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Title: Presented a statement of the estimated receipt and expenditure of the Government of India for the year 2011-2012 in respect of Railways.

MADAM SPEAKER: Now presentation of Railway Budget. Kumari Mamata Banerjee.

THE MINISTER OF RAILWAYS (KUMARI MAMATA BANERJEE): Madam Speaker, I rise to present before this august House the Revised Estimates for 2010-11 and the estimated receipts and expenditure for 2011-12. I deem it an honour to present the third Railway Budget under the kind guidance of the hon. Prime Minister. I profusely thank the Finance Minister for his continued support and encouragement to the railways.

As the hon. members are aware, the wheels of the railways continue to move 24 hours, all 365 days. Railway's services are comparable to emergency services, required all the time. I am proud of the 14 lakh members of my railway family, who toil day and night with unparalleled dedication. I am also grateful to all passengers without whose cooperation and consideration, we could not have run this vast system. I have also received unstinted support from our two recognised federations and staff and officers' associations.

Madam, rail transportation is vitally interlinked with the economic development of the country. With the economy slated to grow at a rate of 8-9%, it is imperative that the railways grow at an even faster pace. I see the railways as an artery of this pulsating nation. Our lines touch the lives of humble people in tiny villages, as they touch the lives of those in the bustling metropolises.

We are taking a two-pronged approach, scripted on the one hand, by a sustainable, efficient and rapidly growing Indian Railways, and on the other, by an acute sense of social responsibility towards the common people of this nation. In this budget, we have attempted to combine a strong economic focus with an equal emphasis on social inclusion with a human face.

Madam Speaker, with your kind permission, to save the time of the august House, may I submit that since Railway is a vast subject and touches all people, the Speech lists out a large number of names of places, projects, stations, performance of the organization and others. I will cut short my speech in some places, but the entire printed speech may kindly be taken as read. Thank you.

मैडम, हमने देखा कि रेल कर्मचारी बहुत मेहनत से रेल चलाते हैं। हमारे देश के यात्री दिन-ब-दिन बढ़ रहे हैं। कभी कोई छोटा सा इंसीडेंट होने से भी सिर्फ बदनामी होती है, लेकिन वे जो काम करते हैं, उसकी पूंजा कभी नहीं होती। कभी-कभी मुझे रेलवे परिवार कहता है--

हम आह भी भरते हैं, तो हो जाते हैं बदनाम

वे कत्ल भी करते हैं, तो चर्चा नहीं होती।

हम लोगों को बड़े दिल से काम लेना चाहिए। हम रेल के विशाल विजन के साथ काम करते हुए आगे बढ़ रहे हैं। हमने पहली बार बहुत सारी बिजनेस आरियेन्टेड पालिसीज भी बनाया जिसमें :-

The first one is Railways' Infrastructure for Industry Initiative (R3i). The House will be happy to know that we are giving the economic share to all industrialists to invest their money for the Railways. All the policy initiatives are listed below:-

- i. Railways' Infrastructure for Industry Initiative (R3i)
- ii. Private Freight Terminal (PFT)
- iii. Special Freight Train Operators (SFTO)
- iv. Automobile Freight Train Operators (AFTO)
- v. Automobile and Ancillary Hubs
- vi. Kisan Vision (Cold Chains)
- vii. New Catering Policy

viii. Rail Connectivity to Coal and Iron ore mines (R2CI)

Madam, this year we even met so many industrialists and the Chambers of Industry also. I am happy to announce that with the consultation of the industrial houses also, through this PPP and JV, this is for the first time that Indian Railways have received 85 proposals.

The response to the policies has been encouraging and 85 proposals have already been received. We have set up a Single Window System under Secretary, Railway Board to take these forward.

As the hon. Members would agree, expansion of rail infrastructure requires meticulous planning. Rising demand for coaches, locos and wagons cannot be met immediately because their manufacture requires components whose production has to be planned well in advance. Even some key materials and components for rolling stock are not readily available in the country and we often have to depend on imports. अगर कोई लोको चाहते हैं, रैक्स चाहते हैं, तो हमें देने में कोई एतराज नहीं है। लेकिन यह ऐसी चीज नहीं है जैसे बाजार से साड़ी खरीद सकते हैं, खाना खरीद सकते हैं, लेकिन रेल कुछ नहीं खरीद सकते जब तक हम अपना कुछ न करें। इसलिए हमने डिजाइड किया है – planning and Vision 2020. As a result, supply of rolling stock has been falling short of our requirements. Even now it is not available according to our requirement. To meet the demand of passengers for more coaches, MEMUs, DEMUs etc., we have decided to set up rail-based industries.

I appreciate that the demands of every hon. Member and citizens are genuine. It is their right and I fully understand. I would like to help them as much as I could but for constraints of coaches, locomotives and line capacity. Thus, it is difficult to meet every individual demand. We have tried to meet some of the demands collectively within the limited resources. I would like to assure the hon. Members that if we are positive, if we go according to Vision 2020, we can meet the demand within a short period. I believe in positive approach and action. As Swami Vivekananda said :

"Strength is life and weakness is death."

Madam, in the last two budgets, to meet the growing demand and to create employment opportunities for the unemployed youth, I had announced setting up of a large number of rail-based factories/manufacturing projects because the coaches are needed and wagon factory is also needed. Work on all these projects are at different stages of progress and implementation. The works at New Jalpaiguri, Adra, Jellingham and Kulti have been taken up in collaboration with different PSUs. I thank SAIL, NTPC and RINL for their cooperation and support. Other PSUs are also welcome to come forward for such joint ventures.

Madam, I am happy to report that work on the new coach factory at Rae Bareli is progressing rapidly now. I had announced last time that we would take only one year. Now I am happy to announce that the first coach is expected to be turned out from the new plant within the next three months. We have kept our promise.

Railways have also been working on a number of projects involving long-term supply contracts for locomotives, coaches and critical loco components at Madhepura, Marhowra, Kanchrapara and Dankuni. All projects are in progress. ...(*Interruptions*)

अध्यक्ष महोदया: आप ऐसे डिस्टर्ब मत कीजिए, कृपया करके आप बैठ जाइये।

â€¦(*लवधान*)

KUMARI MAMATA BANERJEE: First, you listen. ...(*Interruptions*) This is too much. ...(*Interruptions*)

MADAM SPEAKER: Nothing will go on record.

(*Interruptions*) â€¦*

KUMARI MAMATA BANERJEE: Since these project models are being attempted for the first time in the railways, it is necessary to carry out due diligence. All these projects are progressing and a Core Group of officers is working on these PPP/JV industries to take them forward.

Railways are already executing works either departmentally or through PPP/JV at Budge Budge, Dankuni, Naopara, Anara, Tindharia, New Cooch Behar, Kharagpur, Haldia, Guwahati and Kazipet. Work on the wagon factory in Orissa will also be taken up once the site is finalized.

Work on ICF, Perambur's second unit will start soon. We have decided that whatever problems are there will be sorted out and we will set up the Palakkad coach factory. Of course, there are some problems, but they will be sorted out. We have to

do it because we love Kerala. Please realize this. Railways are interested to partner with Autocast and SILK at Cherthala, for which business plan is being revised to bring it in line with the current needs of the railways. We are going to set up one component factory also there.

Madam, I am happy to inform that Burn Standard Company Limited and Braithwaite Company Limited have been brought under the administrative control of Ministry of Railways this year. We will get more wagons from them.

Madam, to further expand rail-based industries, I would now like to mention some new initiatives.

The prestigious Jammu-Kashmir Rail Link project involves a large number of bridges. I propose to dedicate an industry for our brothers and sisters of Jammu and Kashmir, who are close to our heart. Therefore, railways will set up a Bridge Factory in J&K, which is our heaven on earth. This industry will help in developing ancillary industries leading to employment generation in the area. I also propose to set up a state-of-the-art Institute for Tunnel and Bridge Engineering at Jammu.

As per my announcement to set up a coach factory at Singur, land has not been made available by the state government. Kolkata Metro is the only metro rail in India which is under the Ministry of Railways and no other. We need coaches also. That is why, we will set up one metro coach factory in Kolkata at Singur/adjacent Polba. The State Government had requested us for a coach factory, but land is not available till now. That is why, the willing sellers of Singur/adjacent Polba will be happy to give their land and we will set up a metro coach factory there. However, several landowners have volunteered to sell their land directly to the railways. In order to fulfill this commitment, I propose to set up a metro coach factory on the land purchased from willing sellers at Singur/adjacent Polba.

Northeast is our priority area and receives government's full support. Imphal, the capital of Manipur will soon be connected to the railway network. I have planned in advance. Therefore, I propose to set up a diesel locomotive centre in Manipur. I think that this is for the first time that we are doing it in the North-Eastern region also.

Centre for Railway Information Systems (CRIS) is the professional IT arm of Indian Railways. It is a nursery for development of software specialists in the country. I propose to open a Centre of Excellence in software at Darjeeling under the aegis of CRIS. The hilly areas are always cool and calm. So, the software industry is the best industry for hilly areas. That is why, CRIS will set up this industry in Darjeeling.

I propose to set up two more wagon units under JV/PPP mode, one each at Kolar and Alappuzha, Kerala, and one more at Buniadpur. ...(*Interruptions*)

A large number of small and medium size track machines have been developed indigenously and are also being manufactured in India. I propose to pursue a joint venture between railways and a partner to set up a manufacturing industry for the indigenous production of large on-track machines at Uluberia. Since there is no track machine industry in India, it is not available sometimes. That is why, we are going to set up a track machine industry at Uluberia. I also propose to set up a new track machine POH facility at the same place.

Madam, I am happy to announce setting up of a Rail Industrial Park at Jellingham, Nandigram and also at Bongaigaon in Assam. I think, this is the first time that the North-Eastern region will be very happy. This Park will be a cluster of diverse industrial units whose output will be consumed by the railways. The Park will initially focus on high volume safety and vital components. With this, we shall make a beginning towards creating a global hub in India for the railway industry. A unit to manufacture car steel bogies and couplers through a joint venture between Burn Standard Co. Ltd. and SAIL has already been initiated in this Park. I also propose to set up a Rail Industrial Park at New Bongaigaon.

The electrical energy requirement of railways is growing rapidly with the expansion of the rail infrastructure and traffic. A captive thermal power plant of 1,000 MW at Nabinagar is at an advance stage of construction. A second thermal power plant of 1,320 MW capacity at Adra is in the process of being set up. Depending upon the fuel being made available at economic cost, I propose to set up a 700 MW gas-based power plant at Thakurli in Maharashtra.

I propose to set up more mechanized laundries for improving the quality of linen in trains, because it is a big industry, at Nagpur, Chandigarh and Bhopal, in addition to Wadibunder, Tikiyapara, Kamakhya, Secunderabad, Kacheguda, Indore, Lucknow, Banaras, Samastipur, Sealdah, Tatanagar, Danapur, Bikaner, Bilaspur, Durg, Hatia, Chennai, Mumbai and Ahmedabad, where they are commissioned or are being set up. Proposals for laundries at Vishakhapatnam, Bhubaneshwar, Puri, Gwalior, Manduadih, Gorakhpur, Lucknow, New Jalpaiguri, Jammu, Delhi, Jaipur, Jodhpur, Tirupati, Ernakulam, Thiruvananthapuram, Hubli, Bengaluru, Yashwantpur, Jabalpur, Allahabad, Mau, Amethi and Kota are also under examination.

For the first time ever, railways have framed Vision 2020, providing a definite roadmap, both short-term and long-term, for the future. We intend to

go forward to achieve our goals with careful planning.

Madam, after having discussed the policy initiatives and rail-based industries, I would now come to expansion of rail infrastructure. हमारे देश में अभी इन एक्सेज सिर्फ 180 किलोमीटर की माफिक न्यू रेल लाइन बनती थी।

लेकिन हम लोगों ने देखा कि अन्य देश आगे जा रहे हैं, लेकिन हम लोग नहीं कर पाए हैं। इसीलिए लार्ड टाइम हम लोगों ने डिजाइड किया था कि हम विजन के मुताबिक 1000 किलोमीटर शुरू करेंगे। हमने टारगेट हाइएस्ट ही रखा था जिससे अगर टारगेट ठीक रहेगा, तो थोड़ा कम होने से भी कुछ नहीं होगा, इसे अच्छे से करेंगे। यह इंडियन रेलवे की हिस्ट्री में फर्स्ट टाइम है। एक्सेज में जो 180 किलोमीटर था, उसको इस दफे हम 700 किलोमीटर करेंगे, फिर भी जो 300 किलोमीटर रह जाएगा, उसे नेवस्ट ईयर में हम करेंगे। उसके लिए फण्ड रहेगा। ...*(व्यवधान)* वह सब हो जाएगा, उसे हम छोड़ेंगे नहीं। ...*(व्यवधान)*

रेल देश के गरीब लोगों पर ध्यान देती है। Madam, the Indian Railway started the Izzat Scheme. गरीब लोगों के लिए, जिनके पास टिकट है, लेकिन पैसा नहीं है, वे लोग सफर नहीं कर सकते थे, लेकिन हमारी यूपीए-2 गवर्नमेंट आने के बाद मैंने जो पहले रेल बजट पेश किया था, उसमें एक इज्जत टिकट, इज्जत से जाने के लिए हमारे गरीब लोगों के लिए बनाया था। जिसमें केवल 25 रुपये में वे 100 किलोमीटर की यात्रा कर सकते हैं। They can travel 100 kms. with only Rs. 25. This House will be happy to know that चार लाख से ज्यादा लोग बीपीएल में हैं, जो गरीब हैं, उनको रेल में 25 रुपये में मास भर में 100 किलोमीटर सफर करने के लिए मदद करते हैं। हमारी रेल लाइन के ऊपर मुंबई में सबसे ज्यादा प्रब्लम होती है। They are really poor, but we love them. रेल लाइन के ऊपर में जो गरीब लोग रहते हैं, उनको जिन्दगी और मौत एक साथ मिलने की बात रहती है। उन लोगों के पास कोई शेल्टर नहीं है, वे मेहनत करते हैं, लेकिन कभी रेल में नहीं जा पाते हैं और कभी-कभी एक्सीडेंट में मर जाते हैं, क्योंकि उनके पास कोई जगह नहीं है। The Indian Railways, for the first time, have decided a scheme called Sukhi Griha Scheme with the help of Urban Department and the local municipal bodies under the State Government. This time we have decided to start some pilot project. सबअर्बन रेलवे में मुंबई, चेन्नई, सियालदह, हावड़ा, सिलिगुड़ी में हम इसे लागू करेंगे, इसमें we are going to give 10,000 shelters without any money to the shelter-less people. गरीब लोगों को देंगे। इससे उनकी जिन्दगी भी अच्छी होगी और उसके साथ ही रेल भी अच्छे से चलेगी।

Madam, now I will come to our Annual Plan. The Annual Plan for the year 2011-2012 has been proposed at Rs. 57,630 crore, which is the highest-ever investment by the Railways in one year. The Plan includes GBS of Rs. 20,000 crore; diesel cess of Rs. 1,041 crore; internal resources of Rs. 14,219 crore; PPP & WIS of Rs. 1,776 crore; market borrowings of Rs. 20,594 by IRFC, which has excellent track record in the financial market. Normally, IRFC borrows between Rs. 9,000 crore and Rs. 10,000 crore annually. In 2011-2012, an additional amount of Rs. 10,000 crore will be raised through tax-free bonds. The Railways will ensure servicing this debt of tax-free bonds. Further, external source of financing through PPP, WIS etc., is expected to yield Rs.1776 cr.

Greater thrust is being given on new lines next year with allocation of Rs. 9,583 crore; Rs. 5,406 crore has been kept for doubling; Rs. 2,470 crore has been kept for gauge conversion; and Rs. 13,820 crore has been kept for acquisition of rolling stock.

इंडियन रेलवेज के 157 वर्ष होने के बाद भी देश में बहुत सी जगहें हैं जहां के लोगों ने आज तक ट्रेन नहीं देखी है। वे लोग ट्रेन देखते हैं, तो सोचते हैं कि हमारे यहां ट्रेन कब आएगी। हमारा ट्रेन से कनेक्शन कब होगा। मैंने लार्ड बजट में 114 डिजायरेबल प्रोजेक्ट्स का हाउस में जिक्र किया था। इसमें बहुत सारे काम हो गए हैं, उनका सर्वे हो गया है, बहुत सारे प्रोजेक्ट्स में अपडेटिंग सर्वे हो रहा है। हम लोगों ने एक बहुत महत्वपूर्ण डिजीजन लिया है जिसमें प्रधानमंत्री जी, वित्त मंत्री जी और सोनिया जी की बहुत मदद मिली है। हम लोगों ने सोचा है कि हम लोग एक सोशल रिवोल्यूशन क्यों न करें। कभी किसानों के लिए इंडिया में ग्रीन रिवोल्यूशन हुई थी। रेल में क्यों नहीं हो सकता है? इसलिए हम लोगों ने सोचा कि हमारे प्रधानमंत्री के नाम से प्रधानमंत्री रेलवे विकास योजना के नाम से। It is because this is the last year of the Eleventh Plan. 12th प्लान हमारा आ रहा है, and we will include all the socially-desirable projects and important projects to this. इसमें क्या होगा कि पिछला वाला जो ज्यादा है, जो फायदा हो गया है, ...*(व्यवधान)*

अध्यक्ष महोदया : आप लोग शांत रहिए। आप बैठ जाइए।

â€!(*व्यवधान*)

MADAM SPEAKER: Please sit down.

...*(Interruptions)*

कुमारी ममता बनर्जी: जो पहले कंप्लीट नहीं हुआ है, all the projects will be included under the Twelfth Plan. Our dream is to bring about a social revolution through rail connectivity. If rail connectivity is there, then every sort of connectivity will increase in this country. Hence, we have proposed to create a fund to implement the socially-desirable projects during the Twelfth Plan ...*(Interruptions)*

अध्यक्ष महोदया : आप बैठिए। आप बैठ जाइए। आप लोग शांति रहिए।

â€!(*व्यवधान*)

KUMARI MAMATA BANERJEE: Indian Railways are a true symbol of inclusive growth and it is the lifeline of the nation and contributes to national integration. It is an irony that despite the presence of railways in India for 157 years, large parts of our population have never seen a railway line. In the coming decade, Indian Railways will continue to keep its service focus on the underprivileged and the poor, even as it expands its services for the more fortunate. I quote Gurudev Rabindranath Tagore:

"Give me the strength never to disown the poor or bend my knees before insolent might."

In the last budget I had announced updation of surveys for 114 socially desirable new lines. Out of this 94 will be completed by March, 2011 and the remaining by December, 2011. I propose to take up construction of these lines in the 12th five year plan since this budget year is the terminal year of the 11th plan. Our dream is to bring about a social revolution through rail connectivity. We need political freedom along with economic freedom that will usher in prosperity for our millions of countrymen, more especially to the common man.

Madam, we have proposed to create a fund to implement the socially desirable projects during the 12th Plan. Under the umbrella of this non-lapsable fund, not only will the pending socially desirable lines be completed, but many other similar new line projects would also be taken up. The scheme is being named, **Pradhan Mantri Rail Vikas Yojana**. I am extremely thankful to the hon'ble Prime Minister for his support and guidance.

मैं आप लोगों से एक विनती करना चाहूंगी। देश भर के लोग, गांवों और शहरों के लोग इस बजट को देखते हैं, यह गरीब का बजट है। लेकिन आप लोग ऐसा मत बोलो।...(व्यवधान) अगर आपका इंडिविजुअल कुछ है, तो आप मेरे पास आ सकते हैं। आप मुझे कह सकते हैं, लेकिन आपको इसका कोई हक नहीं है कि हिन्दुस्तान के कोने-कोने में रेल बजट देखने वाले गरीब आदमी को रेल बजट देखने से रोके। उसे मत रोकिए, उसे देखने दीजिए। अगर आपकी कोई इंडिविजुअल प्रॉब्लम है, तो आप मेरे को बोलो। मैं उसे देखूंगी। यह कोई तरीका नहीं है।...(व्यवधान)

श्री कमलेश पासवान (बांसगांव): महोदया, इसमें उत्तर प्रदेश के लिए कुछ नहीं है।...(व्यवधान)

अध्यक्ष महोदया : आप बैठिए। आप बैठ जाइए। आप लोग शांति रखिए।

वेहै।(व्यवधान)

कुमारी ममता बनर्जी: है भई। आप मेरी बात सुनिए। If it is your individual point, then you can come to me. ...*(Interruptions)*

It is our continuous endeavour to connect unserved and underserved regions. We want under-developed areas to develop. Therefore, I propose to take-up construction of the following new lines in a few such areas :

- i. Wadsa-Gadchiroli in Maharashtra;
- ii. Bhadutola-Jhargram via Lalgurh in West Bengal;
- iii. Gudur-Durgajpuram in Andhra Pradesh;
- iv. Hansdiha-Godda in Jharkhand - This is a socially-desirable line.

The Railways are also executing 19 projects in similar difficult and under-developed areas. We have kept Rs. 771 crore for these projects also to give importance to it.

We have also kept a non-lapsable fund for Railway projects in the North-East Region.* All the State capitals of this region except Sikkim will get connected by Rail network in the next seven years. The prestigious Udhampur –Srinagar-Baramulla Project is also progressing.* The India's longest tunnel between Banihal and Qazigund would be completed this year.

Now, I am coming to safety. Safety is our first priority. Every incident is unfortunate. We do not want to see loss of even a single life. Unfortunately, in two incidents of sabotage and suspected sabotage, 216 innocent lives are lost. We are sincerely trying to ensure that such incidents do not occur. We extend our condolences to their families.

Indian Railways connect 7083 stations and carry 2.20 crore people and over 2.5 million tonnes of goods every day. I want to tell the House that if you see the track record and if you go beyond five years, then you will see that even in 2004-2005, the rate of accident was 0.29 per million train km, but now it has declined and it is about 0.17 per million train km. 0.29 से यह घटकर वर्ष 2009-10 में 0.17 हो गया है। पांच साल पहले हमारे यहां चलने वाली रेलों की संख्या 16021, आज यह संख्या बढ़कर 18820 हो गयी है। इंफ्रस्ट्रक्चर बहुत बढ़ रहा है। चार-पांच वर्ष पहले 538 करोड़ पैसंजर्स एनुअली चलते थे, आज यह संख्या 720 करोड़ पैसंजर्स हो गयी है। Everyday, we wish to run 18,820 ...(*Interruptions*) इतना बढ़ गया है। It is because the passengers love to travel by Railways. ...(*Interruptions*) It is very sad that every year more than 1.30 lakh people die in road accidents, but in Railways somehow touchwood -- again I am saying touchwood because we do not want any life should be lost. I will appeal to everybody रेल रोकने से थोड़ा वापस आओ, सैबोटेज मत करो...(*व्यवधान*) रेलवे को जिंदगी में कभी नहीं किया। This is our track record. The Railways is always passenger-friendly. It is a safe and cheap mode of transport.

Rail fares are close to one-fourth that of the road. Safety is our priority area. That is why, when I first joined the Ministry, in 1999-2000, at that time, I went to Madgaon and I have seen the Konkan Railway.

उन्होंने एक एंटी वलूशन डिवाइस तैयार किया था। मैंने वह खुद देखा था और मैंने सोचा कि एंटी वलूशन डिवाइस रेलवे में होना चाहिए, लेकिन अभी तक नहीं हुआ। मैंने पुनः जब दस साल बाद रेल मंत्री का पद ग्रहण किया तो देखा कि ऐसा कुछ नहीं हुआ, सिर्फ एन.एफ. रेलवे को छोड़कर। मैंने फिर कोशिश की, उसे दिखाया, यह सर्वसम्पुल हुआ। मुझे यह बताते हुए खुशी हो रही है कि वह सर्वसम्पुल हुआ है और एन.एफ. के साथ ही ती जोनल रेलवे में सदर्न, साउथ सेंटर, साउथ वेस्टर्न रेलवे में हम इसे कमीशन कर रहे हैं।

We are also doing it in other four zones, that is, Eastern, East Coast and East Central and South Eastern Railway. With this, we will have covered eight of 17 zones. बाकी फेज़ टू फेज़ हो जाएगा। इस एंटी वलूशन डिवाइस के आ जाने से एक्सीडेंट्स में काफी कमी आएगी। हम लोग नहीं चाहते कि किसी व्यक्ति की जिंदगी खतरे में पड़े, यह हमारा ह्यूमन फेस है।

Madam, the unmanned level crossing is also a priority area. हमारे बहुत से सांसद कहते हैं कि कोई भी व्यक्ति जब अनमैन्ड लेवल क्रॉसिंग पर मरता है तो उन्हें बहुत दुख होता है और मेरे पास आकर कहते हैं कि दीदी इसके परिवार की थोड़ी मदद कर दो। हमने भी इस पर बहुत सोचा। मैं आपको बताना चाहती हूँ कि हमने पिछले साल 1500 किया, अब 2500 है, बाकी को भी अगले साल में पूरा कर देंगे। इसके बाद फिर रिव्यू करेंगे, अगर कोई बाकी रह गया, तो उसे भी कर देंगे। इस तरह से अनमैन्ड लेवल क्रॉसिंग की समस्या दूर हो जाएगी और लोगों की जिंदगी खतरे में नहीं पड़ेगी। एक साल में हमने 172 रोड ओवर ब्रिज और 240 आरयूबी भी करने जा रहे हैं।

I have lowered the eligibility criteria for manning from 6,000 TVUs to 3,000 TVUs. Efforts will be intensified in the coming year by eliminating the remaining eligible 2,500 unmanned level crossings as well as construction of 200 ROB's and 325 RUB's/subways. Any other crossing required to be eliminated will also be taken up for conversion.

हम लोगों ने एक और डिवाइस का आविष्कार किया था, फॉग सेफ डिवाइस। पहले फॉग के समय जब ट्रेस चलती थीं तो बहुत सारे एक्सीडेंट्स होते थे। लेकिन इस डिवाइस के ऊपर हमारे रेलवे के एम्प्लाइज ने बहुत अच्छा काम किया कि इस बार कोई एक्सीडेंट नहीं हुआ।

Let us thank our railway employees/staff including gangmen, drivers and everybody else.

Railways has always been the soft target. However, law and order is a State subject. Frequent rail *rokos* are not only crippling the operations of the Indian Railways, but also causing immense hardship to the passengers. It costs in terms of revenue loss, passengers' lives, punctuality and everything else. अगर ट्रेस भी रोकने और पंक्चुरलिटि भी चाहेंगे तो दोनों बातें नहीं हो सकतीं। हमें पता होना चाहिए, if I block the rail in Maharashtra, it will affect the entire country; if I block the rail in Bengal, it will affect the entire country; and if I Block it in Orissa, it will affect the country because railways is not extending any individual service, and it is offering its services for the entire country. इसका तो देश का सर्विस होता है। एक जगह खतरा हो जाने से पूरी जगह स्तब्ध हो जाती है। इसलिए मैं रिवेस्ट करना चाहूंगी और आप यकीन नहीं करेंगे कि इस वजह से 1500 पैसंजर्स ट्रेस कैंसिल हुई हैं। इससे रेल में सफर करने वालों को कितनी कठिनाई हुई होगी। 1500 ट्रेस डाइवर्ट की गईं, 3500 ट्रेस रिशिडयूल हुई हैं। इसलिए हम लोग चाहते हैं कि हम क्यों न एक स्पेशल पैकेज दें।

मैंडम, अभी आप देखें कि एक अच्छी साड़ी खरीदने पर एक चादर साथ में मिलती है। यह हमारा बिजनेस प्लान है, एडवर्टाइजिंग का युग है। हमने भी एक छोटा सा बिजनेस प्लान बनाया है। वह यह है कि जिस स्टेट में टूबल फ्री ट्रेन चलेगी, वहां रेल बजट को छोड़कर दो एक्सट्रा ट्रेन और दो नए एक्सट्रा प्रोजेक्ट हम देंगे। इसे अगले साल से अमल में लाने की हमने तैयारी की है। We want to give them the message 'please help us'.

Madam, RPF, we have started the All India Security Helpline. A comprehensive Bill has been drafted to empower the RPF.

रेल बजट में तो जो देंगे, वह तो होगा ही, उसके अलावा अच्छी परफॉर्मेंस के लिए दो एक्सट्रा देंगे। Performance should be reviewed, sometimes. जिस स्टेट में ट्रबल फ्री ट्रेन चलेगी, वहां दो एक्सट्रा नई रेलगाड़ियां और दो नए प्रोजेक्ट देंगे, जो भी अमुक स्टेट चाहेंगी। उसे आप भी यानि सांसद भी रिकमंड कर सकते हैं।

मैडम, हमने आल इंडिया सिक््योरिटी हेलप लाइन शुरू की है। A comprehensive Bill has been drafted to empower RPF to deal with passenger-related offences. It will be placed before Parliament soon. We are reviewing passenger security care programme to bring about all round security improvement of the passengers. The thrust of the Budget of this year is also on modernization with induction of latest technology. This year, we have taken a pilot project 'SIMRAN' jointly developed by IIT, Kanpur and RDSO. A real time train information system will provide reliable information on train running schedule to the passengers. Already, Shibpur Engineering College, Kolkata; IIT, Chennai; Jadavpur University; IIT, Mumbai; IIT, Kharagpur; then, Mechatronics Systems, RCF, Kapurthala; DMW, Patiala, through these institutions will be giving us the modern technology. E-procurement and e-auction to ensure transparency and economy, we have already started. Based on the success of the pilot project of SIMRAN, jointly developed by IIT, Kanpur and RDSO, a Real Time Train Information System (RTIS) will provide reliable information on train running.

A project with IIT, Chennai on prototype manufacture of ultrasonic systems;

Partnership with Jadavpur University for development of new designs for rail steel bridges;

A collaborative study with IIT, Mumbai on the problem of corrosion of rail;

The Centre for Railway Reserch (CRR), collaboration between IIT, Kharagpur and RDSO has been sanctioned and is under implementation.

Centres of Excellence for development and prototyping various types of Mechatronics system at RCF/Kapurthala and DMW/Patiala;

E-procurement and e-auction to ensure transparency and economy.

Issuing paperless railway receipts.*

Development of a comprehensive web-based databank for land and asset management database for optimum utilization of our resources, that also we have started because earlier there was no land bank. उससे हमने इंडस्ट्री बढ़ाई, उससे हम टर्मिनल बनाते हैं, उससे हम रेलवे का इंफ्रास्ट्रक्चर बनाते हैं इसलिए हमने लैंड बैंक बनाया। You will be happy to know that from this land bank, we will be giving 12,000 acres to dedicated freight corridor -- for the western and the eastern dedicated freight corridor. The House will be happy to know that because of realignment, we saved 1,700 acres of land and also more than Rs. 300 crore. It was done through review and realignment. This dedicated freight corridor is the golden rim project of our Prime Minister. Already, the JICA loan agreement is there. The commissioning will start immediately; in case of eastern dedicated corridor, it has already started. These two are working in a very good manner.

Madam, web based system of allotment of iron ore rakes to coal traffic; run double-stack container trains from Gujarat ports to the major ICD at Gurgaon. It is good that it has become double-stack container trains.

This year is a 'green' year. Railways are always evergreen. It carries the passengers, and our passengers also are always evergreen.

Railways are always environment friendly and are considered evergreen. It is also the most fuel efficient mode of transport. Therefore, I have declared 2011-12 as the "Year of Green Energy". So, it will be 'green year and clean year'.

*i. Free supply of 14 lakh CFLs to railway households and phasing out of incandescent lamps.

ii. Regenerative braking in Mumbai EMUs

iii. Windmill at ICF, Chennai

iv. Production of locos with 'hotel load converter'

v. Increase use of solar energy at LC gates, stations etc.

vi. Use of bio-diesel, CNG and LNG in locos, workshops etc.*

Now, I am coming to passengers/rail users' amenities. A fresh thrust has been given to improve the amenities.

In the last two years, we had announced the upgradation of 584 stations as Adarsh Stations, out of which 442 stations will be completed by March 2011. The remaining will be completed this year in 2011-12.

*Upgradation of stations would provide safe drinking water, pay & use

toilets, high-level platforms, better accessibility for the physically challenged among many other facilities at these stations. I would like to assure all the hon'ble members that all the suggestion for Adarsh stations given by them have been included in the following list of 236 stations. I will be happy to receive suggestions from the hon'ble members to add more stations.

Abhaipur, Acharya Narendra Dev Nagar, Achhnera, Alipurduar court,

Alipurduar Jn., Ambalgram, Ambernath, Ambikapur, Anara, Asoknagar Road, Azimganj Jn., Baghdogra, Bagula, Bahadurpur, Baharu, Bahirgachhi,

Bahirpuya, Bahraich, Balagarh, Bala Mau, Balarambati, Balgona, Ballalpur,

Bamangachhi, Bamangram Halt, Bamanhat, Banarhat, Baneswar, Banka pasi, Bankimnagar, Banstala, Barabhum, Baragaon, Barasat Jn., Barhni, Barmer, Barsoi Jn., Basudevpur, Basuldanga, Batasi, Bathnakrittiba, Belakoba, Beldanga, Beliaghata Rd, Beliatore, Betberia ghola, Bhadaiyan, Bhadrak, Bhagalpur, Bhagwangola, Bharwari, Bhimgarh, Bidyadharpur, Bishnupur, Boinchi, Brindabanpur, Buniyadpur, Burnpur, Chanchai, Chamagram, Champa, Chandanpur, Chatra, Chatterhat, Chengannur, Chintamani, Chirimiri, Chitrakut Dham Karvi, Chowrigacha, Churu, Dainhat, Darjeeling, Daryabad, Dasnagar, Deoria Sadar, Deulti, Dhatrigram, Dhubulia, Dhulabari, Dildarnagar, Diva, Dubrajpur, Dumurdaha, Durgachak, Eklakhi, Ettumanur, Falakata, Fatehpur, Fatehpur Sikri, Gadadharpur, Gandhigram, Ghanpur, Ghoksadanga, Ghoragata,

Ghum, Gidhni, Gobra, Guntur, Gurap, Harishdadpur, Harishchandrapur,

Hasimara, Hindmotor, Hotar, Hridaypur, Hubli, Jabalpur, Jaganath Temple

Gate, Jakhalabandha, Jalor, Jamikunta, Janai road, Jangaon, Jessore road,

Jhantipahari, Jodhpur, Jorhat Town, Joychandipahar, Kahalgaon, Kaikala,

Kalchini, Kalinagar, Kaliyaganj, Kamakhyaguri, Kamareddi, Kanjiramittam,

Kanathi, Karimnagar, Kathgodam, Kathua, Khagraghat Rd., Khajuraho,

Khalilabad, Khemasuli, Khurja Jn., Kiraoli, Kishanganj, Kolar, Korba, Kotshila, Kulpi, Kumbakonam, Kunda Harnam Ganj, Kurukshetra, Kuruppantara, Labpur, Lohapur, Loknath, Lower Parel, Madarihat, Madhusudanpur, Majhdia, Malatipur, Malda Court, Malkajgiri, Manendragarh, Manigram, Maninagar, Mararikulam, Matigara, Mayiladuturai, Meerut City, Meghnagar, Mollarpur, Mulanturutti, Murarai, Nabadwip Ghat, Nabagram, Nagore, Nagrakata, Naimisharanya, Nandakumar, Narendrapur, Navsari, New Alipurduar, New Bhuji, New Cooch Behar, Old Malda, Palla road, Palsit, Panagarh, Pandaveswar, Panjipara, Patranga, Patuli, Phusro, Piravam Road, Pirtala, Prantik, Quilandi, Raghunathpalli, Raigarh, Raipur, Rajbandh, Rajgoda, Rajnandgaon, Ramrajatala, Rangiya, Ratangarh, Remount road, Rudauli, Rupnarayanpur, Sabarmati, Sadulpur, Sagardighi, Sakoti Tanda, Salanpur, Salboni, Salem, Sambre, Sankrail, Santaldih, Sardiha, Sasthankotta, Satna, Shahganj, Shalimar, Sidlaghatta, Simlagarh, Sirathu, Sitapur Cantt., Sivok, Sohawal, Sonada, Srinivaspura, Sukna, Sultanpur, Talit, Thanabihpur, Tildanga,

Tiruppur, Tuticorin, Udhna, Vaikam Road, Vasco-da-gama, Vellarakkad.

51. Though railways have announced the setting up of number of world class

stations, not much headway could be achieved because of their high costs. We are taking a relook at the parameters and guidelines to provide what will suit Indian passengers best. This work will definitely be taken up in the coming year.*

Madam, we could not achieve our targets in respect of world class stations and MFCs. In respect of MFCs, something has been completed. In case of world class stations, there are some problems. The international bidding cost is very high. So, we are reviewing the situation, but it will be completed by next year. That is our target. I must say, 'I am sorry'. I apologize to the House for that. In regard to MFC, it is in the process – some have been completed and some will be completed soon.

*Out of the 160 MFCs announced, a few are completed and few are in the

process of completion. I have given a special target to complete all the MFCs next year. I propose to set up more **MFCs with budget hotels** at Bangarpet, Secunderabad, Amethi, Ramnagar, Ajmer, Chandigarh, Amritsar, Thiruvananthapuram, Kamakhya, Gaya, Rae Bareilly, Deoghar, Varanasi, Bhubaneswar, Vellore, Kanyakumari, Srinagar, Sasaram, Bhagalpur, Panipat, Bhub, Anand, Arsikere, Birur, Neemach, Ratlam, Azamgarh, Ujjain, Adra, Midnapore, Tamluk, Purulia, Thakurnagar, Sagardighi, Jangipur, Bahrapur, Nabadwip, Kulti, Bolapur, Diamond Harbour, Naihati, Kanchrapara, Hajipur, Islampur and Rohtak.*

To give special thrust to passenger amenities, we are introducing a multipurpose Go-India Smart Card on a pilot basis. This will be a single window facility for the passengers for buying tickets for long distance journey, and also for travel in suburban, metro, etc. The Go-India Smart Card is a comprehensive package. We are starting it as a pilot project this year.

Then, we have looked at infrastructure of the passenger terminals. This time also, two new passenger coaching terminals at Nemam and Kottayam in Kerala, one in Mau -- दारा सिंह जी, मऊ का भी इसमें नाम है। -- Nath Bhanjan in Uttar Pradesh and another in Dankuni, West Bengal, and the other one is at Ludhiana; I hope Shri Manish Tewari will be very happy.

Better accessibility at stations for physically challenged customers, we are doing this. Next is extension of Rail Yatri Sevaks पहले जो कुली बहुत मेहनत से सामान उठाते थे और अभी भी उठाते हैं, उनके बारे में अब हमने सोचा है कि उन्हें कम से कम क्यों न ट्रेनी दें। जैसे एयरपोर्ट पर यात्रियों के लिए ट्रेनी होती है। इसके लिए हमने स्टेट बैंक के साथ बात की है। Thanks to Shri Pranab Mukherjee, we have got the sponsorship of State Bank and we have started Rail Yatri Sevaks.

It will be extended to New Delhi, Mumbai, Chennai, Ahmedabad, Bangalore and Thiruvantapuram also. जहां पर इसे लेने की जगह है। पहले आपको टिकट बुकिंग करने के लिए ज्यादा रुपया देना होता था, लेकिन अब इसे स्वयं करेंगे। अब एसी वलास में बुकिंग करने के लिए 10 रुपया सस्ता हो जाएगा और नॉन एसी में पांच रुपया सस्ता हो जाएगा। I am giving this to my hon. Members. They can give it to their passengers. They will be very happy.

टिकट बुकिंग के लिए 20 रुपये की जगह 10 रुपये और नॉन एसी में 10 रुपये की जगह 5 रुपया करेंगे। Madam, a new super AC class of travel will be introduced shortly. हम उसे बढ़ाना चाहते हैं।

* Other amenities are – Provision of **Internet access** on Howrah-Rajdhani Express as a pilot Project.

Extension of Train Management System to New Delhi, Bangalore, Secunderabad, Ahmedabad and Lucknow stations to provide information on running of trains and introduction of **advance booking of retiring rooms**.

Madam, I propose to introduce a **new Super AC class of travel**. The new class will provide improved comfort and features and more exclusivity.

Golden Rail Corridor.

Madam, I am happy to announce that pre-feasibility study for the western leg (Delhi-Mumbai) of the Golden Rail Corridor would start early next year. The study is being undertaken with help from Japan, with **the objective of raising speed of passenger trains to 160-200 kmph**. Similar studies will be initiated for other corridors including Mumbai-Kolkata, Chennai-Bangalore, Delhi-Jaipur and Ahmedabad-Mumbai. *

For staff, our employees are the biggest assets, 14 lakhs. It is a big one. I compliment my all employees. मैडम, रेलवे डिपार्टमेंट ने एक बहुत अच्छा काम किया है। मुझे बोलने का मौका मिलता नहीं है इसलिए अच्छे-अच्छे काम जो हम करते हैं बाहर नहीं आते हैं। ...(व्यवधान) हमारे एमपीज

लोगों को मैं बताना चाहती हूँ, they will be very happy to know this. एक स्कीम हम लोगों ने पिछले साल शुरू की है, उसका नाम है लाइसेंस स्कीम। It is called Liberalised Active Retirement Scheme for Guaranteed Employment for Safety Category Staff. जिसकी ज्यादा उम्र हो जाती है वह आदमी काम नहीं कर सकता है। In this are included Pointsman, Liverman, Gateman, Trolleyman, Keyman and Khalasi. इसमें क्या होगा कि जो 50 साल के बाद काम नहीं कर सकता है, उसके लड़के-लड़की को काम मिल जाएगा। यह सैफ्टी गारंटी स्कीम है। यह पहले 1800 ग्रेड-पे में था इसे हमने 1900 ग्रेड-पे में कर दिया है। This is a safety guaranteed scheme. Considering the Indian family structure and values, पहले मैडीकल फैसलीटीज मदर को मिलती थी फादर को नहीं मिलती थी, हमने फादर को भी दे दी है। डिपेंडेंट फादर-मदर दोनों को दे दी है। जो हमारे शैड्यूल्ड कास्ट, शैड्यूल्ड ट्राइब्स, गरीब, बैकवर्ड, ग्रुप-डी में जो काम करते हैं हमने उनके बच्चों के लिए 1200 रुपये महीना स्कॉलरशिप कर दी है। छोटा-छोटा बच्चा लोग, so that the girl child can go up to the college level. Staff के लिए 20 मैडीकल वैंस, 20 होस्टल्स कर दिये हैं। ये छोटे-छोटे काम मैंने कर दिये हैं। लेकिन एक बड़ा काम है - the Ministry is undertaking restructuring of all the cadres in the railways to afford adequate promotional opportunities to the officers and staff.

मैडम, रिट्यूमेंट में 10 साल का बैकलॉग था All the MPs raised this issue so many times. I am grateful to all of them both in this House and in the other House. मैडम, 1.75 लाख बैकलॉग 10 साल से था। इस साल मैं हम लोगों ने वैकेंसीज फिलअप करने के लिए कदम उठाए हैं और जो 13,000 पोस्ट्स आरपीएफ की थी उसका भी हमने नोटिफिकेशन कर दिया है और वह प्रोसेस में है।

* These mega requirement drives will cover the backlog of SC/ST/Physically handicapped quota.*

MADAM SPEAKER: Please do not skip the beautiful couplets that you have written.

KUMARI MAMATA BANERJEE: Yes, I will do it. I am really grateful and obliged. एक बात मैं और कहना चाहती हूँ कि हमारे देश का गौरव हमारी आर्मी है जो अपनी जिंदगी खतरे में डालकर देश के लिए लड़ते हैं, उनके लिए हम कभी-कभी सोचते हैं। हम लोगों ने सोचा है " कोई सिख कोई जाट मराठा, कोई गुरखा कोई मद्रासी, सरहद पर मरने वाला हर वीर था भारतवासी, जो खून गिरा पर्वत पर, वो खून था हिंदुस्तानी, जो शहीद हुए हैं उनकी जरा याद करो कुर्बानी।" हम लोगों ने शहीदों को याद करते हुए, this is the first time, you will be happy to know that for the first time Railways are inducting 16000 ex-servicemen by end of March 2011. आरपीएफ के 1200 एक्स-सर्विसमैन के लिए भी कर दिया है। लता जी का वह गाना जब पंडित नेहरू जी थे 1962 after the China War लता जी ने गाना गाया था " जब घायल हुआ हिमालय, खतरे में पड़ी आजादी, जब तक थी सांस लड़े वो, फिर अपनी लाश बिछा दी।" उन्हीं शहीदों की याद में हमने एक चीज की है I am very grateful to you for giving me this opportunity.

To enhance skills of our frontline staff in dealing with the customers, a training centre is proposed to be started at Kharagpur. Also multi-disciplinary training centres at Kharagpur. Training centre would be set up at Dharwad, Kolkata, Pune including exclusive international centre at Agra. A new basic training centre at Kashyang is proposed to cater to the needs of North Frontier Railways. There is an MoU with the HRD Ministry for railway employees on the other. We are going to set up five polytechnics also. It will be Varanasi, Machlandapur, Vadodura, Bhilai and Hubli-Dharwad under the agreement with the Home Ministry.

I must compliment our sports persons along with all the sports persons of this country. कॉमनवैल्थ गैम्स में रेलवे को 25 मैडल्स मिले out of 101 और एशियन गैम्स में 15 गोल्ड मैडल्स इंडिया को मिले और उसमें से 7 रेलवे को मिले। इसी के लिए, we want to congratulate our railway employees also that 15 of the 64 medals are owned by India. That is why we are going to propose a sports cadre, to set up a sports cadre to give them the facility.

We are promoting the culture also because without culture, India cannot go ahead. * Therefore I have formed a Cultural Promotion Board.* That is why, this time also रवीन्द्र नाथ टैगोर की 150वीं वर्षगांठ पर सांस्कृतिक एक्सप्रेस को चलाया।

To commemorate the 150th Birth Anniversary of Gurudev Rabindranath

Tagore, on 9th May, 2010, a special exhibition train, "Sanskriti Express", was

launched. It is showcasing artistic works, philosophy and teachings of Gurudev. The train has been moving across the country and has been visited by more than 24 lakh people in 18 states so far.

At the invitation of our beloved Sheikh Hasina, hon. Prime Minister of Bangladesh, this train is set to go on a cultural exchange programme of Bangladesh, according to their convenience. I am grateful to her suggestion for Sonar Tori as the name of the train. I whole-heartedly accept her suggestion.

This year is a centenary year for mother. We run Mother express also. Then there is Aurubindo Express also. We have the 150 years of Vivekananda that is coming in 2013. इसलिए हमने विवेकानंद एक्सप्रेस भी शुरू कर दी। Then there is Technology Express to connect all the IITs to give the message to the students and the youth. We run that also.

एक माननीय सदस्य : गांधी एक्सप्रेस करो।

कुमारी ममता बनर्जी : करेंगे, आपने बोला और मैंने मान लिया।

About financial performance, I have no hesitation in informing this august House that the Indian Railways are passing through a difficult phase. Implementation of Sixth Pay Commission increased expenditure by an unprecedented 97 per cent. During Eleventh Plan period, an additional expenditure of Rs.73000 crore was incurred due to this. We paid full dividend for 2009-10 and also achieved an operating ratio of 95.3 per cent because ours is a vast organization of 14 lakhs. We are facing the problem because of the Pay Commission. It is nothing. We have to give the money from the internal generation. It cannot come from the sky. In fact, if we do not pay Pay Commission's arrears into consideration which rightfully are liabilities of previous financial year, the operating ratio becomes 84 per cent. Even with payment of higher salaries and pension, if the salaries and pensions are also kept at the earlier level, the operating ratio comes down even further to 74.1 per cent.

The testing time for the railways continue in 2011-11 due to impact of allowances and several post budgetary factors. On the earning side, disruption of train movement has resulted in a loss of about Rs.1,500 crore and another Rs.2000 crore due to ban on export of iron ore.

It is concerning Bengaluru. As a result, the loading target had to be reduced by 20 million tonnes to 924 million tonnes. However, in the Revised Estimates, goods earnings have been retained at the budget level based on trends of higher yield per NTKM. Gross Traffic Receipts is higher than the budget target by Rs.75 crore at Rs.94,840 crore.

On the expenditure side, post-budgetary factors have increased the requirement by Rs.5,700 crore. I am proud to say that we have saved by adopted austerity measures. We started this. We could save by austerity Rs.3,700 crore. हमने 3700 करोड़ रुपये ऑस्टेरिटी करके बचाए हैं डिपार्टमेंट के लिए। Next year, we would save more. Ordinary working expenses have now been fixed by Rs.67,000 crore, an increase of Rs.2,000 crore over Budget Estimates. After providing for Rs.5,700 crore and Rs.14,500 crore towards Depreciation Reserve Fund and Pension Fund respectively in the Revised Estimates, the Total Working Expenses are likely to be Rs.87,200 crore. Accounting for full dividend liability of Rs.4,917 crore, the 'excess' comes to Rs.4,105 crore. The revised operating ratio works out to 92.1 per cent which would have been 72.8 per cent with pre-Pay Commission salaries. The revised Plan outlay has been kept at Rs.40,315 crore.

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

Now, I shall now deal with the Budget Estimates for 2011-12. on the basis of freight traffic projection of 993 million tonnes and passenger growth of 6.4 per cent over 2010-11, the Gross Traffic Receipts are estimated at Rs.1,06,239 crore. Madam, for the first time, Railways earnings are set to exceed Rs.1 lakh crore. Ordinary Working Expenses have been assessed at Rs.73,650 crore. This represents an increase of 9.9 per cent over Revised Estimates of 2010-11. The appropriation to Pension Fund is placed at Rs.15,800 crore and to Depreciation Reserve Fund at Rs.7,000 crore respectively. A provision of Rs.6,735 crore has been made for dividend payment leaving an "excess" of Rs.5,258 crore to be utilized for Development Fund and Capital Fund. The expected Operating Ratio is 91.1 per cent.

With this, I hope that the Railways will soon emerge stronger, leaving behind the impact of the Pay Commission and engage fully in the revival of its financial health. सिक्सथ पे-कमीशन से पहले जब मैं वर्ष 1999 में थी, हर दस साल बाद पे-कमीशन आते हैं। हमारे ज्यादा इन्फ्लेज होते हैं, इसलिए उस समय भी 6000 करोड़ रुपये का इम्पैक्ट हुआ था। At that time, we have not been able to pay the dividend. This time, we paid full dividend. इंटरनल जेनरेशन से 75000 करोड़ रुपये देने के बाद भी हमारा काम ठीक से चल रहा है। With this, I hope that the Railways will soon emerge stronger, leaving behind the impact of the Pay Commission and engage fully in the revival of its financial health. हमारी मुश्किल तो गुजर चुकी है और हम दिनोंदिन मजबूत होते जाएंगे। Tough times are now over and Railways, will grow from strength to strength from here.

Madam, now I am coming to Metropolitan Projects. Indian Railways have only one metro, that is, Kolkata Zonal Metro Railway. ...(*Interruptions*)

अध्यक्ष महोदया : आप बैठ जाइए।

â€¦(ब्यवधान)

MADAM SPEAKER: Nothing will go on record.

(*Interruptions*) â€¦*

KUMARI MAMATA BANERJEE: We are proud of it. As a full-fledged zone, Kolkata Metro is expanding its network. A core

Committee has been set up to closely monitor the progress of ongoing works for the speedier completion of the following sections - Naopara to Barasat *via* Bimanbandar; Baranagar to Barrackpore and Baranagar to Dakshineswar; Dum-Dum Airport to New Garia *via* Rajerhat; Joka to BBD Bagh *via* Majerhat; ...(*Interruptions*)

The entire section from Mahanayak Uttam Kumar (Tollygunge) to Kavi Subhash (New Garia) has been commissioned. Every day over 5 lakh passengers utilize the metro services.

For Metro, we are going for new surveys – Joka-Diamond Harbour, which is the only Metro in Kolkata under the Indian Railways and that is why we are going for survey. Baruipur – Kavi Subhash; Howrah Maidan to Srirampur *via* Dankuni and Singur; Howrah Maidan - Belur; Howrah Maidan – Santragachi – Dhulagarh; Joka-Mahanayak Uttam Kumar; Barrackpore to Kalyani. ...(*Interruptions*)

13.00 hrs.

What is this? ...(*Interruptions*)

अध्यक्ष महोदया : बैठ जाइए। पहले सुन लीजिए।

â€¦!(व्यवधान)

KUMARI MAMATA BANERJEE: Madam I do not understand why they are doing like this. ...(*Interruptions*) जब गुजरात का नाम बोलते हैं, विल्लाते नहीं हैं, जब मणिपुर का नाम बोलते हैं, विल्लाते नहीं हैं, जब केरल का नाम बोलते हैं, विल्लाते नहीं हैं, Why are they doing only when I speak about Bengal? I announced only a few surveys, and they started shouting. Let them not shout. ...(*Interruptions*) I will do it. ...(*Interruptions*)

MADAM SPEAKER: Nothing will go on record.

(*Interruptions*) â€¦!*

KUMARI MAMATA BANERJEE: I told that Kolkata Metro is the only Metro in Indian Railways. ...(*Interruptions*) हां, आपका नहीं है।... (व्यवधान)

अध्यक्ष महोदया : बैठ जाइए।

â€¦!(व्यवधान)

KUMARI MAMATA BANERJEE: Madam, it is also proposed to introduce 34 new services in Kolkata Metro in the coming year.

* I am happy to inform the august House that for the first time, 20-car MEMU trains have been introduced on Northern Railway during 2010-11 to reduce overcrowding.*

Madam, now I will come to the Integrated Suburban Railway Networks. ...(*Interruptions*) Madam, I am proud to say this. ...(*Interruptions*) We have suburban railway system only in 3-4 places. It is only in Kolkata, Chennai, Mumbai and Delhi. What can I do? ...(*Interruptions*)

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

(*Interruptions*) â€¦!**

MADAM SPEAKER: Please sit down.

...(*Interruptions*)

KUMARI MAMATA BANERJEE: Madam, in Integrated Suburban Railway Network, I propose to develop, ...(*Interruptions*) बाद में होगा।

अध्यक्ष महोदया : उन्हें पूरा करने दीजिए। बैठ जाइए।

â€¦!(व्यवधान)

अध्यक्ष महोदया : प्लीज, बैठ जाइये।

वेदः (व्यवधान)

MADAM SPEAKER: Please sit down. Take your seats.

...(Interruptions)

MADAM SPEAKER: Hon. Minister, kindly continue with your speech.

श्री शरद यादव (मधेपुरा) : अध्यक्ष महोदया, बिहार से माननीय सदस्य ममता जी से कहना चाहते हैं, मैं निवेदन करना चाहता हूँ कि जो प्रोजेक्ट्स पैंडिंग हैं, चाहे बिहार में हो या उत्तर प्रदेश में हो या देश के किसी राज्य में हों, उन सब की बुरी हालत है। मुंबई में रेल पुल का काम अभी पड़ा हुआ है, मधेपुरा में रेल कारखाना की जो बात कही गई थी...(व्यवधान)

MADAM SPEAKER: This is not a discussion.

...(Interruptions)

MADAM SPEAKER: This is not a discussion. आप बैठ जाइये। इन सब पर बहस बाद में होगी।

...(Interruptions)

KUMARI MAMATA BANERJEE: Madam, after my speech, if anybody wishes to say anything, he can do so. It is always welcome...(Interruptions)

Now I come to Integrated Suburban Railway networks.

*Madam, India is witnessing rapid urbanization putting great pressure on

our cities and towns. Transport infrastructure will be a key to their growth and sustenance. I propose the development of integrated suburban railway networks in large cities like Mumbai, bringing together suburban railway, metro railway and other rail infrastructure under a single integrated system which will provide faster, efficient, affordable and comfortable transportation to the citizens.*

I propose the development of Integrated Suburban Railway Network in cities like Mumbai, Chennai, Ahmedabad, Hyderabad and Kolkatta...(Interruptions) You people do not shout about Mumbai or Chennai or Ahmedabad. Then why do you shout about Kolkatta? I plan to introduce this concept in those cities where only suburban system exists. हमारे देश में सबरबन सब जगह पर नहीं हैं, केवल कुछ जगहों पर हैं। उनके लिये देंगे देंगे। जिस जगह नहीं, अगर आप कहेंगे तो उसके लिये कुछ करेंगे।

We propose to strengthen the suburban system of Hyderabad and Secunderabad by implementing six projects under MMTS Phase-II.

The Mumbai Rail Vikas Corporation has shown enormous improvements in Mumbai Suburban system. I now wish to bring about a similar transformation in the suburban transport system in other mega-cities also. There is a great need to upgrade the entire suburban system of Kolkatta also. That is why, for Kolkatta, Bengaluru, Ahmedabad and Chennai like MRVC, we are going to set up KRVC for Bengaluru and such Corporations for Ahmedabad, Chennai and wherever such suburban systems are there. We are doing this to improve the suburban system.

*It will raise funds through banks and other financial institutions, Municipal Corporation and other stakeholders. I believe, this single measure will kick start Kolkatta's return to its days of glory. Similar corporations can be considered for congested suburban systems in other states.

Production Units

I must complement all the Production Units who have performed well in

2009-10. I am happy to report that CLW has turned out the first locomotive

with 'hotel load converter' to meet power requirement of coaches and pantry

car. The capacity of Diesel Locomotive Works (DLW) is being augmented to 300 locos. It has also indigenized GM locomotives to bring the cost down.

Public Sector Undertakings (PSUs)

All the eleven Railway PSUs have performed well in 2009-10 with a

turnover of more than `15,000 cr, earning a net profit of `1,782 cr. These PSUs paid a dividend `311.88 cr to the railways.*

The physically handicapped persons traveling by train were getting concessions but there was no such provision in Rajdhani and Shatabdi trains. This time, we are allowing concessions in these trains also.

It is proposed to extend the facilities to the Kirti and Shaurya Chakra awardees in Rajdhani and Shatabdi trains also. Earlier, they were not getting these facilities.

For the unmarried posthumous Param Vir Chakra and Ashok Chakra gallantry award winners of Armed Forces, it is proposed to extend the facility of card passes to their parents also.

The prescribed age for senior citizens for getting concessions was 60 years for both men and women. Now I propose to decrease the age for women from 60 to 58 years. I want to give concession to the male citizens also that is why their concession has been increased from 30 per cent to 40 per cent.

Madam, our press and media always cover the news and help the people. Sometimes, they may criticize and sometimes they may not criticize, but I welcome their criticism as it is a democratic system. The press correspondents are now entitled...(Interruptions). Do not shout. Enough is enough. (Interruptions)

â€¦(व्यवधान)

13.15 hrs.

At this stage Dr. Monazir Hassan came and stood on the floor near the Table.

â€¦(व्यवधान)

13.15 ½ hrs.

At this stage Dr. Monazir Hassan went back to his seat.

(व्यवधान)

KUMARI MAMATA BANERJEE: Press correspondents are now entitled to avail 50 per cent concession with family once in a year. It is proposed to increase this facility to twice a year. ...(Interruptions) Earlier it was once and now it is twice a year. ...(Interruptions) प्रेस मीडिया के लिए जो एक दफा था, उस कंसेशन को बढ़ाकर उनके और उनके फैमिली मेंबर्स के लिए दो बार कर दिया है।

***Wagon Procurement**

Madam, adequate supply of wagons is a pre-condition to fulfilling ever increasing demand for rail transport. The august House would be happy to know that a record procurement of 16,500 wagons is being done in the current year. We have also kept a higher target of 18,000 wagons for the next year.

Dedicated Freight Corridors (DFC)

92. Madam, the main loan agreement for phase I of Western Corridor of DFC with Japan International Cooperation Agency (JICA) has been signed and bidding process for civil and track work has commenced. For the Eastern Corridor, the appraisal by World Bank for Khurja-Bhaupur section would be carried out next month. I am extremely happy to announce that work from Dankuni end on the eastern corridor has already started. We want to complete the DFC project by December, 2016 as scheduled.

As hon'ble members are aware, land is a sensitive issue. With the

objective of reducing the number of land losers, we have made efforts to bring the alignment of the DFC parallel to the existing railway network and thereby using 12,000 acres from railways' land bank. It has also

reduced the requirement of land acquisition by 2,718 acres resulting in a saving of about ` 300 cr.

New Lines

Madam, as I mentioned earlier, all the 114 socially desirable projects which have been surveyed recently, will be included in the 12th Plan and financed through the proposed Pradhan Mantri Rail Vikas Yojana.

In my last budget speech, 33 new line sections covering 1,021 km were identified for completion as compared to less than 200 km normally. I am

happy to inform the House that we have taken a giant leap in completion of new lines projects. The progress of laying new lines will be further accelerated and 22 in the year 2011-12, we are confident of exceeding a milestone of laying of 1,000 km of new lines. The sections which have either been completed or will be completed during 2010-11 are:-

1. Chandurbazar-Narkhed
2. Deogarh- Dumka
3. Mandarhil – Hansdiha
4. Bhawanipatna-Junagarh
5. Barkakhana-Kuju
6. Nawadih –Dhanwar
7. Tarn Taran-Goindwal
8. Lalitpur-Udaipura
9. Mahrajganj - Bishunpur Mahuari
10. Ajmer-Pushkar
11. Jagityal- Mortad
12. Khanapur- Homnabad
13. Salem – Namakkal
14. Ramaganjmandi - Jhalawar
15. Lonand-Phaltan
16. Rampurhat- Pirargarhia
17. Deoghar – Chandan
18. Khurda Road – Begunia
19. Phulwarisharif-Patliputra
20. Jhajjar-Rohtak
21. Abohar-Fazilka
22. Agra-Fatahabad-Bah
23. New Coochbehar-Golakganj

24. Nossam- Banaganapalli
25. Vishnupuram- Jahanpad
26. Gadwal-Pandurangswami Nagore – Karaikkal
27. Matnasibpur - Masagram

The target of 800 km for Gauge Conversion was fixed for 2010-11 and I am happy to inform the house that this target will be met. The sections which have either been completed or will be completed during 2010-11 are:-

1. Krishnanagar - Shantipur
2. Sitamarhi-Bairgania
3. Kaptanganj - Thawe
4. Katihar-Tejnarayanpur
5. Mavli-Nathdwara
6. Mayiladuturai - Tiruvarur
7. Anandapuram-Talguppa
8. Bodeli-Chottaudepur
9. Bardhman – Balgona
10. Aunrihar – Jaunpur
11. Aluabari-Siliguri
12. Ratangarh-Bikaner
13. Dindigul - Palani
14. Tirunelveli - Tenkasi
15. Bharuch-Samni-Dahej

The target for Doubling was fixed as 700 km for the year 2010-11 and I am happy to inform the august House that this target will be met. Sections which have either been completed or will be completed during 2010-11 are as under:-

1. Pen-Kasu
2. Dhanauri – Kiul
3. Kalinarayanpur – Biranagar
4. Nalikul – Tarkeswar
5. Pandabeswar – Chinpai
6. Umeshnagar-Khagaria of Begusarai-Khagaria
7. Targena-Jehanabad
8. 4th line between Kottavalasa-Simhachalam
9. Chakki Block Hut-Chakki Bank

10. Tundla – Yamuna Bridge
11. Khalilabad – Munderwa
12. Mau – Indara
13. Malda-Old Malda
14. Netravati - Kankanadi
15. Ennore - Attipattu
16. Barbil-Barajamda doubling
17. Champa Bypass Line
18. Mysore-Naganahalli
19. Devanur-Ballakere
20. Part of Udhna-Jalgaon
21. Gandhidham-Kandla Port
22. Palwal - Bhuteshwar third line
23. Rajathgarh-Barang
24. Nancherla-Aspari
25. Kamalapuram-Muddanuru
26. Part of Panskura- Kharagpur
27. Panvel-Apta
28. Barasat – Sondalia
29. Baruipur – Magrahat
30. Khamargachi – Jirat
31. Karhagola-Kursela of Semapur-Kursela
32. Begusarai-Lakho of Begusarai-Khagaria
33. Sasan-Rengali
34. Budhi-Kathua
35. Panki-Bhaupur- 3rd line
36. Bankata - Bhatni
37. Govindnagar - Basti
38. New Guwahati-Digaru
39. Harsauli-Rewari
40. Mavelikkara - Chengannur
41. Kayankulam - Haripad
42. Adra-Joychandipahar doubling
43. Ramangaram-Settiahalli
44. Mugad-Kambarganvi

45. Kalapipal-Phanda
46. Gandhidham-Adipur
47. Part of Bilaspur-Urkura
48. Khurda-Barang
49. Guntakal – Raichur
50. Gooty – Pullampet
51. Kondapuram-Tadipatri
52. Salkaroad-Anuppur doubling

The new lines sections covering 1,075 km proposed to be completed in 2011-12 are:-

1. Admednagar-Narayandoh
2. Gokulnagar-Mayonapur
3. Dumka-Shikaripara
4. Biraul-Kusheshwarsthan
5. Koderma-Barhi-Hazaribagh-Mandu-Kuju
6. Runisaidpur-Jubbasani
7. Part of Talcher-Bimalgarh
8. Pandu Pindara-Bhaibwa
9. Bhind-Etawah
10. Bishnupur-Mahuari-Mashrakh
11. Bhatni-Chauria
12. New Mal Jn. to Changrabandha
13. Harmuti-Naharlagun
14. Namakkal-Karur
15. Angamalli-Kaladi
16. Raichur-Pandurangaswamy
17. Nossam-Banaganapalle
18. Devarakadra-Krishna
19. Kanivehalli-Chikmagalur
20. Hirisave-Shravanabelagola
21. Talpur-Arambagh
22. Banka-Karjhusa Halt
23. Ajimganj-Jiaganj
24. Part of Daniawan-Biharsharif

25. Part of Dhanawar-Giridih
26. Kosi Bridge
27. Morinda-Khamnano
28. Part of Udaipura-Mawai Fatehabad-Bah
29. Etawah-Mainpuri
30. Bathua Bazar-Panchdeori
31. Paniyahwa-Chhitauni
32. Part of New Coochbehar-Golakganj
33. Dausa-Deedwana
34. Walajah Road-Ranipet
35. Metpally-Armoor
36. Homnabad-Hallikhed
37. Banaganapalli-Nandyal
38. Deshpran-Nandigram
39. Sakrayapanta-Kanivehalli
40. Part of Lalitpur-Khajrao-Satna, Khajuraho-Mahoba & Rewa-Singraulli

Madam, a target of 1,017 km has been fixed for Gauge Conversion in 2011-12 including the following sections:

1. Krishnanagar-Nawadwipghat
2. Murliganj-Banmankh
3. Chauradano-Raxaul
4. Anandnagar-Naugarh
5. Rangiya-Rangapara North
6. Ratangarh-Sardarsahar
7. SriganganagarHanumangarh
8. Palghat-Pollachi
9. Nidamangalam-Mannargudi
10. Ankeleshwar-Rajpipla
11. Madhepura-Murliganj
12. Bairgania-Chauradano
13. Bareilly-Lalkuan
14. Naugarh-Barhni
15. New Malda Junction-New Maynagori Road
16. Sikar-Churu

17. Palani-Pollach
18. Mahamadurai-Virudhnagar
19. Kolar-Chintamani
20. Ratlam-Fatehabad

The following sections covering 867 km are proposed to be doubled in 2011-12 are as under:-

1. Apta-Pen
2. Jirat-Guptionara
3. Chandpara-Bongaon
4. Dakshin Barasat-Lakshmikantapur
5. Chandrapur-Bhandaridih
6. Korukonda-Vizianagaram
7. Palwal-Ballabgarh
8. Jakhhal-Mansa
9. Chauri Chaura-Baitalpur
10. Burhwal-Jhangirabad
11. Banas-Swarupganj
12. Manchiriyal-Mandamari
13. Gokulpur-Midnapur Doubling
14. Muri-Muri Outer with Bridge
15. Tikiapara-Santragachi
16. CPH-Bye pass
17. Ballakere-Birur
18. Vyara-Chinehpada
19. Kasu-Roha
20. Guptionara-Ambika Kalna
21. Ghutarisharif-Canning
22. Magrahat-Diamond Harbour
23. Jharsuguda-Rengali
24. Kottavalsa-Kantakapali
25. Tughlakabad-Faridabad
26. Domingarh-Sahjanwa
27. Baitalpur-Bhatni

28. Keshavganj-Sirohi
29. Part of Chengalpattu-Villupuram
30. Raghavapuram-Peddampet
31. Dumetra-Champajharan
32. Banspani-Jaroli
33. Kalumna-Nagpur
34. Maddur-Hanakere
35. Birur-Ajjampur

In the last two budgets, I had announced 251 updating surveys/new surveys for new lines/gauge conversion/doubling. Of these, the following 190 surveys have been completed or will be completed by the end of this financial year. These lines will also be taken up in the 12th Plan:-

1. Bhadrachallam-Kovvur
2. Hyderabad-Gazwal-Siddipet-Sircilla-Jagityal
3. Nizamabad-Ramagundam
4. Barwadih-Chirimiri
5. Raipur-Jharsuguda
6. Pendra Rd-Korba/Gevra Rd
7. Bhavnagar-Mahuva
8. Patiala-Kurushetra
9. Panipat-Meerut
10. Bahadurgarh-Jhajjar
11. Hisar-Sirsa via Agroha, Fatehabad
12. Bilaspur to Leh via Kullu & Manali
13. Una-Jaijon Doaba
14. Jogindernagar to Mandi
15. Parwanoo-Darlaghat
16. Baramulla-Kupwara
17. Jammu-Poonch via Akhnoor, Rajouri,
18. Kathua-Basoli-Bhadarwah-Kishtwar
19. Barajamda-Tatina
20. Bhojudih-Mohuda
21. Hansdiha-Godda
22. Kandra-Namkom
23. Raigarh-Mand Colliery to Bhupdeopur

24. Ranchi-Kandra
25. Gadag-Harihar
26. Tumkur-Davangere
27. Madurai-Kottayam
28. Erumeli-Punalur-Trivendrum
29. Barpeta Road-Tihu.
30. Jogighopa to Silchar via Panchratna
31. Murkongselek-Pasighat
32. Naginimora-Amguri
33. Rangpo-Gangtok
34. Salna-Khumtai
35. Sarthebari – Changsari
36. Tuli-Tuli Road
37. Gunupur-Theruvalli
38. Puri-Konark
39. Yamunanagar-Patiala
40. Una-Hoshiarpur
41. Jagadhri-Paonta Sahib-Rajban
42. Beas-Kapurthala
43. Qadian-Beas
44. Devli-Tonk-Sakatpura
45. Dindigul-Kumli
46. Rameswaram-Dhanushkoti
47. Amethi-Shahganj via Sultanpur
48. Diamond Harbour-Budge Budge- Akra
49. Pandabeshwar- Ikra
50. Ikra-Churulia- Gourandi
51. Bongaon- Kalyani
52. Ranaghat- Duttapulia
53. 3rd line between Krishnanagar- Naihati
54. Lucknow-Lakhimpur-Pilibhit via Sitapur
55. Kapilvasthu- Basti via Bhansi
56. Tanakpur- Bageshwar
57. Kanti- belda
58. Digha- balichak

59. Marikuppam- Kuppam
60. Nangli- Chittoor
61. Ahmedabad-Botad & Dhasa-Jetalsar
62. Rajkharswan-Ranchi
63. Hasnabad-Samshernagar
64. Arambagh-Khana
65. Canning-Gosaba via Basanti
66. Kakdweep-Sagar-Kapilmuni
67. Dullabcherra-Cheraji
68. Mandir Bazar-Ramganga
69. Chalsha-Jhaldhaka
70. Ghatakpukur-Minakhan
71. Bilara-Bar
72. Baruipara-Furfura Sharif-Arambagh
73. Ratlam-Banswara-Dungarpur
74. Krishnanagar-Nabadwipghat extension to BB loop
75. Machhlandpur-Swarupnagar
76. Sainthia-Chowrigacha via Kandi
77. Yamuna Nagar-Chandigarh via Sadhaura, Naraingarh
78. Singur-Nandigram
79. Dabwali-Kalanwali via Sirsa
80. Mirik-Gangtok
81. Joynagar-Raidigi
82. Madurai-Ernakulam (Cochin)
83. