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Title: Presentation of the Interim Railway Budget for 2014-15.

MADAM SPEAKER: Now hon. Railway Minister Shri Mallikarjun Kharge will present the Interim Railway Budget for 2014-15.

THE MINISTER OF RAILWAYS AND MINISTER OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI MALLIKARJUN KHARGE):  
Madam Speaker, I rise to present before this august House the Revised Estimates for 2013-14 and the Estimated Receipts and Expenditure for 2014-15

सादिक हूँ अपने कौल में गालिब खुदा गवाह।

लिखता हूँ सब कि " झूठ की आदत नहीं मुझे।।

The Estimates for 2014-15 are for the whole year, but, at present I seek from the august House a 'vote-on-account', sufficient to cover the estimated expenditure for the first four months of the fiscal. The Hon'ble Members are aware that requirements for the remaining part of the year would be voted later, separately.

This is my maiden Budget under the inspiring guidance of the Hon'ble Prime Minister and Chairperson UPA, to whom I am grateful for the responsibility entrusted to me. I also wish to profusely thank the Finance Minister for his continued support and encouragement to the Railways, underlined further by his recent gesture of providing additional budgetary support for meeting pressing requirements of a few national projects during the current fiscal.

Madam Speaker, the name of Indian Railways evokes fond childhood memories amongst all of us who have grown with this beautiful system. Railways influence all aspects of our lives and untiringly carry people and materials to every nook and corner of the country. Its role in national integration by providing low cost connectivity from Kashmir to Kanyakumari on one hand and Arunachal, Mizoram and Tripura to Gujarat on the other, is unparalleled.

As an organization, Railwaymen take pride in serving the nation, braving snow, torrential rains, floods and desert storms on the one hand and misdirected public or terrorist wrath on the other. Madam, I have hardly spent eight months with Railways but I confess that I have an inner feeling of a lifelong association. It is my firm view that this pan Indian organization needs careful nurturing to help it better serve the people and play its role in building the nation.

During my short stewardship of the Indian Railways, I have been flooded with requests for new projects of New Lines, Gauge Conversion, Doubling and new Factories, new trains, and suggestions for improving the services of the system. While Railways continue to deliver services ungrudgingly in spite of constraints of resources, both physical and financial, it is high time that we take a serious note of its urgent investment and other needs. Railways are a strong engine of development and help mainstreaming our citizens in less developed areas of the country. Therefore, it is critical for the Railways itself to be restored to a more central place in the national planning.

As the UPA II Government completes its five years journey in May this year, it is time to take stock of Indian Railways' achievements and also lay the road map for the organization. I would like to share some of the key recent initiatives, which have led to build up of confidence of our countrymen and instilled a sense of pride amongst a committed railway workforce of about 14 lakh persons:

i. National Project of Kashmir witnessed a major landmark last June, when 11.2 km long tunnel linking Banihal with Qazigund in the valley became operational. The tunnel, which is an engineering marvel, has reduced the distance from 35 km to 17.5 km., provides an all-season means of transport for the local population and is proving a boon for the inhabitants. Also, construction on Udhampur – Katra section, which will enable lakhs of pilgrims from all over the country to reach foothills to Vaishno Devi shrine directly, has been completed and trial runs have started. We expect to run passenger services up to Katra very shortly;

ii. During the XI Plan period, the targets for newlines, doubling and electrification were exceeded. Railways completed 2,207 km of newlines against target of 2,000 km, doubling of 2,758 km against 2,500 km and electrification of 4,556 km against a target of 4,500 km. During the 12th Five Year Plan period, Indian Railways infrastructure will further expand to reach the hinterland and frontiers of our nation;

iii. Similarly, rolling stock acquisition also surpassed the targets and 64,875 wagons were acquired against target of 62,000, a total of 1,288 diesel locos were produced against 1,019, and 1,218 electric locos against a target of 1,205;

iv. Initiatives taken for construction of two dedicated freight corridors on the eastern and western routes would lead to strategically critical capacity augmentation, and would involve construction of dedicated freight lines to carry predominantly coal and steel on the Eastern Corridor and containers on the Western Corridor. Dedicated Freight Corridor is an innovation in rail transport in India and will reduce the transit time to about half of the present levels. The capacity released by freight trains could then be used for running more passenger trains at higher speed in a need based manner. This initiative would also offer significant reduction of Green House Gas emissions in transport sector of India;

v. Railways successfully met the heavy impact of 6th Pay Commission in full during the period. Total additional payout including arrears from 1st January 2006 has been more than Rs one lakh crore till now. Significantly, unlike other segments of the Government, Railways met the additional expenditure within its own means, from its own earnings. The huge requirement did cause some hardships, but the organisation successfully overcame them and emerged stronger. Significantly, but for the additional financial burden caused by the Pay Commission, the resource position of Railways would have been correspondingly that much healthier;

vi. Extension of rail connectivity to the northeastern states has been a focus area of our government to bring prosperity to these areas and also strengthen the national integration. I am happy to inform the august House that as a result of additional financial support provided to Railways at the instance of the Hon'ble Prime Minister, we are now on course to convert the strategically important 510 Km long Rangiya - Murkongselek Metre Gauge line into Broad Gauge within this financial year.

vii. The Capital of Arunachal Pradesh would soon be on rail map in this financial year, as Harmuti-Naharlagun newline is expected to be commissioned shortly. The state of Meghalaya is also all set to come on the Railway map in this financial year, as Dudhnoi – Mehendipathar newline is getting completed by March 2014;

viii. Expansion of Railway Network: During the year we completed 1,532 km of New Line, Doubling and Gauge Conversion against a revised target of 1,525 km. Sections commissioned in 2013-14 include:

#### **New Lines**

- a. Karur – Salem (85 Km)
- b. Koderma – Nawadih (34 Km)
- c. Lalitpur – Tikamgarh (51.5 Km)
- d. New Morinda to Sanewal (54 Km)
- e. Qazigund – Banihal (19 Km)
- f. Kadur – Chikmagalur (46 Km)

#### **Gauge Conversion:**

- a. Hanumangarh – Sriganganagar (64Km)
- b. Manamadurai – Virudunagar (67 Km)
- c. Darum Madhepura – Murliganj (22 Km)
- d. Kolar – Chickballapur (85 Km)
- e. Rangiya – Rangapara North – Dekargaon (145 Km)

#### **Doubling:**

- a. Panskura – Shyamchak (27 km) 3rd Line
- b. Muri – Tulin (1.5 km) Doubling 2nd Bridge over River Subernarekha
- c. Jirat – Ambika Kalna (20.23 km)
- d. Magrahat – Diamond Harbour (15 km)
- e. Kursela-Karagola (17 km)
- f. Katereah-Kosi cabin (4km)

g. Madur – Mandya (19 km)

h. Birur – Ajjampur (18km)

ix. Three new factories viz. Rail Wheel Plant in district Chhapra, Rail Coach Factory at Rae Bareilly and Diesel Component Factory at Dankuni have become functional and commenced production;

x. Specially designed coaches for adverse weather conditions have been inducted for rail travel in Kashmir Valley. Also corrosion resistant and lighter wagons with capability to carry extra pay-load and higher speed potential up to 100 kmph have been developed; and

xi. Railways have been promoting sports since 1928. In the year 2012-13, we recruited about 500 sports persons. I take pride in stating that Railways' sportspersons have a dominating presence in the national teams in various disciplines and won titles in 23 disciplines and were runners up in 9 disciplines in various national events. Our sportspersons have also represented the country in various International Championships and won a total of 2 Gold, 4 Silver and 3 Bronze Medals.

\*...\* Indian Railways had formulated Policy Unigauge in the year 1992 to convert selected Metre/Narrow Gauge routes to Broad Gauge to avoid transshipment, improve rolling stock utilisation, achieve higher throughput and to foster development in various parts of the country. I am happy to report that a total of 19,214 km of non-Broad Gauge lines have been converted to Broad Gauge. People in several States including Gujarat, Rajasthan, Madhya Pradesh, Maharashtra, Karnataka, Uttar Pradesh, Assam and Tamil Nadu have been the major beneficiaries.

## **Safety**

This august House has in the past expressed deep concern over some unfortunate accidents and I painfully acknowledge my anguish and grief at the loss of lives. However, I must assure the House that safety is never compromised on the system and several measures have been and are being taken for its further strengthening. Some of these are :

i. Manning or elimination of all unmanned level crossings and provision of ROBs/RUBs in lieu of manned level crossings with heavy traffic density in a time bound manner is a commitment of Railways. Towards this end, a total of 5,400 unmanned level crossings were eliminated – 2,310 by manning and 3,090 by closure / merger / construction of ROBs/RUBs during the last five years;

ii. Planning for induction of indigenously developed Train Collision Avoidance System (TCAS) over Indian Railways after successfully completing field trials;

iii. Provision of improved safety systems with audio visual warning to road users in advance of approaching trains;

iv. Development of 'crashworthy' structural design capable of absorbing high impact loads in unfortunate case of collision/accidents;

v. Offering employment to over 1 lakh persons against existing vacancies in Group C categories in the last five years, and to 1.6 lakh persons in erstwhile Group D categories;

vi. Provision of Vigilance Control Device (VCD) in all electric and diesel locomotives to monitor and judge the alertness of driver to ensure safety of the train;

vii. A few unfortunate accidents involving fire in trains have occurred in the recent past, leading to loss of precious lives. Even though some of these incidents were caused due to inadvertent acts of negligence on the part of passengers, Railways have initiated action to ensure that such incidents are averted at all costs and loss of lives eliminated. A Comprehensive Fire and Smoke Detection System is on trial on two rakes of Rajdhani Express trains. Based on the success of these trials, this will be extended to all major passenger trains; and

viii. Besides, various measures undertaken to prevent fire incidents on trains are as under:

a. Use of fire retardant materials inside coaching vehicles;

b. Multi-tier protection for electric circuits;

c. Provision of portable fire extinguishers in AC coaches, Guard-cum-luggage break vans, pantry cars and locomotives;

d. Introduction of electrical induction based cooking appliances in replacement of LPG in pantries and

e. Intensive checks on parcel vans and Guard-cum-luggage break vans against explosives and inflammable materials.

## **Financial Health**

I firmly believe that Indian Railways is primarily a commercial organization and it must operate in a financially self sustaining manner. Major segments of its business - freight as well as passenger - should be market driven, address needs of users, provide value for money and avoid tendencies to exploit its dominant presence in the transport sector.

Inadequacy of financial resources is a key constraint to Railways following the desired path. Aspirations of the people channelized through their elected representatives for extending the rail network to their regions are all valid and need to be respected. In fact, Railways have happily acknowledged and accepted many of these. Despite limited availability of funding, Railways have been able to implement and complete many projects of new lines, doubling, gauge conversion, metropolitan transport, road over/under bridges in addition to construction of workshops, improvement of user services and electrification.

I wish to place on record my appreciation of the initiative of the State Governments of Karnataka, Jharkhand, Maharashtra, Andhra Pradesh, and Haryana for agreeing to share cost of several Rail projects in their respective areas, and appeal to other State Governments to follow suit. This will go a long way in catalysing creation of Rail infrastructure for overall national growth.

While efforts of the government to provide precious financial resources for growth of Indian Railways would undoubtedly continue, the phenomenal investment needs of rail infrastructure cannot be met entirely through Gross Budgetary Support, Internal Generation of Railways and Market Borrowing. Railways have therefore started targeting private investment in rail infrastructure to bridge the gap.

## **Public Private Partnership (PPP)**

Investment in Railways is being stepped up by partnership with the private sector. PPP projects related to rolling stock manufacturing units, modernisation of railway stations, multi-functional complexes, logistics parks, private freight terminal, freight train operations, liberalised wagon investment schemes, and Dedicated Freight Corridors are in the pipeline and offer excellent opportunities for private investment in the 12th Plan.

. Apart from attracting private investments from domestic investors in rail sector, a proposal is under consideration of the Government to enable Foreign Direct Investment (FDI) to foster creation of world class rail infrastructure.

Rail Land Development Authority was set a challenging target of raising Rs 1,000 crore in the Budget 2013-14. I am happy to report that they are on course and have already raised Rs 937 crore so far.

## **Modernisation and Technology Induction**

Within available resources, Indian Railways have always endeavoured to usher in new technology for modernisation and enhanced delivery to rail users. Dedicated Freight Corridors for exclusive running of heavy haul freight trains, High Speed Trains Project, and Semi-High Speed project are recent initiatives taken in this direction.

## **Dedicated Freight Corridor Project**

Implementation of the Eastern and Western Dedicated Freight Corridors project is making good progress with the award of nearly 1,100 km of civil construction contracts till now. During 2014-15, another 1,000 km of civil construction contracts are targeted, besides award of Systems contracts.

## **High Speed Trains Project**

As agreed between Honourable Prime Ministers of India and Japan in May 2013, a joint Feasibility Study for Mumbai-Ahmedabad High Speed corridor, co-financed by Indian Railways and Japan International Cooperation Agency (JICA), has started in December 2013, and will be completed in 18 months. For the same corridor, a Business Development study being undertaken by French Railways (SNCF) will be completed by April 2014. After the studies, Indian Railways will decide on further course of action and modalities for implementation of the project.

## **Semi-High Speed Project**

Besides the High Speed project, Indian Railways also intend to explore low cost options for raising speeds to 160-200 kmph on existing select routes like Delhi-Agra and Delhi-Chandigarh.

### **Green Initiatives**

The role of Indian Railways in preserving the environment has been widely acknowledged. Besides energy efficiency of rail transport, initiatives to promote use of renewable and clean energy have been part of our approach. Railway Energy Management Company has become functional and is working on setting up of windmill plants, solar power plants, with about 40% subsidy from Ministry of New & Renewable Energy. To begin with, 200 railway stations, roof top of 26 buildings and 2,000 level crossing gates would be covered.

I take great pride in informing the august House that as an eloquent testimony to our energy conservation efforts, Railways bagged 22 out of 112 awards being given away by the Government in 2013.

With a view to improving aesthetic ambience along the track close to the approach of major stations, creation of 'Green Curtains' at Agra and Jaipur stations is being undertaken on pilot basis. This will involve construction of RCC boundary wall of appropriate height along the railway boundary up to a suitable distance, landscaping from the track to the wall and within station circulating area, and arrangements for appropriate watch and ward to check open defecation and littering. Once the pilot projects succeed, we intend to invite corporate entities to participate in this programme at other stations through their Corporate Social Responsibility initiatives, besides obtaining support of municipalities and local bodies.

Marking a major development towards cleanliness in the coaches and on railway tracks, a bio-toilet design has been adopted by the railways and the technology has been introduced in about 2,500 coaches. It is proposed to increase the coverage progressively.

### **Passenger Friendly Initiatives**

Indian Railways has always strived to improve its customer related services and the continued drive has resulted in their gradual improvement. The success of e-booking of tickets has surpassed all expectations and provided a convenient means to our customers to interface with the Railways from the comfort of their homes and offices. Train movements can also be tracked online to find the exact location and running. Besides, 51 Jan-Ahaar outlets for sale of Janta Meals have been set up; 48 passenger escalators have been commissioned at railway stations and 61 more are being installed; air-conditioned EMU services will commence in Mumbai area by July 2014; and Passenger Information Display System in important trains to indicate the next station and expected arrival time is being provided.

.The scheme for upgradation of passengers introduced in the year 2006 is proposed to be extended to second class sitting, AC Chair car and Executive chair car passengers. This will facilitate utilisation of vacant accommodation in the higher classes and optimise demand satisfaction in the lower classes.

### **Demand Management through Dynamic Pricing**

There are seasonal and occasion-specific instances when the demand for travel by certain trains goes up and the level of demand satisfaction becomes low. Passengers are prepared on such occasions to pay more to undertake their journey. Keeping this in view, a Premium Air-Conditioned Special was introduced on the busy Delhi – Mumbai sector with shorter Advance Reservation Period in December 2013 – January 2014. The fare charged included a dynamically varying premium over tatkal fare of the Rajdhani services. Such dynamic pricing was widely appreciated by the users and the media and gave increased earnings of about 48% as compared to Rajdhani services on the same sector. We are considering operation of this scheme on larger scale. Such trains will be known as Jai Hind Express.

### **Enhancing Market Share**

Railways propose to lay further emphasis on improving its market share through a mix of strategies. These would involve inter alia include:-

- I. Improved use of assets, including wagon turn round by ensuring improved operation and maintenance practices to enhance asset availability;
- II. intensive monitoring and improvement in the condition of freight terminals laying emphasis on completion of various on-going line capacity works on critical sections;
- III. enhancing throughput by clearing missing links in carrying capacity + 8 tonne routes;

IV. increasing freight train speed by upgrading the rolling stock as well increasing the length of trains, besides introducing a tariff and incentives regime that encourages shift of traffic to rail and minimizes empty running.

### **Rail Tariff Authority**

कभी विलमन से वो झांके,  
कभी विलमन से हम झांके।  
लगा दो आग विलमन में,  
न वो झांके, न हम झांके।।

हमने विलमन में आग लगा दी। In a path breaking decision, an independent Rail Tariff Authority is being set-up to advise the Government on fixing of fares and freight. Determination of rates will no longer be an exercise behind veils where the Railways and the users could only peep covertly at what was happening on the other side.

The Rail Tariff Authority will not only consider the requirements of the Railways but also engage with all stakeholders to usher in a new pricing regime through a transparent process. This would lead to an era of rationalisation of fares and freight structures for improving the fare–freight ratio and gradually bringing down cross subsidization between different segments. It is expected that this would go a long way towards improving the financial health of the Railways, lead to growth to match expectations of the nation and provide stability by minimizing volatility of revenue streams.

### **Information Technology**

Information Technology has revolutionized our customer interface over the last few years. We intend to continue the process. Some of the initiatives that would be taken are: -

- (i) proliferation of cash accepting Automatic Ticket Vending Machines;
- (ii) Ticketing on mobile phones in the unreserved segment;
- (iii) PNR status update to passengers through system generated SMS;
- (iv) an update for train running information;
- (v) Online booking of retiring rooms at all important stations;
- (vi) Online booking of meals on trains for selected en-route stations;
- (vii) Introduction of e-forwarding note and electronic transmission of railway receipts for freight customers and
- (viii) Computerisation of claims settlement process .

### **Revenue Freight Traffic**

A target of loading 1,047 million tonnes during 2013-14 was set for Indian Railways. I am happy to inform the House that we would surpass the Budget estimate.

In order to increase the share of rail borne traffic, an innovative "Empty Flow Discount Scheme" is being formulated and will be implemented shortly.

For further increasing throughput on the existing network, carrying additional traffic and bolstering freight earnings, universalisation of all routes on Indian Railways as 'CC+9+1' (Carrying Capacity+9 tonne+1 tonne) is being planned.

Container traffic has witnessed rapid growth in the last few years. For facilitating seamless transport of imported cargo, some of the restrictions on movement of imported commodities through containers have been eased. Further, to increase throughput of container traffic, the permissible carrying capacity of 20 feet containers has been enhanced by 4 tonnes by necessary upgrade of rolling stock.

There is a vast potential to be tapped in the area of parcel traffic. An aggressive strategy has been evolved for attracting more such traffic to rail. Parcel trains will be run from nominated parcel terminals which have been already notified for achieving the above, and Special Parcel Trains will be run on scheduled timings, so that time-sensitive cargo can be attracted. A new policy on parcels will be formulated which shall also encourage transportation of milk across the country. A new concept of hub and spoke for parcel business will be introduced. Third party warehousing in Special Parcel Terminals is

also envisaged.

### **Financial Performance, 2012-13**

I would now like to present in brief the final results for the previous fiscal, 2012-13. I am happy to report that the freight loading by the Railways at 1,008 million tonnes surpassed the revised target of 1,007 million tonnes. Railways paid full dividend of Rs 5,389 crore to the General Exchequer. The Operating Ratio finally achieved was 90.2%, an improvement over 94.9% in 2011-12. The Fund balances, which were at negative Rs 385 crore at the beginning of the year, finally closed at a positive Rs 2,391 crore even after full repayment, including interest, of the loan of Rs 3,000 crore taken in the previous year.

### **Financial Performance, 2013-14**

Given the promising trend of loading, the target has been scaled up to about 1052 million tonnes from the budget target of 1047 million tonnes. However, the average lead of freight traffic is falling, and is likely to be 622 km against budgeted 644.5 km. Yet, we are confident of surpassing the freight earnings target which has been increased to Rs 94,000 crore from Rs. 93,554 crore in Budget Estimates. Considering the trend of passenger earnings, the revised target has been kept at Rs 37,500 crore.

There has been continuing strong inflationary pressure on the input costs, especially the cost of fuel, both HSD Oil and electrical energy. There has also been a higher than expected burden on account of significant fresh recruitment in many safety categories, additional dearness allowance for Railway employees and dearness relief for Railway pensioners. Yet, as a result of stringent and close monitoring, the increase under Ordinary Working Expenses has been kept at a modest Rs 560 crore only. However, pension allocation requirements have gone up by a more significant Rs 2,000 crore. Dividend payment to General Revenues has also gone up by Rs 1,591 crore with the increase in the rate from 4% to 5%.

Considering the trend of earnings and expenditure, the revised plan outlay stands at Rs 59,359 crore. Operating Ratio of Railways is likely to be 90.8% .

I would like to assure the House that continuing the happy trend of 2012-13, and in a marked improvement from the two earlier years, Railways will end the current year with surplus, and fund balances would increase from Rs 2,391 crore at the beginning of current fiscal to Rs 8,018 crore at the end of March, 2014. This is primarily attributable to strict fiscal discipline enforced by the organisation.

### **Budget Estimates, 2014-15**

I shall now deal with the Budget Estimates for 2014-15.

Anticipating a healthier growth of economy, the freight traffic target is proposed at 1,101 million tonnes, an increment of 49.7 million tonnes over the current years' revised target of about 1052 million tonnes.

The Budget Estimates for goods, passenger, other coaching and sundry other earnings have been kept at Rs. 1,05,770 crore, Rs. 45,255 crore, Rs 4,200 crore and Rs. 5,500 crore respectively in 2014-15. The Gross Traffic Receipts have been projected at Rs. 1,60,775 crore.

Ordinary Working Expenses have been proposed at Rs. 1,10,649 crore, which is Rs. 13,589 crore higher than the Revised Estimates for the current year. This will take care of additional requirements on account of fresh recruitment, increase in dearness allowance rates, increase in fuel bill, higher lease charges payable to IRFC and general inflationary increases. Pension outgo has been budgeted at Rs. 27,000 crore, as against Revised Estimates, 2013-14 of Rs. 24,000 crore. Total Working Expenses are budgeted at Rs. 1,44,199 crore as against Rs. 1,27,260 crore in Revised Estimates, 2013-14. This will leave a Net Revenue before dividend of Rs. 19,655 crore, and operating ratio of 89.8%. Dividend payable to General Revenues is estimated at Rs. 9,117 crore. It is estimated that at the end of 2014-15 the balance under the Railway Funds will be Rs 12,728 crore as against Rs 8018 crore in Revised Estimates, 2013-14.

### **Annual Plan 2014-15**

. The Annual Plan 2014-15 envisages investment of Rs. 64,305 crore as against Budget Estimates 2013-14 of Rs. 63,363 crore and Revised Estimates, 2013-14 of Rs. 59,359 crore. The Budgetary Support from General Revenues has been proposed at Rs. 30,223 crore including Rs. 1,223 crore as Railways' share from Diesel Cess, and Rs. 6,000 crore earmarked for National Projects. Internal Generation component in the Plan has been kept at Rs. 13,500 crore, besides a drawdown of Rs. 777 crore from the available balance in the Railway Safety Fund. Extra Budgetary Resources including market borrowings through IRFC, 'PPP' and other schemes has been pegged at Rs. 19,805 crore.

I would like to thank all the Parliamentary Committees including the Railway Convention Committee for their full support.

### **New Services**

I have received several demands for new trains. The existing congestion on many of our routes does not permit the railways to increase the number of trains. Besides, running of more passenger trains also affects the freight carrying capacity of railways. Yet I am conscious of the responsibility devolving on the railways towards addressing requirements of the people for additional trains in a need and merit based manner. Despite severe constraints, I am happy to inform the august House that we have decided to introduce a few new trains during 201415.

### **Premium Trains(Jai Hind Express) :**

- i. Howrah – Pune AC Express (Bi-weekly) via Nagpur, Manmad
- ii. Kamakhya – New Delhi AC Express (Weekly) via Chhapra, Varanasi
- iii. Kamakhya – Chennai AC Express (Weekly) via Malda, Howrah
- iv. Mumbai – Howrah AC Express (Bi-weekly) via Nagpur, Raipur
- v. Mumbai – Patna AC Express (Bi-weekly) via Khandwa, Itarsi, Manikpur
- vi. Nizamuddin – Madgaon AC Express (Bi-weekly) via Kota, Vasai Road
- vii. Sealdah –Jodhpur AC Express (Bi-weekly) via Mughalsarai
- viii. Yesvantpur - Jaipur AC Express (Weekly) via Gulbarga, Pune, Vasai Road
- ix. Ahmedabad – Delhi Sarai Rohilla Express (Tri-weekly) via Palanpur, Ajmer, Rewari
- x. Bandra – Amritsar Express (Weekly) Via Kota, New Delhi, Ambala
- xi. Bandra (T) – Katra Express (Weekly) via Kota, New Delhi, Ambala
- xii. Gorakhpur – New Delhi Express (Bi-weekly) via Lucknow, Moradabad
- xiii. Katra – Howrah Express (Weekly) Express via Mughalsarai, Varanasi, Saharanpur
- xiv. Mumbai – Gorakhpur Express ( Bi-weekly) via Khandwa, Jhansi, Kanpur
- xv. Patna– Bangalore Express (Weekly) via Mughalsarai, Chheoki, Manikpur, Nagpur
- xvi. Yesvantpur – Katra Express (Weekly) via Gulbarga, Kacheguda, Nagpur, New Delhi
- xvii. Thiruvananthapuram – Bangalore (Yesvantpur) Express (Bi- weekly) via Erode, Tirupattur

### **50. Express Trains :**

- i. Ahmedabad – Katra Express (Weekly) via Palanpur, Jaipur, Rewari, Hisar, Bathinda, Amritsar
- ii. Ahmedabad – Lucknow Jn Express (Weekly) via Palanpur, Jaipur, Bandikui, Mathura, Kasganj
- iii. Ahmedabad – Allahabad Express (Weekly) via Jalgaon, Khandwa, Itarsi, Satna, Manikpur
- iv. Amritsar – Gorakhpur Express (Weekly) via Saharanpur, Moradabad, Sitapur Cantt.
- v. Aurangabad – Renigunta Express (Weekly) via Parbhani, Bidar, Vikarabad
- vi. Bangalore – Chennai Express (Daily) via Bangarpet, Jolarpettai
- vii. Bandra (T) – Lucknow Jn Express (Weekly) via Kota, Mathura, Kasganj
- viii. Bareilly – Bhopal Express (Weekly) via Chandausi, Aligarh, Tundla, Agra



- ix. Bhavnagar – Bandra Express (Weekly) via Ahmedabad
- x. Bhavnagar- Delhi Sarai Rohilla Link Express (Weekly)
- xi. Gandhidham – Puri Express (Weekly)
- xii. Gorakhpur – Pune Express (Weekly) via Lucknow, Kanpur, Bina, Manmad
- xiii. Guntur-Kacheguda Double Decker Express (Bi-weekly);
- xiv. Howrah – Yeswantpur AC Express (Weekly) via Bhubaneswar, Gudur, Katpadi
- xv. Hubli – Mumbai Express (weekly) via Bijapur, Sholapur
- xvi. Hyderabad – Gulbarga Intercity (Daily)
- xvii. Jaipur – Chandigarh Intercity (Daily) via Jhajjar;
- xviii. Kacheguda – Tirupati Double Decker Express (Bi Weekly);
- xix. Kota – Jammu Tawi Express (Weekly) via New Delhi, Ambala
- xx. Kanpur – Bandra (T) Express (Weekly) via Kasganj, Mathura, Kota
- xxi. Lucknow – Kathgodam Express (Tri-weekly)
- xxii. Manduadih – Jabalpur Express (Weekly) via Allahabad, Manikpur, Satna
- xxiii. Malda Town – Anand Vihar Express (Weekly) via Amethi & Rae Bareli;
- xxiv. Mannargudi – Jodhpur Express (Weekly) via, Jaipur
- xxv. Mumbai – Chennai Express (Weekly) via Pune, Gulbarga, Wadi
- xxvi. Mumbai – Gorakhpur Express (Weekly) via Gonda, Balrampur, Barhani (after gauge conversion);
- xxvii. Mumbai – Karmali AC Express (Weekly) via Roha
- xxviii. Nanded – Aurangabad Express (Weekly) via Purna, Parbhani
- xxix. Nagpur – Rewa Express (Weekly) via Satna
- xxx. Nagercoil – Kacheguda Express (Weekly) via Karur, Namakkal, Salem
- xxxi. Pune – Lucknow Express (Weekly) via Khandwa, Bhopal, Bina, Jhansi, Kanpur
- xxxii. Ramnagar – Chandigarh Express (Weekly) via Moradabad, Saharanpur
- xxxiii. Ranchi – New Jalpaiguri Express (Weekly) via Jhajha, Katihar
- xxxiv. Secunderabad – Visakhapatnam AC Express (Weekly) via Kazipeth, Vijaywada
- xxxv. Santragachi – Anandvihar Express (Weekly)
- xxxvi. Sriganagar – Jammu Tawi Express (Weekly) via Abohar, Bathinda, Dhuri
- xxxvii. Thiruvananthapuram-Nizamuddin Express (Bi-weekly) one day via Kottayam and one day via Allepey
- xxxviii. Varanasi – Mysore Express (Bi-weekly) via Wadi, Daund Passenger trains;
- xxxix. Balurghat- Howrah (Bi-weekly).

**Passenger trains :**

- i. Bina – Katni Passenger (Daily)
- ii. Dekargaon – Naharlagun Passenger (Daily) after completion of new line

- iii. Gunupur - Visakhapatnam Passenger (Daily)
- iv. Hubli - Belgaum Fast Passenger (Daily)
- v. Jaipur – Phulera Passenger (Daily) 15
- vi. Mannargudi – Mayiladuthurai Passenger (Daily)
- vii. Punalur – Kanniyakumari Passenger (Daily) via Kollam, Thiruvananthapuram
- viii. Sambalpur – Bhawanipatna Passenger (Daily)
- ix. Tatanagar – Chakulia Passenger (Daily)
- x. Tiruchendur – Tirunelveli Passenger (Daily)

**MEMU Trains :**

- i. Anand – Dakor (Daily 2 services)
- ii. Anuppur-Ambikapur (6 days a week)
- iii. Delhi – Rohtak Passenger (Daily 2 services)
- iv. Santragachi – Jhargram (5 days a week)

**DEMU Trains :**

- i. Morbi – Maliya Miyana
- ii. Ratlam – Fatehabad Chandrawati Ganj (Daily) after gauge conversion
- iii. Rewari – Rohtak (Daily)

**Extension of Trains**

- i. 14705/14706 Delhi Sarai Rohilla – Sujangarh Express to Jodhpur
- ii. 15281/15282 Patna – Saharsa Express to Murliganj
- iii. 15013 / 15014 Kathgodam – Bhagat Ki Kothi Ranikhet Express to Jaisalmer

**Increase in Frequency:**

- i. 16571/16572 Bidar – Yesvantpur Express Triweekly to daily
- ii. 17225/17226 Hubli – Vijayawada Express from Triweekly to daily
- iii. 17319/17320 Hubli – Secunderabad Express from Triweekly to daily

**Surveys**

A large number of requests have been received from honourable Members, State Governments and other dignitaries for undertaking railway projects in their areas. The planning process of the railways requires a proper survey to ascertain the need for and viability of the project before it can be sanctioned.

On the basis of requests received from the hon'ble members, state governments and others, following surveys are proposed to be taken up in 2014-15:

**New Lines :**

- i. Tiptur – Dudda
- ii. Nimach – Singoli - Kota
- iii. Dahod – Modasa

- iv. Karad - Attapadi - Pandharpur
- v. Etah – Aligarh
- vi. Karnal – Yamuna Nagar
- vii. Tindivanam – Nagari up to Puducherry
- viii. Challekere – Hiriyur - Channarayanpatna
- ix. Betul - Amravati
- x. Chakia – Kesariya
- xi. Miraj - Bijapur
- xii. Pune – Baramati via Moregaon
- xiii. Etawah – Jahanabad – Bindki Road
- xiv. Haldaur – Dhampur
- xv. Belgaum – Hubli via Kittur
- xvi. Pune – Ahmednagar
- xvii. Bellary – Lingasugur via Sindhanur
- xviii. Ghatanandur – Shrigonda Road / Daund
- xix. Birari – Marwara - Sagar

### **Doubling**

Following surveys for doubling are proposed to be taken up in 2014-15:-

- i. Latur Road – Kurduwad
- ii. Pune – Kolhapur
- iii. Allahabad – Pratapgarh
- iv. Salem – Omalur
- v. Prabhani – Parli

The task on hand is difficult and challenges are big. Yet we are determined to march on and take this magnificent organisation to even greater heights.

परेशानियों से डरे नहीं,  
दुश्चारियों से लड़ते रहे,  
पीछे मुड़ के देखा नहीं,  
कदम हमारे बढ़ते रहे।

This would require continued efforts of all members of Rail Pariwar and cooperation of all segments of society and the Government.

In the end some valuable words of Pt. Jawahar Lal Nahru come to my mind.

"A great national and state-owned organisation, like the Railways, is not only an asset of importance but is also a great responsibility. It can only be run with the fullest cooperation of all those engaged in it, keeping in view always the good of the public as well as the good of those engaged in serving the public through this vast organisation."

.In the words of the famous Philosopher and Social Reformer from Karnataka Shri Baveshwara:

Kalabeda Kolabeda  
Husiya Nudiyalubeda  
Muniyabeda,Anyarige Asahua Padabeda  
Tanna Bannisabeda,Idira Haliyalubeda  
Ide Antaranga Shuddhi,Ide Bahiranga Shuddhi  
THOUGH SHALL NOT STEAL NOR KILL,  
NOR SPEAK A LIE;  
BE ANGRY WITH NO ONE,  
NEITHER SCORN ANOTHER MAN;  
AND NEVER GLORIGY  
THYSELF AND INSULT OTHERS,  
THESE ARE THE MEANS TO INWARD PURITY  
THESE ARE THE MEANS TO OUTWARD PURITY

With these words I commend the Interim Railway Budget for 2014-15 to the august House. \*...\*

(Placed in Library, See No. LT 10758/15/14)

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...(Interruptions)

**12.18 hrs**

*At this stage, Shri P. Karunakaran, Shri A. Sampath, Shri Kalyan Banerjee  
and some other hon. Members came and stood on the floor near the Table.*

...(Interruptions)