- ii. A policy to permit private operators to invest in infrastructure, on the lines of container train operators, and run **special freight train** for

commodities such as automobiles, vegetable oil, molasses will be notified shortly.

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

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

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

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

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

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

Reducing carbon foot-print

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

We also propose to **introduce at least ten rakes with green toilets** and install on diesel locomotives a **GPS-based optimised driver guidance system** which has shown 8-10% saving in fuel consumption. We will work closely with

the Prime Minister's National Action Plan on Climate Change and the Bureau of Energy Efficiency.

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

Dedicated Corridors

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

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

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

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

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

For the remaining four corridors, that is north-south (Delhi, Haryana, UP, MP, Maharashtra, Andhra Pradesh, Tamil Nadu), east-west (West Bengal, Jharkhand, Orissa, Chhattisgarh, Maharashtra), east-south (West Bengal, Orissa, Andhra Pradesh) and south-south (Tamil Nadu, Andhra Pradesh, Karnataka, Goa), Preliminary Engineering-cum-Traffic Survey (PETS) will be taken up this

year.

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

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

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

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

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

*(Interruptions) ...**

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

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

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

* Not recorded.

International Cooperation

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

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

MADAM SPEAKER: Please take your seat.

... *(Interruptions)*

MADAM SPEAKER: Nothing will go on record.)

(Interruptions) ... *

KUMARI MAMATA BANERJEE :

Progress on Accounting Reforms

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

* Not recorded.

Earnings from non-core business

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

Performance during 2009-10

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

13.00 hrs.

Madam, the impact of VI Pay Commission has greatly affected the revenue generation capacity of the railways. It is estimated to be about Rs.55,000 crore. The provisions made for meeting the arrears and enhanced salaries and allowances in the Budget Estimates have proved inadequate. Railways have made efforts to absorb the additional requirements for staff expenses along with post-budgetary increases in diesel prices to a sizeable extent. But you will be happy to note that we have not increased a single paisa. You have to appreciate that also. This has been possible because of several austerity and economy measures implemented on the Railways resulting in savings of about Rs.2000 crore. I believe in austerity and would impress on each railway employee to observe it strictly. Despite all our efforts to save, Railways had to provide additional funds of Rs 2,600 crore for meeting its mandatory liabilities of salaries and allowances against a higher requirement of Rs 4,590 crore. Pension liabilities have also been revised upward

and are likely to be Rs 15,000 crore compared to Rs 14,000 crore in the Budget Estimates.

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

Revised Estimates, 2009-10

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

Ordinary Working Expenses have been raised to Rs 65,500 crore from Rs 62,900 crore in the BE 2009-10. After providing for Rs 4,500 crore and Rs 13,440 crore towards Depreciation Reserve Fund and Pension Fund respectively in the Revised Estimates, the Total Working Expenses are likely to be Rs 83,440 crore. After accounting for Miscellaneous Receipts of Rs 2,357 crore and Misc. Expenditure of Rs 783 crore, Net Revenue of the Railways is now revised to Rs 6,490 crore. After meeting the full Dividend liability of Rs 5,539 crore, the 'Excess' comes to Rs 951 crore. This would be appropriated to Development Fund to meet the Plan requirement.

To meet the shortfall in earnings and higher working expenses, the plan expenditure has been regulated in such a manner as to ensure that the progress of safety and other targeted works is not allowed to suffer. However, to achieve this, additional market borrowing of Rs.350 crore by the Indian Railway Finance

Corporation would be necessary. With this the total market borrowings will increase from Rs. 9,170 crore to Rs. 9,520 crore. The revised plan investment is projected at Rs 40,284 crore including the investment on National Projects.

Budget Estimates for 2010-11

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

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

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

Annual Plan 2010-11

Madam, the Annual Plan outlay for the year 2010-11 has been proposed at Rs 41,426 crore, which is highest ever plan investment. The plan would be financed through Gross Budgetary Support of Rs 15,875 crore, Diesel Cess of Rs

877 crore, internal resources of Rs 14,523 crore and EBR of Rs 10,151 crore including market borrowing through IRFC of Rs 9,120 crore.

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

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

Socially Desirable Rail Connectivity Proposals

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

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

Now, please be ready.

