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12.17 hrs.

### CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

**Reported : Need for speedy implementation of various ongoing Railway Projects**

**in the State of Kerala**

**SHRI RAMESH CHENNITHALA (MAVELIKARA): Mr. Speaker Sir, I call the attention of the Minister of Railways to following matter of urgent public importance and request that he may make a statement thereon:**

**"The need for speedy implementation of various ongoing Railway Projects in the State of Kerala."**

THE MINISTER OF RAILWAYS (SHRI NITISH KUMAR): Railways have undertaken large number of projects for development of rail infrastructure throughout the country. The projects have been taken up not only on operational considerations but also for providing rail infrastructure in the backward, hilly and remote areas of the country including Jammu & Kashmir and the North-East Region. The endeavour of the Ministry of Railways is to provide better rail connectivity to various parts of the country expeditiously but, at the same time, there are limitation of resources.

The projects, all over the country, have been given a thrust in the past few years and in Kerala also, the project implementation has expedited. There has been a unanimous demand from all the Members of Parliament of Kerala for doubling of Shoranur-Mangalore line. I am happy to state that out of total of 307 km. of doubling of this line, 211 km. has already been completed and another 30 km. is targeted for completion during 2003-2004. It is hoped that the entire doubling would be completed by 2004-2005.

Another popular demand has been for doubling of Ernakulam-Kayankulam lines both via Alleppey and Kottayam. Doubling of these lines has already been taken up and is being sanctioned in phases. Till now, work is in various stages of progress on 50 km. length out of total 215 km. on the two routes. The work of new lines from Angamali to Sabarimala, Kottayam to Erumeli and coastal line from Tanur to Guruvayoor has also been taken up. The gauge conversion of Quilon-Tenkasi-Tirunelveli is also in progress. Difficulties are being faced in finalising the alignment of Angamali-Sabarimala and Kottayam-Erumeli new lines. There have been court cases and stiff resistance from the people of the area as some of the habitated areas are getting affected. Recently, State Government has advised that the Estimates Committee (2001-2004) of the Kerala Legislative Assembly has recommended that the proposed new Sabari Railway Line may be terminated before the forest area as railway line through the forest area would be a threat to the wildlife. Keeping this in view, the line may have to be terminated short of forest area.

At present, Erode-Shoranur-Ernakulam route is electrified. To extend the electrified operations, work of electrification beyond Ernakulam up to Trivandrum (320 route km.) is already in progress and is likely to be completed during 2004-2005.

There have been repeated demands for introduction of new trains from/to Trivandrum. The existing coaching terminal is becoming a constraint. To remove the terminal bottlenecks, the work of additional terminal at Kochuveli has already been taken up.

The completion of the ongoing projects would add to 488 km. of Broad Gauge lines and 285 km. of electrified lines.

As regards funding of projects, it is mentioned that 2002-2003 onwards funds are being allocated State-wise based on a rational formula. According to this formula, a weightage of 15 per cent each has been considered for the area and population of a State and a higher weightage of 70 percentage has been accorded to the throw-forward of Railway projects in the State. Accordingly, Rs. 93.82 crore were allocated to various projects in the State during 2002-03 *i.e.* Rs. 10.02 crore under new lines, Rs.68.79 crore under Doublings and Rs.15.01 crore under Railway Electrification. Against this, an expenditure of about Rs. 120 crore was incurred. During 2003-04, an allocation of Rs. 100.48 crore has been provided for various projects in the State *i.e.* Rs. 15 crore under new lines, Rs.63.51 crore under Doublings and Rs. 21.97 crore under Railway Electrification.

There is a heavy throw-forward of over Rs.44,000 crore of projects, spread in all the States in the country, as on 1.4.2003. The need for expediting the progress of ongoing projects have been felt and in the last two years concerted efforts have been made through various initiatives to generate additional resources other than normal budgetary support. These include public/private partnership, participation of State Governments and Ministry of

Defence and additional project specific funds for national projects in Jammu and Kashmir and funds through National Rail Vikas Yojana. ...*(Interruptions)*

श्री राशिद अल्वी (अमरोहा) : अध्यक्ष महोदय, पूरे औपोजीशन ने वाक आउट किया है।*(व्यवधान)*

सरकार के कान पर जूँ नहीं रेंग रही है।*(व्यवधान)*

अध्यक्ष महोदय : यह विषय पूरा हो गया है।

...*(व्यवधान)*

MR. SPEAKER: Nothing will go on record except the Railway Minister's Statement.

*(Interruptions)* \* \* \*

अध्यक्ष महोदय : मैंने आपको इजाजत नहीं दी है। प्लीज़ बैठिए।

...*(व्यवधान)*

SHRI NITISH KUMAR: With all these initiatives, the funding of projects has increased considerably and it is expected that the ongoing projects may get completed in a time frame of about 10 years.

MR. SPEAKER: Shri Ramesh Chennithala, you can ask only clarificatory questions from the Minister.

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\* Not Recorded

SHRI RAMESH CHENNITHALA (MAVELIKARA): Sir, Railways have undertaken various projects for better connectivity in the State of Kerala. My only appeal to the hon. Minister, through you, Sir, is that time bound and speedy implementation of the projects would only give result to the people.

Sir, a unanimous decision of all the Members of Parliament from Kerala had been taken in the Tenth Lok Sabha regarding the doubling of Mangalore-Shoranur railway project and I was a Member in the Tenth Lok Sabha. We unanimously resolved and given the proposal to the Railway Minister for the doubling of Mangalore-Shoranur railway line. Sir, the hon. Minister in his answer is saying that by 2004-05 this doubling project will be completed. I think, Sir, this is a long period and unnecessary delay is there in implementing this project. When a project is delayed, cost overrun will be there and huge amount will be spent unnecessarily. So, time bound programme should be there for the completion of each and every project on time. Sir, 14 years had gone in regard to this project. Still, this project is not completed. Shoranur-Mangalore line doubling is very important.

Sir, Konkan Railway came into existence and the benefit of Konkan Railway will get to the people of Kerala only when this doubling project is completed. Inordinate delay in execution of this project should be avoided. Concrete measures must be taken by the Government. That is number one.

Secondly, all the 20 Members of Parliament from Kerala, cutting across Party lines, had resolved and given a proposal to the hon. Minister for earmarking sufficient funds in regard to doubling of Kayamkulam to Ernakulam via kottayam and Alleppey. The Railway Minister was kind enough to allot some amount for this project but that amount is not sufficient to complete this project. Within three or four years, this whole project should be completed. For that, sufficient funds should be provided.

Sir, along with the doubling of Shoranur-Mangalore line, electrification work should be taken up simultaneously.

Sir, doubling and electrification of Trivandrum-Kanyakumari line is a longstanding demand of the people of South. This also should be included in the new project.

Sir, more funds should be provided for Kollam-Punalur gauge conversion. A very few amount has been earmarked for this. Shri K. Suresh has been arguing for this right from the beginning and adequate funds should be provided for this project.

The second coaching terminal at Kochuveli in Trivandrum is very much needed because of overcrowding of trains.

If any train has to come to Trivandrum, it comes through Kochveli. So, the second terminal at Kochveli should be developed. First phase of this project is over. More funds should be provided for the second phase of this project.

Sir, allotment of more funds for Angamali to Sabarimala line and Kottayam to Erumeli line is a must. Of course, there are certain bottlenecks regarding land acquisition and the State Government is expediting this matter. So, more funds should be provided for these projects. Sanction may be accorded to the new railway line Edapalli-Tirur, which is a coastal line and it is a longstanding demand from the people of Kerala.

Sir, I would like to conclude by citing a very important and vital issue, which is agitating in the minds of everybody, and that is regarding funds allotment. After Shri Nitish Kumar became a Minister of Railways, he has earmarked funds for every State, and 2002-03 onwards funds have been allotted to the State Governments on a formula, under which a weightage of 15 per cent each has been considered for the area and population of a State. Sir, Kerala is a State which is strictly following the family planning programmes and population is drastically coming down. Sir, we are vigorously following these programmes and we should not be punished for this. The Railway Minister is earmarking funds on the basis of population. We are religiously following the family planning programmes. So, we should not be punished for this. This is a national concern. The issue of family planning is a major issue before the nation. We are religiously following that. Unfortunately, Railways are also following the same standard. ...*(Interruptions)* Sir, I will conclude within a minute.

MR. SPEAKER: Shri Ramesh Chennithala, I want to allot some time for 'Zero Hour' also. So, please conclude. Only clarificatory questions can be asked in this debate. No speech is allowed. Please co-operate.

SHRI RAMESH CHENNITHALA : Now, I come to the last point.

For that, Kerala should not be punished. Only a weightage of 15 per cent each has been considered for the area and population of a State.

In 2002-03, Rs. 93 crore were allocated. In 2003-04, Rs. 100 crore were allocated. I request the hon. Railway Minister to earmark more funds to the State of Kerala even though population of Kerala is coming down drastically. ...*(Interruptions)*

MR. SPEAKER: Please conclude. Now, Shri E. Ahamed.

SHRI RAMESH CHENNITHALA : ROBs should be given more priority.

Sir, Kayamkulam, Mavelikara, Changanur and Thiruvalla stations must be developed. So, more funds should be given to Sabarimala pilgrims and also construction of shelters for the Sabarimala pilgrims must be done in Changannur Station.

MR. SPEAKER: Shri Ahamed, you can ask only clarificatory questions.

SHRI E. AHAMED (MANJERI): Sir, I would like to substantiate what my dear friend, Shri Ramesh Chennithala has said.

Sir, I am speaking about an area in Kerala, where there was a century old railway line, and that is the Malabar area. When the railway started, this was covered. I would like to point out that the estimated amount for doubling Calicut-Shoranur railway line was Rs. 179 crore. Up to March 2003, only Rs. 94 crore had been released. Out of the balance amount of Rs. 85 crore, for 2003-04, Railways had released only Rs. 7.5 crore. A sum of Rs.78.5 crore remains to be released. If this is the pace of development, which the Government would like to have, how will you be able to complete this project? This is the most important problem.

Sir, on that side, most important railway stations are there and only Feroke railway station has got some development. Parappanangadi, Kuttipuram, Tanur, Tirur . ...*(Interruptions)*

MR. SPEAKER: You can ask only clarificatory questions. No speech is allowed in this debate.

SHRI E. AHAMED : Sir, this is the only time when I will be able to mention all these.

There are no developments in regard to Parappanangadi, Kuttipuram, Tirur and Tanur stations. Sir, if there is no railway, there will be survey. That is the policy of this Government because Tanur-Guruvayoor line has not been taken up so far.

Edapalli-Tanur line has not been mentioned at all. Again, Malabar Express and all the other trains running from Mangalore to Trivandrum do not have the sufficient number of coaches. There are only 17 to 18 coaches. Why are we being punished?

MR. SPEAKER: Shri Ahamed, please co-operate. Please sit down. Now, Shri Jos.

SHRI E. AHAMED : Is it only because we are travelling and we are being punished? The Railways should rethink, review and rearrange all these things. Only because we are progressive and we are following the Government policies, we are being punished....(*Interruptions*)

MR. SPEAKER: Now, hereafter, only whatever Shri Jos says would go on record.

(*Interruptions*) \*

MR. SPEAKER: I want to take up the 'Zero Hour' also in the House.

SHRI A.C. JOS (TRICHUR): Sir, I totally agree with the points raised by Shri Ramesh Chennithala as well as Shri Ahamed. I am reiterating again the importance of doubling Mangalore-Shoranur line. As per the Minister's statement, 211 kilometres will be completed. Sir, 57 kilometres more are to be completed, and for that money is to be allotted.

Sir, you know Kerala is a lengthy, a straight line State. Unless the doubling from Sherman, Mangalapuram to Trivandrum is not completed, all the benefits will not be there. So, our request is that there should be a special consideration. I do not attribute any motive, but we are the only people who really pay for our travelling on the trains. In many States, the ticketless travels are mounting. So, we are the only State where all the people take tickets, and the revenue from the travelling public is much more than any other State. So, more consideration is to be given for us, for doubling of the tracks.

I have to request you another thing, that is, about the Tanur-Guruvayur line. There is some confusion regarding the alignment. My request to the hon. Minister is to give instruction to go through the least habitable area because Kerala is a densely populated area. There are a lot of complaints coming from Tanur and Guruvayur. I have written to the hon. Minister. So, again that survey has to be looked into and instructions may be given that it may go through the least troubled area so that it can be completed early.

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\* Not Recorded

I have two more things to say. The weekly Mangalore-Trivandrum-Mauviel Express may be converted into a daily express. Now, there is one weekly express, and that may be converted into a daily express.

Kerala is known for its tourism. In Rajasthan, there is a train in the name of Palace on Wheel. We do not need any Palace on Wheel. At least a bungalow may be given to us, to the people of Kerala.

SHRI V. DHANANJAYA KUMAR (MANGALORE): I support that.

SHRI A.C. JOS : We all support it. So, a tourism train may be given to Kerala connecting Hyderabad, Chennai, Cochin, etc. It is a novel scheme. It is a beautiful idea. That can be done. Another thing is that a Calicut-Goa Shatabdi Express may be introduced to promote tourism. ...(*Interruptions*)

MR. SPEAKER: Now, Shri Varkala Radhakrishnan, you can start speaking.

SHRI A.C. JOS : The Tanur-Guruvayur line may be going through the less troubled area. ...(*Interruptions*)

MR. SPEAKER: Only clarificatory question is to be asked.

...(*Interruptions*)

MR. SPEAKER: I will be recording only your statement.

SHRI VARKALA RADHAKRISHNAN (CHIRAYINKIL): I would like to call the attention of the hon. Minister to the following urgent issues that the Kerala people are facing. The first and the foremost thing that I would like to request the hon. Minister is to substitute the old and dilapidated compartments that are now available in plenty in Kerala. During rainy season, we cannot travel in the railway compartments because the entire rainwater will be inside the compartments. That is the position. So, you must do it immediately and remove all those dilapidated and old compartments.

Secondly, a new railway station at Nedumbassery will have to be started because an international airport is there.

MR. SPEAKER: You can ask questions to the Minister.

SHRI VARKALA RADHAKRISHNAN : Thirdly, I would like to request him to extend the Sabarimala railway line *via* Punalur and Nedumangad reaching Trivandrum. There is already a survey which has been conducted. The Sabari train must come to Trivandrum. Otherwise, it is meaningless. It must also pass through Nedumangad, Punalur and Kilimanoor. All these places can be covered by an extension. It will be a profitable project on commercial basis.

Now, there is a long-standing demand of the people of Thiruvananthapuram for a new terminus but work has not started on that. The work has to be started forthwith. Otherwise the difficulties faced by the travelling public would increase manifold. Though the work was taken up, it is moving at a very slow pace. This is why I am putting this important matter before the hon. Minister.

The Guruvayoor Express is not provided with first class coaches. This train should be provided first class coaches.

Another demand of the people of Kerala relates to the early completion of the Nilambur Road-Nangangud railway line where the work is going on in a very slow manner. Hereafter, the hon. Minister should show some mercy in respect of demands of the people of Kerala.

There is an attempt to bifurcate the two railway divisions in Kerala. The Thiruvananthapuram division is proposed to be bifurcated and a new division is proposed to be formed so that the Thiruvananthapuram division could be eventually closed. The Palakkad division is also sought to be bifurcated. The hon. Minister should not do it. Otherwise, he would be inviting a serious agitation from the people of Kerala because these two railway divisions would disappear. On no account should he take the decision to bifurcate the existing two divisions of Thiruvananthapuram and Palakkad. They have to be maintained as they are. ...*(Interruptions)*

SHRI KODIKUNNIL SURESH (ADOOR): Sir, I may be allowed to ask one question. ...*(Interruptions)*

SHRI RAMESH CHENNITHALA : Sir, one Member whose name figures in the list is absent. So, you may permit him.

PROF. A.K. PREMAJAM (BADAGARA): Sir, I may also be given a chance. ...*(Interruptions)*

SHRI E. AHAMED : These are issues related to developmental projects and the Government is not taking them seriously. That is why all hon. Members are concerned.

MR. SPEAKER: Shri Suresh, I will allow you to put a straight question. I would not allow any speech.

SHRI KODIKUNNIL SURESH : All right.

MR. SPEAKER: Prof. Premajam, I would permit you also provided you too ask a straight question.

SHRI KODIKUNNIL SURESH : Sir, this is regarding gauge conversion from Kollam to Punalur and from Punalur to Tenkasi. I would like to know when work would be taken up on these sections and it would be completed.

PROF. A.K. PREMAJAM : Thank you very much, Mr. Speaker, Sir, for this opportunity.

There is a dearth of funds in the Railways. I have given Rs.60 lakh for two projects under the MPLADS. It is with the Ministry of Railways for two years. I would specifically like to know what is the objection in accepting my MPLADS funds for railway projects where the Ministry has not provided any budget.

SHRI K. MURALEEDHARAN (CALICUT): Sir, please allow me also to ask only one question.

MR. SPEAKER: No more questions please.

...*(Interruptions)*

SHRI K. MURALEEDHARAN : I would just like the hon. Minister to mention about the electrification of the Shoranur-Mangalore line.

MR. SPEAKER: Mr. Minister, you may respond to this also.

**श्री सत्यव्रत चतुर्वेदी (खजुराहो) :** इन सारी डिमांडों को पूरा करने के बाद क्या दूसरे स्टेटों के लिए भी कुछ बचेगा?

**रेल मंत्री (श्री नीतीश कुमार) :** यह तो आप रमेश जी से पूछिये जो आपकी बगल में बैठे हुए हैं। उनसे पूछिये कि मध्यप्रदेश के लिए भी कुछ बचेगा या नहीं।

अध्यक्ष महोदय, माननीय सदस्यों ने जितने पूरक प्रश्न पूछे हैं उनमें से अधिकांश का उत्तर मैंने मूल रूप से दे दिया है। जहां तक रेलवे प्रोजेक्ट्स का सवाल है उनमें दो-तीन बिंदुओं का खुलासा करना जरूरी है। एक सवाल इन्होंने किया कि जो बर्ष 2002-2003 के लिए हम लोगों ने पॉलिसी बनाई है, उसमें हमारे पास जो भी अवेलेबल रिसोर्स हैं, उनको हम मोटे तौर पर सब स्टेट्स में डिस्ट्रीब्यूट करेंगे। उसके लिए हमने एक फार्मूला तैयार किया है। बर्ष 2002-2003 का रेल बजट पेश करते हुए उसे हमने यहां प्रस्तुत किया था। आबादी और क्षेत्रफल पर हमने 15-15 प्रतिशत एलोकेशन दिया है और 70 प्रतिशत एलोकेशन उस राज्य में जितने रेलवे प्रोजेक्ट्स बाकी हैं, उनको पूरा करने के लिए जो पैसे की जरूरत है, उसका वेटेज दिया है। ऐसा नहीं है कि केवल पॉपुलेशन को वेटेज दिया है।

यह यहां पार्लियामेंट में कहा गया है, स्टैंडिंग कमेटी ने भी उस पर विचार किया। ये सारी बातें हो गयी हैं। अब तो वह स्टेबलाइज कर चुका है। इसमें एरिया व क्षेत्रफल लिया गया है, लेकिन जो मेज़र हिस्सा है वह थ्रो-फार्वर्ड का है। किसी भी स्टेट के सैंक्शन प्रोजेक्ट को पूरा करने के लिए जो पैसे की जरूरत है, उसको वेटेज सबसे अधिक 70 प्रतिशत रखा गया है। इसलिए उसमें कोई परेशानी नहीं होनी चाहिए। उदाहरण के तौर पर हम कहना चाहते हैं कि वर्ग 2002-2003 में केरला का शेयर 93.82 करोड़ था लेकिन हमने वहां 120 करोड़ खर्च किया है, यानी शेयर से ज्यादा खर्च किया है। आप पॉपुलेशन की बात कर रहे हैं लेकिन उसको हटा भी दिया जाए तो भी इतना हिस्सा आपका नहीं पड़ेगा। इसका कारण यह है कि जिसको हम सैंक्शन प्रोजेक्ट मानते हैं, डबलिंग का प्रोजेक्ट जो सोरनूर से लेकर मैंगलूर तक का है, उस पर काम चल रहा है, बाकी तो पूरा हो गया है। उसके लिए हम धन दे रहे हैं। इस बार 30 किलोमीटर पूरा होगा और अगले साल यह प्रोजेक्ट पूरा हो जाएगा। इसको हमने टाइम-बाउन्ड रखा है और पूरे देश के प्रोजेक्ट्स को टाइम-बाउन्ड पूरा करने की बात कही है।

SHRI KODIKUNNIL SURESH : Sir, Kerala is notâ€¦ (Interruptions)

SHRI NITISH KUMAR: How can I answer this question? He meets me regularly. He gets his problems sorted out. ... (Interruptions)

MR. SPEAKER: Mr. Minister, you need not answer to his question. You can complete your reply.

... (Interruptions)

श्री नीतीश कुमार : यह डबलिंग प्रोजेक्ट पूरा होगा, जोकि टाइम-बाउन्ड है। दूसरे कोटायम-एलैपी लाइन के डबलिंग की बात माननीय सदस्यों ने कही है। इसमें रेलवे ने माना था कि दो रूट पर दो लाइनें चल रही हैं, इसलिए हम इसको डबलिंग मानते हैं। लेकिन केरल माननीय सदस्यों ने कहा कि ऐसा हम नहीं मानते हैं, दोनों लाइनों को डबल किया जाए। एर्नाकुलम-कयनकुलम(Ernakulam-Kayankulam) के बीच में दो लाइनें चल रही हैं और दोनों को डबल किया जा रहा है। मैं माननीय सदस्य के क्षेत्र में भी गया था। वहां शिलान्यास किया है। काम शुरू हो रहा है। डबलिंग का काम धीरे-धीरे लिया जा रहा है। सबको मालूम है और अच्छी तरह से मालूम है कि किस तरह से काम में मैं दिलचस्पी ले रहा हूँ। उनकी भावनाओं को ध्यान में रखते हुए, सारे काम हो रहे हैं। इलैक्ट्रिफिकेशन का काम भी चल रहा है। इलैक्ट्रिफिकेशन के सैंक्शन काम को पूरा करेंगे। यह काम सन् 2004-2005 तक पूरा हो जाएगा। पूरे प्रोजेक्ट्स पर ध्यान दे रहे हैं। (व्यवधान)

MR. SPEAKER: His constituency people must know that he is raising the question. So, there is nothing wrong in raising that.

... (Interruptions)

SHRI NITISH KUMAR: He is well within his rights.

माननीय सदस्यों ने गेज-कन्वर्जन के बारे में प्रश्न किया है। कुईलोन से पलनूर तक अर्थ-वर्क का काम चल रहा है।

SHRI KODIKUNNIL SURESH : Only earth work is going on. ... (Interruptions)

SHRI NITISH KUMAR: Yes, earth work will take place. First of all, what will you do? How can you do anything without earth work and bridge work? The primary work is earth work. We have already taken up the work. So, he must be satisfied. If he is not satisfied, then I am ready to go along with him to his constituency to see how the work is progressing. ... (Interruptions) सारे काम हो रहे हैं, तो यहां प्रश्न रोज करना क्या जरूरी है।

SHRI KODIKUNNIL SURESH : Only partially some earth work is going on and RoB work has not been taken up. ... (Interruptions)

SHRI NITISH KUMAR: Quilon to Punalur work has been taken up, but Quilon to Tenaksi work has not been taken up. ... (Interruptions) That portion is ghat section. You are also aware of it. That is a very difficult terrain. Final location/survey has already been ordered. What we have to do is the Ghat section. You are aware of it. ... (Interruptions) It is a difficult terrain. You are all aware of it. It will take time. ... (Interruptions)

अध्यक्ष महोदय : मंत्री जी, बीच-बीच में जो प्रश्न प्रस्तुत किए जा रहे हैं, उनका उत्तर देने की जरूरत नहीं है। आप अपना उत्तर दीजिए।

श्री नीतीश कुमार : आपने यह कालिग एटेंशन मन्जूर करके पिंडारा बाक्स खोल दिया है। अब सारे स्टेट से संबंधित कालिग एटेंशन आयेंगे। खैर, मुझे आपत्ति नहीं है। आप सर्वोच्च हैं, जो आप कहेंगे, उसका उत्तर देने के लिए मैं तत्पर हूँ।

जहां तक एगमाली-सबरीमाला(Angamali-Sabarimala) का प्रश्न है, केरल सरकार ने कहा है कि फारैस्ट क्षेत्र से गुजरने में परेशानी है। इस बारे में हम फैसला करेंगे और अजुथा तक इसको टर्मिनेट करेंगे। इस बारे में फाइनल लोकेशन का काम पूरा हो गया है। यह सारी बात हो रही है। उसके चलते, प्रोग्रेस नहीं हो रही थी, लेकिन अब बात हो गई है, केरल सरकार के रिक्वैस्ट पर। इसके अलावा कई स्थानों पर माननीय सदस्यों का सहयोग चाहिए, जैसे लैंड एक्वीजिशन की समस्या है। कुछ हैबिटाट क्षेत्रों में लैंड एक्वीजिशन की समस्या है। इस काम के लिए आप अपना प्रभाव का इस्तेमाल करें, ताकि इस काम को कर सकें।

एक बात की जानकारी मैं माननीय सदस्यों को देना चाहता हूँ। उन्होंने टूरिस्ट ट्रेन की बात कही है। जैसे राजस्थान में पैलेस-ऑन-व्हील्स चलती है, उसी तरह से महाराष्ट्र टूरिस्ट विभाग के साथ मिलकर डैकन-ओडिसी चलाने जा रहे हैं। इसके लिए 16 जनवरी को शुरुआत करने के लिए प्रधान मंत्री जी जा रहे हैं। इस दिशा में कर्नाटक के साथ भी एग्रीमेंट हुआ है, जो फाइनल स्टेज पर है। उनके साथ मिल टूरिस्ट ट्रेन चलेगी। ऐसी ही व्यवस्था अगर केरल सरकार चाहती है, तो उनकी तरफ से प्रस्ताव आना चाहिए। हम उस प्रस्ताव पर गौर करेंगे। हमारे पास तीन मॉडल्स हैं - एक राजस्थान में पैलेस-ऑन-व्हील्स, दूसरे महाराष्ट्र में डैकन-ओडिसी और तीसरी कर्नाटक सरकार के साथ पाइप-लाइन में है। इस दिशा में अगर केरल की सरकार जाना चाहती है, तो बातचीत करके बात को आगे बढ़ाया जा सकता है।

श्रीमती(प्रो.) ए.के. प्रेमाजम जी ने एमपीलेड फन्ड्स को रेल प्रोजेक्ट्स में इस्तेमाल करने की बात कही है। एमपी फंड का इस्तेमाल किस-किस प्रोजेक्ट में हो सकता

है, इसका फैसला प्रोग्राम इम्प्लीमेंटेशन मिनिस्ट्री से होता है।

PROF. A.K. PREMAJAM : The Ministry of Statistics and Programme Implementation has already given sanction for my proposal.

श्री नीतीश कुमार: यदि वह इसमें सहमति देगी तो रेलवे को खुशी होगी कि पैसा कहीं से आ जाए। हम स्टेट गवर्नमेंट के साथ पार्टनरशिप में काम कर रहे हैं। झारखंड, कर्नाटक, तमिलनाडु और महाराष्ट्र में

वहां की सरकारों के साथ यह काम हो रहा है। डिफेंस मिनिस्ट्री का शेयरिंग हो रहा है। कई और राज्यों के साथ हो रहा है। प्राइवेट सेक्टर के साथ पार्टनरशिप चल रही है। हम चाहेंगे कि कहीं और से पैसा आए। हमने नॉन बजटरी इनीशेटिव भी लिया है। राष्ट्रीय रेल विकास योजना बनायी गई है। रेल विकास निगम गठित किया गया है ताकि महत्वपूर्ण प्रोजेक्ट्स जो गोल्डन क्वाड्रिलैटरल और पोर्ट कनेक्टिविटी के हैं, उनके लिए बाहर से धन मिले। हम बॉरोइंग करना चाह रहे हैं। हम ये सारा काम इसलिए कर रहे हैं कि सभी राज्यों के प्रोजेक्ट्स समय सीमा में पूरे किए जा सकें। हम इन्हें पूरा कराने के लिए अन्य स्रोतों से भी धन जुटा रहे हैं। कश्मीर का प्रोजेक्ट राष्ट्रीय प्रोजेक्ट हुआ। उसके लिए अलग से धन मिल रहा है। इस प्रकार से ये इनीशिएटिव लिए गए। दूसरी तरफ बजटरी सपोर्ट भी बढ़े, इसके लिए प्रयत्न होता है ताकि हम तेजी से काम करें और रेलवे प्रोजेक्ट्स को समय सीमा में पूरा किया जा सके।

â€¦ (व्यवधान)

अध्यक्ष महोदय: मैं एक के बाद दूसरे सदस्य को चांस दूंगा। किसी को खड़े होने की जरूरत नहीं है।

â€¦ (व्यवधान)

श्री राम विलास पासवान (हाजीपुर) : अध्यक्ष महोदय, मुझे अलीगढ़ मुस्लिम यूनिवर्सिटी के बारे में अपनी बात कहनी है। â€¦ (व्यवधान)

अध्यक्ष महोदय: मंत्री जी आएं, तब बताएं। मंत्री नहीं हैं तो खड़े होने की क्या आवश्यकता है।

â€¦ (व्यवधान)

अध्यक्ष महोदय: मैं जब आपका नाम पुकारूंगा, उस समय खड़े होना। प्लीज, ऑर्ग्युमेंट्स में मत जाएं। हर बात में ऑर्ग्युमेंट्स करना अच्छा नहीं है।

â€¦ (व्यवधान)

MR. SPEAKER: You can speak when I call you.

...(Interruptions)

MR. SPEAKER: I will give you a chance to speak.

...(Interruptions)