1 Abohar-Tohana via Fatehabad

2 Ajmer-Kota

3 Almatti - Yadgir

4 Amethi-Shahganj via Sultanpur

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

5 Bahadurgarh-Jhajjar

6 Barajamda-Tatina

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

8 Baran-Shivpuri

9 Barpeta Road-Tihu.

10 Barwadih-Chirimiri

11 Beas-Kapurthala

12 Bhadrachallam-Kovvur

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

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

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

16 Bhind-Orai-Mahoba

17 Bhojudih-Mohuda

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

19 Bilaspur-Rampur Bushahr

20 Biyavra Rajgarh-Bina

21 Chandigarh-Dehradun via Jagadhari

22 Chaparmukh-Dibrugarh

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

24 Daurala-Bijnor via Hastinapur

25 Dehradun-Kalsi

26 Devli-Tonk-Sakatpura

27 Dhule-Amalner

28 Dindigul-Kumli

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

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

29 Erumeli-Punalur-Trivendrum

30 Etah-Kasganj

31 Etawah-Mainpuri

32 Gadag-Harihar

33 Gua-Manoharpur

34 Gunupur-Theruvai

35 Haldibari-Mekhliganj-

Changrabandha

36 Hansdiha-Godda

37 Haridwar-Kotdwar-Ramnagar

38 Hasnabad-Pratapadityanagar

39 Hisar-Sirsa via Agroha, Fatehabad

40 Hyderabad-Gazwal-Siddipet-Sircilla-Jagityal Chingkham

41 Jabalpur-Panna via Kundalpur, Damoh

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

42 Jagadhri-Paonta Sahib-Rajban

43 Jagdalpur-Dantewara

44 Jaggayyapet-Miryalgudda


45 Jaisalmer-Barmer

46 Jalna-Khamgaon

47 Jammu-Poonch via Akhnoor, Rajouri,

48 Jeypore-Malkangiri

- 49 Jhajha-Girdih via Sonuchakai
- 50 Jhansi-Sawai Madhopur via Shivpuri, Sheopurkalan
- 51 Jogighopa to Silchar via Panchratna
- 52 Jogindernagar to Mandi
- 53 Jolarpettai-Hossur via Krishnagiri
- 54 Kachiguda-Chityal
- 55 Kaithal-Karnal
- 56 Kandra-Namkom
- 57 Kathua-Basoli-Bhadarwah- Kishtwar
- 58 Kharagpur-Dhankuni
- 59 Kharhagola-Santhalpur
- 60 Krishna-Vikarabad
- 61 Lalabazar-Vairengte
- 62 Lekhapani-Kharsang
- 63 Lohardaga-Korba
- 64 Madurai-Kottayam
- 65 Madurai-Tuticorin
- 66 Mantralayam Road-Kurnool
- 67 Murkongselek-Pasighat
- 68 Mysore-Medikere-Mangalore
- 69 Naginimora-Amguri
- 70 Navrangpur-Jeypore
- 71 Nawadah-Giridih via Satgawan
- 72 Nizamabad-Ramagundam
- 73 Nokha-Sikar
- 74 Orai-Jalaun-Konch
- 75 Palwal-Alwar
- 76 Pandurangpuram-Bhadrachalam
- 77 Panipat-Meerut

- 78 Parwanoo-Darlaghat
- 79 Patiala-Jakhal/Narwana via Samana
- 80 Patiala-Kurushetra
- 81 Pattancheru - Adilabad
- 82 Pendra Rd-Korba/Gevra Rd
- 83 Phulbari-Berhampur
- 84 Port Blair-Diglipur
- 85 Puri-Konark
- 86 Pushkar-Merta
- 87 Qadian-Beas
- 88 Raigarh-Mand Colliery to Bhupdeopur
- 89 Raipur-Jharsuguda
- 90 Rameswaram-Dhanushkoti
- 91 Ramnagar-Chaukhutiya
- 92 Ramtek-Gotegaon via Sioni
- 93 Ranchi-Kandra
- 94 Rangpo-Gangtok 
- 95 Rishikesh-Doiwala
- 96 Roorkee-Haridwar
- 97 Rupai-Parashuramkund via Mahadevpur, Namsai, Chingkham
- 98 Salna-Khumtai
- 99 Sambhal-Gajraula
- 100 Sardarshahr-Hanumangarh
- 101 Sarthebari - Changsari
- 102 Sitapur-Bahraich
- 103 Somnath-Kodinar-Pipavav
- 104 Thalassery-Mysore
- 105 Tori-Chatra
- 106 Tuli-Tuli Road

107 Tumkur-Davangere

108 Udhampur/Katra - Bhairawah, Doda to Kishtwar

109 Una-Hoshiarpur

110 Una-Jaijon Doaba

111 Wardha-Katol

112 Warora-Umrer

113 Yamunanagar-Patiala

114 Zaheerabad-Secunderabad

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

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

MADAM SPEAKER: Let her complete.

... (Interruptions)

अध्यक्ष महोदया : आप पढ़ने दीजिए।

... (व्यवधान)

MADAM SPEAKER: Please maintain some order.

... (Interruptions)

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

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

... (Interruptions)

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

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

Now the Surveys.... (Interruptions)

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

... (*Interruptions*)

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

अध्यक्ष महोदया : आप बैठ जाइए।

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

MADAM SPEAKER: Please sit down.

... (*Interruptions*)

MADAM SPEAKER: Nothing will go on record.

(*Interruptions*) ... *

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

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

(*Interruptions*) ... *

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

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

MADAM SPEAKER: Please sit down.

... (*Interruptions*)

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

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

* Not recorded.

Surveys

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

New Line Surveys

- i. Giddalur-Bakrapet
- ii. Bapatala-Nizampatnam-Reppalle
- iii. Mellacheruvu-Janpahad
- iv. Pagidipalli-Shankarpalli
- v. Vijayanagaram-Palasa via Rajam
- vi. Jogigopa to Guwahati via Barpeta, Sarthebari
- vii. North Lakhimpur-Along-Silapathar
- viii. Majhi-Lar Road via Raghunathpur, Darauli & Guthani
- ix. Somnath-Kodinar
- x. Rohtak-Hansi
- xi. Bijwasan-Jhajjar-Charkridadri
- xii. Delhi-Sohna-Nuh-Firozpur Jhirka-Alwar
- xiii. Ghanoli-Dehradun via Baddi, Nalagarh, Jagadhari, Surajpur-Kala Amb-Paonta Saheb
- xiv. Bijapur-Athani-Shedbal
- xv. Chikaballapur - Gowribidanur
- xvi. Padubidri-Karkala-Belthangady-Dharmashthala-Nettan
- xvii. Byndoor-Kolluru-Halady-Hebri-Karkal-Moodabidri- Venoor-Belthangady-Dharmashthala-Nettane
- xviii. Belur-Sringheri
- xix. Nangli-Chittoor
- xx. Krishnagiri-Chamrajnagar
- xxi. Mysore-Kushalnagar-Madikere

- xxii. Belgaum-Bagalkot-Raichur
- xxiii. Marikuppam-Kuppam
- xxiv. Belgaum-Samantwadi
- xxv. Chenganur - Trivandrum via Adoor-Kottarakara.
- xxvi. Gadchandur - Adilabad
- xxvii. Bodhan-Bidar
- xxviii. Nasik-Dhanu Road
- xxix. Badisadri-Neemach
- xxx. Guna-Aron-Sironj-Vasoda-Vidisha
- xxxi. Sagar-Chatarpur-Khajuraho-Bhopal
- xxxii. Talcher-Phulbani-Lanjigarh
- xxxiii. Junagarh-Jaypore-Malkangiri-Bhadrachalam
- xxxiv. Tanda-Hoshiarpur
- xxxv. Bhiwani-Loharu-Pilani-Churu
- xxxvi. Pushkar-Merta
- xxxvii. Jaisalmer to Sanu via Hamira
- xxxviii. Bharatpur-Deeg-Kama-Kosi
- xxxix. Hamirpur - Hamirpur Road
- xl. Phaphund-Konch
- xli. Hastinapur-Meerut
- xlii. Bacharwan-Lalganj
- xliii. Kapilvasthu-Basti via Bhansi
- xliv. Piran Kaliyar Sharif- Haridwar
- xlv. Tanakpur-Bageshwar
- xlvi. Tanakpur-Jauljivi
- xlvii. Digha-Raichak-Kulpi
- xlviii. Dimond Harbour-Budge Budge-Akra
- xlix. Digha-Balichak (Debra)
- l. Kanthi-Belda

- li. Ikra-Churuliya-Gourandi
- lii. Pandabeswar-Ikra
- liii. Panathur – Kaaniyur
- liv. Bongaon-Kalyani
- lv. Ranaghat-Dattaphulia

Gauge Conversion Surveys

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

Doubling Surveys

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

Other Surveys

- i. Howrah-Sealdah link
- ii. Chhatarpatti Shivaji Terminal Mumbai-Churchgate link
- iii. Bye-pass line at Rewari from Alwar to Sadulpur
- iv. Bypass line with direct connection to Andal-Sainthia branch line
- v. Grade separator at Kurla Yard

National Projects

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

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

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

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

New Lines

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

- i. Quazigund – Anantnag of Udampur – Srinagar – Baramulla
- ii. Nagapattinam – Velankanni
- iii. Jagdishpur-Nekpur of Rajgir – Tilaiya
- iv. Sitamarhi – Runnisaidpur and Muzaffarpur – Jubbasani of Muzaffarpur - Sitamarhi
- v. Tarakeswar-Talpur of Tarakeswar - Bishnupur
- vi. Maheshpur – Nawadih of Giridih – Koderma
- vii. Lanjigarh – Bhawanipatna of Lanjigarh – Junagarh
- viii. Chururu Takrala – Amb Andura of Nangaldam – Talwara
- ix. Rewari – Jhajjar of Rewari – Rohtak

- x. Phulwaria-Bathuabazar
- xi. Lohardaga-Barkichampi
- xii. Rainagar-Matnasibpur of Bankura Damodar River Valley line
- xiii. Kottur-Harihar

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

- i. Ajmer - Pushkar
- ii. Chandurbazar – Narkhed of Amravati – Narkhed
- iii. Azimganj-Murshidabad with bridge over Bhagirathi
- iii(a) Dankuni-Furfurasharief.
- iv. Mandarhill – Hansdia and Rampurhat- Piragarha of Mandarhill – Rampurhat
- v. Deoghar-Chandan of Deoghar-Sultanganj
- vi. Biraul-Kusheshwarsthan of Sakri-Hassanpur
- vii. Bhawanipatna – Junagarh of Lanjigarh – Junagarh
- viii. Khurda – Begunia of Khurda – Bolangir
- ix. New Coochbehar – Golakgunj of New Maynaguri – Jogighopa
- x. Jhajjar-Rohtak of Rewari – Rohtak
- xi. Taran Taran – Goindwal
- xii. Abohar - Fazilka
- xiii. Lalitpur – Udaipura of Lalitpur –Satna, Rewa – Singrauli
- xiii(a) Deshpran-Nandigram
- xiv. Agra – Fatehabad-Bah of Agra – Etawah
- xv. Salem – Namakkal of Salem – Karur
- xvi. Kadur-Kannihali of Kadur - Sakleshpur
- xvii. Runnisaidpur – Jubbasani of Muzaffarpur – Sitamarhi
- xvii(a) Changrabandha-Malbazar
- xviii. Nawadih – Dhanwar of Giridih – Koderma

- xix. Daniawan-Biharsharif of Neora-Sheikhpura
- xx. Barkakhana-Khajju of Koderma-Ranchi
- xxi. Phulwarisharif-Patliputra
- xxii. Nossam – Banganpalli of Nandyal – Yerraguntala
- xxiii. Jagityal – Mortad of Peddapally – Nizamabad
- xxiv. Gadwal – Pandurangswami of Gadwal – Raichur
- xxv. Khanapur – Homnabad of Bidar – Gulbarga
- xxvi. Ramganjmandi – Jhalawar of Ramganjmandi – Bhopal
- xxvii. Lonad- Phalton of Baramati – Lonad
- xxvii (a)Budge-Budge- Pujali
- xxviii. Bathua Bazar-Panchdewari of Hathua-Bhatni
- xxviii(a) Siuri-Prantik
- xxix. Maharajganj-Bisunpur Mahawari of Maharajganj-Rewaghat
- xxx. Matnasibpur-Masagram of Bankura Damodar River Valley line
- xxxi. Nagore-Karaikal
- xxxii. Ghormara-Dumka
- xxxiii. Vishnupuram-Janpahad
- xxxiii(a) Namkhana-Chandrabazar

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

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

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

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

Gauge Conversion

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

- i. Pandharpur – Miraj of Miraj - Latur
- ii. Ajmer – Phulera of Ajmer – Phulera – Rewari
- iii. Cuddalore – Sirkazhi of Thanjavur – Villupuram
- iv. Shimoga – Anandpuram of Shimoga – Talguppa
- v. Saharsa – Dauram Madhepura of Mansi – Saharsa – Purnea
- vi. Mathura – Achnera
- vii. Fakiragaram – Dhubri
- viii. Haibargaon – Mairabari
- ix. Sadulpur – Ratangarh – Degana
- x. Balaghat – Katangi of Jabalpur – Gondia, Balaghat – Katangi
- xi. Madanapalle – Dharmavaram of Dharmavaram – Pakala
- xii. Vellore – Villupuram
- xiii. Podanur-Coimbatore

xiv. Quilon – Punalur of Quilon – Tiruchchendur and Tenkasi –
Virudunagar

xv. Baripada – Bangriposi of Rupsa – Bangriposi

xvi. Dabhoi –Bodeli of Pratapnagar – Chota Udepur

xvii. Wansjaliya – Jetalsar

xviii. Surendranagar – Dhrangadhra

xix. Bhildi – Samdari

... (*Interruptions*)


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

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

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

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

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

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

i. Barddhaman – Balgona of Barddhaman – Katwa

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

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

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

Doubling

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

- i. Godhani-Kalumna
- ii. Talcher-Sambalpur
- iii. Sondalia-Champapukur
- iv. Delang-Puri
- v. Ambikakalna-Nabadwipdham
- vi. Bethuadahari-Plassey

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

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

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

(*Interruptions*) ... *

MADAM SPEAKER: Please sit down.

... (*Interruptions*) }

* Not recorded.

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

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

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

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

- i. Wadsa – Desaiganj - Gadchiroli,
- ii. Gadchandur – Adilabad
- iii. Manmad – Indore
- iv. Talguppa – Honavar
- v. Shimoga – Harihar
- vi. Whitefield – Kolar
- vii. Gadag – Haveri
- viii. Tumkur – Davangere
- ix. Bijapur – Shahabad
- x. Dharwad – Belgaum
- xi. Nadikudi – Srikalahasti
- xii. Bhadrachalam Road – Kovvur
- xiii. Manuguru – Ramagundam
- xiv. Akkanapet – Medak – Medchal
- xv. Kondapalli – Kothagudem
- xvi. Cumbum – Proddatur
- xvii. Gadwal – Macherla

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

- xviii. Doubling of Vijayawada–Gudivada–Machlipatnam–Bhimavaram–Narsapur/ Nidadavolu
 xix. Doubling of Guntur – Tenali – Repalle *

Madam, Railways will consider on priority new proposals from State Governments for construction of rail infrastructure in their states if they agree to funding on PPP basis.

Port Connectivity

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

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

Railway Electrification

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

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

The following sections are under active consideration:

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

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

- *i. Bardhaman-Katwa-New Farakka including Katwa-Ahmadpur
- ii. Chheoki-Manikpur-Itarsi
- iii. Chhapra-Varanasi-Allahabad including Bhatni-Aunrihar and Phephna-Indara
- iv. Garwa Road-Chopan-Singrauli including Chunar-Chopan
- v. Pakur-Kumedpur including Gumani-Sahibganj
- vi. Angul-Sambalpur-Jharsuguda
- vii. Kiul-Tillaiyya-Manpur
- viii. New Bongoigaon-Jogighopa-Kamakhya
- ix. Bankura-Rainanagar
- x. Fatwa-Islampur-Bakhtiyarpur-Rajgir
- xi. Vijaywada-Niduduvolu including Machhliapatnam & Narsapur
- xii. Falaknuma – Umdanagar
- xiii. Secunderabad – Medchal

Optic Fibre Cables

Indian Railways already has a network of 37,000 kms of optic fibre cables and work of adding 12,000 kms are in progress. The balance 15,000 kms is proposed to be taken up through PPP route, thus covering the entire railway network. It is

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

also proposed to utilise this **OFC infrastructure to extend broadband services** with last mile connectivity on PPP basis to urban and rural areas.*

Railway is considering to enter into an MOU with Ministry of Communications to work together in this regard.

Kolkata Metro

Now, I come to Kolkata Metro.

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

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

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

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

“लगता नहीं है दिल मेरा उजड़े दयार में,
दो गज जमीं भी न मिली कूचा यार में।”

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

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

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

The work will be taken up on priority basis.

New Service Suburban services

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

Suburban services are the lifeline of major metropolitan cities.

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

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

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

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

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

कुमारी ममता बनर्जी : उधर सबर्बन नहीं है। मेम्, डेम्। ... (*Interruptions*)

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

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

Sanskriti Express – Epar Bangla, Opar Bangla

To mark the **150th birth anniversary of Kabiguru Rabindranath Tagore** and to disseminate his legacy to the young generation, Railways propose to run a special train – Sanskriti Express - across the country.

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

Matribhoomi Trains

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

Madam, mothers nurture the future generations of the country and we take pride that they have now stepped out of their houses to make contributions as a

workforce in the country. In order to improve their travel on rail, I have introduced 21 ladies specials on the railway network in major cities of Kolkata, Chennai, New Delhi and Mumbai. In recognition of their role in the Nation's destiny, I have named these trains Matribhoomi specials. The following **Matribhoomi specials** will be run in the suburban sections of the major metropolises:

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

Karmabhoomi Trains

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

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

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

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

Janmabhoomi Trains

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

Bharat Tirth Trains

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

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

Punjab Sindh Gujarat Maratha

Dravida Utkal Banga

Vindhya Himachal Yamuna Ganga

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

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

- xv. Madurai-Varanasi-Gaya-Patna Sahib-Allahabad-Haridwar-Chandigarh-Kurukshetra-Amritsar-Delhi-Madurai
- xvi. Madurai-Mysore-Goa-Mumbai-Aurangabad-Hyderabad-Madurai

Duronto Services

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

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

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

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

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

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

- i. Sultanpur-Mumbai Express (via Nihalgarh) (Weekly)
- ii. Sultanpur-Ajmer Express (via Nihalgarh) (Weekly)
- iii. Asansol-Digha Express (Weekly)
- iv. Howrah-Katpadi(Vellore)-Puducherry Express via Bhubaneswar (Weekly)
- v. Kishanganj-Ajmer Express (Weekly)

- vi. Kolkata-Ajmer Express via Singrauli-Katni-Bhopal-Nagda-Ratlam
(Weekly)
- vii. Kolkata- Anandpur Sahib- Nangaldam Express (Weekly)
- viii. Una-Haridwar Link Express (Tri-weekly)
- ix. Siuri-Prantik-Howrah Express (Daily)
- x. Haldia - Chennai Express (Weekly)
- xi. Hyderabad-Ajmer Express (Bi-weekly)
- xii. Rajgir-Howrah via Tilaiya-Koderma (Tri-weekly)
- xiii. Mumbai-Shirdi Intercity Express (Tri-weekly)
- xiv. Haridwar- Mumbai CST AC Express (Bi-weekly)
- xv. Valsad-Haridwar Express (Weekly)
- xvi. Ajmer –Indore Link Express (Daily)
- xvii. Nagercoil-Bangalore Express (Weekly) via Madurai-Hosur
- xviii. Kanpur - Chitrakoot Express (Daily)
- xix. New Jalpaiguri - Chennai Express (Weekly)
- xx. Delhi Sarai Rohilla - Sri Ganganagar Express (Tri-weekly) via Bhatinda
- xxi. Mangalore -Tiruchchirapalli Express (Weekly)
- xxii. Bhubaneswar-Pune Express (Weekly)
- xxiii. Habibganj-Jabalpur Intercity Express (Daily)
- xxiv. Calicut-Thiruvananthpuram Janshatabdi Express (5 days a Week)
- xxv. Pune - Ernakulam Superfast (Bi-weekly) via Panvel
- xxvi. Coimbatore-Tirupati Intercity Express via Salem (Tri-weekly)
- xxvii. Shimoga-Mysore Intercity Express (Daily)
- xxviii. Bangalore-Tirupati Intercity Express via Bangarapet (Tri-weekly)
- xxix. Chhatrapati Sahu Maharaj Terminus (Kolhapur) - Solapur Express
(Daily)
- xxx. Jaipur-Pune Express (Weekly)
- xxxi. Ranchi-Jaynagar Express (Tri-weekly)
- xxxii. Madurai-Tirupati Express (Bi-weekly)

- xxxiii. Tirupati -Secunderabad Express (Bi-weekly) via Pakalle - Madanpalle Road
- xxxiv. Sambalpur-Howrah Express (Weekly)
- xxxv. Ahmedabad-Agra Express (Tri-weekly)
- xxxvi. Gonda- Manduadih (Varanasi) Intercity (Daily)
- xxxvii. Running of independent trains between Bangalore - Hubli and Bangalore-Nanded by delinking of 6591/6592 Bangalore-Hubli Hampi Express from 6593/6594 Bangalore-Nanded Express
- xxxviii. Running of independent trains between Hyderabad-Tirupati(Daily), Hyderabad-Chhatrapati Sahu Maharaj Terminus (Bi-weekly) and Tirupati-Chhatrapati Sahu Maharaj Terminus (Daily) by delinking 7416/7429/7430 Haripriya and Rayalseema Express
- xxxix. Secunderabad-Manuguru Express (Tri-weekly)
- xl. . Alipurduar – Lumding Intercity Express (Daily)
- xli. Guwahati - Mariani Intercity Express (Daily)

(Interruptions)

MADAM SPEAKER: Bijoya Chakravartyji, please take your seat.

... (Interruptions)

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

... (Interruptions)

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

*(Interruptions) ...**

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

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

xliv. Kolkata – Darbhanga Express (Bi-weekly)

* Not recorded.

- xliv Howrah – Berhampur Express (Tri- weekly)
- xlvi Baripada – Shalimar Intercity Express (Tri – weekly)
- xlvi Kharagpur – Purulia Intercity Express (Tri- weekly)
- xlvi Gwalior – Chhindwara Express (Bi- weekly)
- xlix Rampurhat – Sealdah Intercity Express (Tri- weekly)
- L Howrah – Shirdi Express (Weekly)
- Li Puri – Valsad Express (Weekly) via Katni- Bhopal – Vadodara
- Lii Puri-Digha Express (Weekly)

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

Passenger trains

A large volume of Rail travel consists of short distance traffic. This traffic which utilizes conventional passenger trains, MEMUs and DEMUs has been showing encouraging growth and to address to this segment of traffic, the following passenger trains are proposed to be introduced during the year 2010-11:

- i. Chittaranjan-Kolkata Passenger
- ii. Sealdah-Krishnanagar Passenger
- iii. Haldibari-New Jalpaiguri-Siliguri Passenger
- iv. Balaghat-Katangi Passenger
- v. Tatanagar-Hatia Passenger via Chandil-Purulia-Muri
- vi. Miraj-Parli Passenger
- vii. Miraj-Pandharpur Passenger
- viii. Jhansi-Banda Passenger
- ix. New Jalpaiguri-Dinahat-Bamanhat Passenger
- x. Nilambur Road-Shoranur Passenger
- xi. Tiruchendur-Tirunelveli Passenger
- xii. Mayiladuthurai-Thanjavur Passenger
- xiii. Bhubaneswar-Khurda Road Passenger

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

MEMUs

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

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

... (*Interruptions*) }

KUMARI MAMATA BANERJEE: vi. Dhanbad- Jhargram via Purulia

- v. Dhanbad-Jhargram via Purulia
- vi. Ghatsila –Howrah

- vii. Ernakulam-Kollam
- viii. Restoration of Andal-Jasidih via Jamuria-Barbani

DEMU Service

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

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

Increase in frequency of trains

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

- xi. 2981/2982 Udaipur City- Delhi Sarai Rohilla Chetak Express from 3 days to 4 days
- xii. 2447/2448 Manikpur – Hazrat Nizamuddin Uttar Pradesh Sampark Kranti Express from 3 days to daily

Extension of trains

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

MADAM SPEAKER: Dara Singhji, please take your seat.

... (*Interruptions*)

MADAM SPEAKER: Would you please sit down?

... (*Interruptions*)

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

... (व्यवधान)

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

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

- v. 6341/6342 Thiruvanthapuram-Ernakulam Express to Guruvayur (Daily)
- vi. 7639/7640 Kacheguda-Nanded Express to Akola (Daily)
- vii. 2187/2188 Mumbai CST-Jabalpur Express to Allahabad (Bi-weekly)
- viii. 2235/2236 New Delhi - Guwahati Rajdhani Express to Dibrugarh
- ix. 2777/2778 Yesvantpur-Kochuveli Express to Hubli (weekly)
- x. 2831/2832 Bhubaneswer-Hatia Express to Dhanbad (Tri-weekly)
- xi. 8425/8426 Puri –Raipur Express to Durg
- xii. 8447/8448 Bhubaneswar-Koraput Express to Jagdalpur

- xiii. 209/210 Puri-Dhenkanal Passenger to Talcher Road (Daily)
- xiv. 1629 Sangali-Miraj to Chhatrapati Sahu Maharaj Terminus (Kolhapur) (Daily)
- xv. 1610 Miraj-Pune to Chhatrapati Sahu Maharaj Terminus (Kolhapur) (Daily)
- xvi. 1551/1552 Pune-Daund to Baramati (Daily)
- xvii. 531A/532A Parli-Nizamabad Passenger to Pandharpur
- xviii. 623/624 Mangalore-Kannur Passenger to Kozhikode
- xix. 353/354 Dharwar-Gadag Passenger to Solapur
- xx. 1704 Chirmiri-Damoh Passenger to Sagour
- xxi. 1703A Damoh-Katni Passenger to Sagour

A Gesture

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

Hon'ble Members are well aware of the hardship being faced by the common people by the high inflationary trend especially in food prices. I understand their distress. Despite Railways' own tight resource position, I announce a **reduction of Rs 100 per wagon in freight charges for food-grains for domestic use and kerosene**. This is a small gesture to express our concern.

Concessions

Madam, in the last Budget, I had announced several concessions under Izzat scheme, for Press Correspondents and students of madrasas, high madrasas

and senior madrasas. These have been very popular and I propose to continue with these concessions.

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

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

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

Service Charge on e-ticket

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

Madam, hon. Members are interested to know whether we increase our passenger fares or freight tariffs. With the blessings from our Prime Minister, UPA Government, I think from this side and that side, everybody will be happy to know that we, our Department, have saved Rs.2000 crore from austerity measures. If I

increase the fare by 4 per cent then it will be about Rs.1000 crore. But it is because of the entire railway family, we have saved Rs.2,000 crore. I do not think price hike is so high. So, there is no need to increase the passenger fare. There is no fare hike.

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

(Interruptions)

अध्यक्ष महोदया : आप सुन लीजिए।

...(व्यवधान)

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

अध्यक्ष महोदया : आप बैठिए।

...(व्यवधान)

KUMARI MAMATA BANERJEE: I come to para 152.

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

Madam, I am aware that the hon'ble members are anxiously waiting to hear my announcement about tariffs. In the present economic situation, when the

country is about to return on a high growth path, I do not wish to impose any burden on the citizens. Therefore, **I do not propose any increase in the passenger fares** of any class or category of trains. Similarly, **I do not intend to increase freight tariffs.**

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

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

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

Nahi Nahi Bhay, Hobey Hobey Jai

Khule Jabe Ei Dwar

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

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

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

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

MADAM SPEAKER: Thank you, hon. Railway Minister.

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

13.58 hrs

*The Lok Sabha then adjourned till
Fifteen of the Clock.*

15.01 hrs

*The Lok Sabha re-assembled after one minute past
Fifteen of the Clock.*

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

... (*Interruptions*)

MATTERS UNDER RULE 377*

उपाध्यक्ष महोदय : नियम 377 के अधीन सूचनाओं को सभा पटल पर रखा गया माना जाए।

Members are requested to send their slips as per the rules.

... (व्यवधान)

**(i) Need to render financial assistance to the Indian citizens facing problems
in foreign countries due to lack of proper travel documents**

SHRI SURESH KUMAR SHETKAR (ZAHEERABAD): I would like to draw the kind attention of the august House towards the problems being faced by the Indians in Gulf and other countries abroad.

Sir, many people like students and others from the rural areas in Andhra Pradesh have gone to various countries such as Gulf, Australia, U.S. and U.K. for various purposes like higher studies, jobs and on tourist visas also. Some people from my constituency areas like Kamareddy and Yellareddy were duped in getting the passports and they faced lot of problems abroad for returning back to India due to insufficient and improper documents. Some people also died there and more than 1 or 2 months are taking to get back their dead bodies to India. Some of them also landed in jails abroad. Their families in India are very much concerned about them.

I, therefore, request the Government to ensure that innocent people are not harassed when they go abroad for employment and also to render assistance for bringing dead bodies back to India.

* Treated as laid on the Table.

(ii) Need to construct a new railway line between Karim Nagar District Headquarters and Hyderabad, Andhra Pradesh

SHRI PONNAM PRABHAKAR (KARIMNAGAR): I would like to draw the kind attention of the House towards the necessity of laying a new railway line between Karim Nagar-Siddipet-Gajwel-Shamirpet-Hyderabad, which is concerning my Parliamentary constituency of Karim Nagar.

At present, there is heavy rush on the route between Karim Nagar and Hyderabad. There is acute need to lay a new railway line between these areas to cater the needs of the people who are daily commuting between Karim Nagar and Hyderabad by making a survey and by allotting sufficient funds to de-congest the traffic in this important route. Already, the Hon'ble Chief Minister of Andhra Pradesh has requested the Hon'ble Railway Minister to consider this proposal and it is pending with the Ministry for a long time.

L therefore, request the Hon'ble Railway Minister to kindly order for a proper survey between the Karim Nagar District Headquarters and Hyderabad in the remaining XI Five Year Plan so that the project can be completed in the XII Five Year Plan.

(iii) Need to constitute a Pay Review Committee for the non-teaching staff of Universities in India to bring their pay at par with teachers/officers of the Universities

श्री जगदम्बिका पाल (डुमरियागंज): महोदय, विश्वविद्यालय अनुदान आयोग ने मानव संसाधन विकास मंत्रालय के निर्देशों के अंतर्गत विश्वविद्यालयों के शिक्षकों, कर्मचारियों एवं अधिकारियों के अन्य वर्गों के लिए एक समान वेतन निर्धारित किया है। जबकि शिक्षणोत्तर कर्मचारियों के मुद्दे को दरकिनारा कर दिया गया है। जबकि विश्वविद्यालयों के शिक्षणोत्तर कर्मचारी विश्वविद्यालय प्रशासन के अभिन्न अंग हैं। अतः विश्वविद्यालय के एक छत के नीचे एक वर्ग यू0जी0सी0 द्वारा निर्धारित वेतनमान से लाभान्वित हो रहा है वहीं दूसरा वर्ग-शिक्षणोत्तर कर्मचारियों का वर्ग भिन्न वेतनमान से राज्य सरकारों द्वारा निर्धारित हो रहा है। इस तरह विश्व विद्यालयों में दोहरा मापदंड चल रहा है जबकि पूर्व में मंत्रालय के द्वारा शिक्षणोत्तर कर्मचारियों के वेतनमान एवं सेवा शर्तों को विश्वविद्यालय के शिक्षकों की तरह करने पर विचार करने का आश्वासन अखिल भारतीय विश्वविद्यालय कर्मचारी महासंघ को मिल चुका है। मानव संसाधन विकास मंत्रालय ने प्रो0 जी0 के0 चट्टा की अध्यक्षता में शिक्षकों के लिए एक पे रिव्यू कमेटी का गठन किया था और उसकी संस्तुतियां लागू हो चुकी हैं। इसी तरह देश के सभी विश्वविद्यालयों के शिक्षणोत्तर कर्मचारियों के वेतनमान एवं सेवा शर्तों के लिए एक अलग से पे रिव्यू कमेटी के गठन की मैं मांग करता हूं।

(iv) Need to demarcate the border of Son chiraiya Sanctuary in Gwalior and give permission for quarrying activities in the area near the sanctuary

श्रीमती यशोधरा राजे सिंधिया (ग्वालियर): महोदय, ग्वालियर संसदीय क्षेत्र के अंतर्गत वन वृत्त ग्वालियर में सोन चिड़िया अभ्यारण्य है, इसमें लगभग 7-8 सोन चिड़िया होने का दावा वन विभाग करता है । घाटीगांव ब्लॉक जिला ग्वालियर के अंतर्गत स्थापित इस अभ्यारण्य के अंतर्गत आने वाले ग्राम बरई, पवा, लखनपुरा, राई डांग चराई, सिरोल, आंतरी, महुआ खेड़ा, गुर्जा, गोटपुरा, सुजवाया एवं अन्य गांव स्थापित हैं । अभ्यारण्य क्षेत्र होने के कारण क्षेत्र से उत्खनन प्रतिबंधित है । इन गांवों के अंतर्गत आने वाली सड़कों का निर्माण/उन्नयनीकरण हेतु वन विभाग द्वारा अनुमति नहीं दी जाती ।

इन गांवों के निवासियों का रियासत के समय से मुख्य रोजगार क्षेत्र से फर्शी पत्थर निकालकर अपने परिवार का भरण पोषण करना है । यहाँ के पत्थर की मांग देश के अन्य शहरों में होने के साथ-साथ विदेश तक है । क्षेत्रीय निवासी/ठेकेदार राजस्व क्षेत्र से उत्खनन की अनुमति लेकर, फर्शी पत्थर का उत्खनन वन क्षेत्र से करते हैं ।

अतः सरकार से आग्रह है कि इस हेतु समुचित निर्देश सर्व संबंधित को प्रदान करें की सोन चिड़िया के संरक्षण एवं संवर्धन हेतु एक निश्चित क्षेत्र सीमांकित करके, फर्शी पत्थर के उत्खनन हेतु विधिवत अनुमति दी जावे, जिससे वन विभाग को आय होगी तथा विभाग को प्राप्त होने वाली आय का उपयोग सोन चिड़िया के संरक्षण एवं संवर्धन हेतु एवं अन्य वनीकरण कार्य हेतु उपयोग किया जा सकता है ।

(v) Need to reintroduce trains connecting Churu Parliamentary Constituency with other parts of the country

श्री राम सिंह कस्वां (चुरु): महोदय, मेरे संसदीय क्षेत्र चुरु में आमान परिवर्तन के कारण काफी समय से रेल गाड़ियों का आना जाना लगभग बंद है। दिल्ली से सादुलपुर तक आमान परिवर्तन का कार्य काफी समय से पूर्ण है, फिर भी सप्ताह में मात्र तीन दिन गाड़ियों का संचालन किया जा रहा है, इसे प्रतिदिन संचालित किया जावे। एक गाड़ी दिल्ली से सादुलपुर तक रात को चलाई जाये। मंसूरी एक्सप्रेस (दिल्ली से मंसूरी) एवं लुधियाना-हिसार गाड़ी को सादुलपुर तक बढ़ाया जाये। सादुलपुर- डेगाना वाया रतनगढ़ व रतनगढ़-बीकानेर रेल लाईन का आमान परिवर्तन अप्रैल-मई 2010 तक पूर्ण होने का जा रहा है। जोधपुर से दिल्ली वाया रतनगढ़-सादुलपुर, जोधपुर मेल, बीकानेर-दिल्ली वाया रतनगढ़-सादुलपुर बीकानेर मेल आदि काफी महत्वपूर्ण गाड़ियां थी, जिसे आमान परिवर्तन के कारण बन्द कर दिया गया था, इन्हें पुनः चालू किया जाये। जोधपुर से हावड़ा वाया मेड़ता-रतनगढ़-सादुलपुर, दिल्ली से मुम्बई वाया रतनगढ़-सादुलपुर-जोधपुर व बीकानेर से गुवाहाटी वाया रतनगढ़-सादुलपुर-दिल्ली तक नई रेल गाड़ियों का संचालन किया जाये। मेरा माननीय रेल मंत्री महोदय से अनुरोध है कि मेरे संसदीय क्षेत्र चुरु में उपरोक्त गाड़ियों का संचालन करने की घोषणा आगामी रेल बजट में कर अनुग्रहित करें, ताकि क्षेत्र की जनता को राहत मिल सके।

**(vi) Need to open level crossing No. 213-C at Himmat Nagar on
Ahmedabad-Udaipur railway line at night to give access
to the locals for emergency services**

श्री महेन्द्रसिंह पी. चौहाण (साबरकांठा): महोदय, मैं गुजरात राज्य के साबरकांठा संसदीय क्षेत्र का जनप्रतिनिधित्व करता हूँ। अहमदाबाद-उदयपुर रेलवे लाइन जो मेरे संसदीय क्षेत्र के मुख्यालय हिम्मतनगर से गुजरती है, इस लाइन पर हिम्मतनगर में फाटक नं. 213सी है, जिस पर दिन के दौरान एक गेटमैन की नियुक्ति है। किन्तु रात्रि के दौरान फाटक बिल्कुल बंद रहता है। 500 से ज्यादा परिवारजनों को रात्रि में चिकित्सा, आपातकाल जैसे हार्ट अटैक, प्रसूति इत्यादि एवे पुलिस सुरक्षा और अग्निशमन सुविधा के लिए रात्रि गेटमैन की नियुक्ति के लिए 7 साल से प्रयत्न करने के बावजूद कार्यवाही नहीं हो रही है। उक्त स्थल गेटमैन की नियुक्ति संबंधी रेलवे के निर्धारित मानदंडों को पूर्ण करता है। जिला मजिस्ट्रेट ने भी सूचित किया है और मैंने भी अपनी सांसद निधि से पूंजी लागत खर्च करने की अनुमति दी हुई है फिर भी यात्री गेटमैन की नियुक्ति नहीं की जा रही है।

(vii) Need to provide funds for the expeditious completion of Ban Sagar Project under Accelerated Irrigation Benefit Programme

श्री रामकिशुन (चन्दौली): बाण सागर एक अंतर्राज्जीय सिंचाई परियोजना है। इस पर मध्य प्रदेश, उत्तर प्रदेश तथा बिहार राज्यों के 2: 1 : 1 के अनुपात में 3600 करोड़ रुपये की लागत आनी है। मध्य प्रदेश के शहडोल जिले में 76 मीटर ऊंचे बने बांध जो कि सोन नदी पर स्थित है, के जलाशय में एकत्रित विशाल जलराशि का इसी अनुपात में तीनों राज्य इस्तेमाल करेंगे। इस परियोजना से तीनों राज्यों की कई लाख हेक्टेयर कृषि भूमि सिंचित होगी। इसके अलावा 425 मेगावाट विद्युत उत्पादन का भी प्रस्ताव है। यह परियोजना फंड और पुनर्वास की समस्या के कारण 25 वर्षों से अधिक समय से निर्माणाधीन है। केन्द्र सरकार अपने त्वरित सिंचाई लाभ कार्यक्रम के तहत उन सिंचाई परियोजनाओं के लिए धन उपलब्ध कराती है, जिन्हें राज्य सरकार अपने वित्त संसाधनों से पूर्ण नहीं कर पाती है। बांध परियोजना के पूर्ण होने से मध्य प्रदेश के साथ उत्तर प्रदेश के सोनभद्र मिर्जापुर, चन्दौली, बिहार के उत्तर प्रदेश के सीमावर्ती जिले सासाराम, भभूआ तथा कैमूर जिले के किसानों को इससे लाभ पहुंचेगा। अतः मेरी केन्द्र सरकार से मांग है कि त्वरित सिंचाई लाभ कार्यक्रम योजना के तहत बाणसागर परियोजना को पूर्ण कराने का कार्य करें।

(viii) Need to make Misrikh Paliamentary Constituency, Kanpur City & Jajmau of Uttar Pradesh, pollution free

श्री अशोक कुमार रावत (मिसरिख): कानपुर नगर के निकटवर्ती मिसरिख संसदीय क्षेत्र के अंतर्गत विधान सभा क्षेत्र बिल्हौर तथा निकटवर्ती क्षेत्र कानपुर नगर व जाजमऊ में बड़ी संख्या में कल-कारखाने स्थापित हैं। उनमें प्रदूषण रहित संयंत्र न होने के परिणामस्वरूप आसपास में भारी प्रदूषण फैल रहा है। विश्व के सर्वाधिक प्रदूषित शहरों की सूची में कानपुर, जो मेरे संसदीय क्षेत्र मिसरिख से सटा हुआ है, का 109वां स्थान है। देश में प्रदूषित शहरों की सूची में कानपुर तथा इसके निकटवर्ती क्षेत्र का कौन सा स्थान होगा, इसका सहज अनुमान लगाया जा सकता है।

इस क्षेत्र में कई कारखाने तो ऐसे हैं, जिनके पास से गुजरने पर काफी दुर्गंध होने के कारण घुटन महसूस होती है। ऐसी स्थिति में वहां लोगों को भारी परेशानी हो रही है। मेरे क्षेत्र के लोगों को प्रदूषित वायु सांस के माध्यम से शरीर के अंदर जाने के कारण तरह-तरह की - अस्थमा, फेफड़े और हृदय रोग, सांस की एलर्जी जैसी गंभीर बीमारियां हो रही हैं। यह छिपा नहीं है कि आंतरिक वायु प्रदूषण से देश में काफी लोग प्रभावित होते हैं। मेरा संसदीय क्षेत्र भी इससे बचा नहीं है। इस क्षेत्र में कारखानों के प्रदूषित पानी से फसलों पर भी विपरीत प्रभाव पड़ रहा है।

मेरा केन्द्र सरकार से अनुरोध है कि उत्तर प्रदेश राज्य के मिसरिख संसदीय क्षेत्र विशेषकर सण्डीला और बिल्हौर विधान सभा क्षेत्रों के साथ-साथ कानपुर नगर और जाजमऊ को प्रदूषण रहित बनाये जाने हेतु आवश्यक कदम उठाए।

(ix) Need to open an LPG Agency at Masaurhi in Patna, Bihar

PROF. RANJAN PRASAD YADAV (PATALIPUTRA): There are about 4 to 5 thousand LPG consumers at Masaurhi sub-division in Patna. These consumers are attached with a gas agency situated at Jahanabad which is about 16 Kms. from Masaurhi. These people have to travel a long distance to book a gas cylinder thus spending a lot of time and energy. Keeping in view the large number of consumers at Masaurhi, I request the Hon'ble Minister of Petroleum & Natural Gas to issue directives to the concerned authorities to open a new Indane LPG agency in Masaurhi at the earliest.

श्री मुलायम सिंह यादव (मैनपुरी): उपाध्यक्ष जी, महंगाई ... (व्यवधान)

योजना मंत्रालय में राज्य मंत्री और संसदीय कार्य मंत्रालय में राज्य मंत्री (श्री वी.नारायणसामी): स्पीकर ने रूलिंग दे दी है। ... (व्यवधान)

15.02 hrs

At this stage, Shri Shailendra Kumar and some other hon. Members came and stood on the floor near the Table.

... (व्यवधान)

उपाध्यक्ष महोदय : आप बैठ जाइए।

... (व्यवधान)

MR. DEPUTY-SPEAKER: Hon. Members, the House will now take up Short Duration Discussion under rule 193 on Price Rise. Shri Ramesh Bais has secured first priority in the ballot. I call upon Shri Ramesh Bais to raise the discussion.

... (Interruptions)

उपाध्यक्ष महोदय : आप बैठ जाइए।

... (व्यवधान)

उपाध्यक्ष महोदय : दूसरा नाम श्री कौशलेन्द्र कुमार का है।

... (व्यवधान)

श्री वी.नारायणसामी : हम चर्चा के लिए तैयार हैं। आप चर्चा करिये। ... (व्यवधान) सरकार की तरफ से हम चर्चा के लिए तैयार हैं। अभी हमारे कृषि मंत्री जी भी यहाँ बैठे हैं। ... (व्यवधान)

उपाध्यक्ष महोदय : सदन को चलने दीजिए।

... (व्यवधान)

MR. DEPUTY-SPEAKER: The House now stands adjourned to meet tomorrow at 11 a.m..

15.04 hrs

The Lok Sabha then adjourned till Eleven of the Clock on Thursday, February 25, 2010/Phalguna 6, 1931 (Saka).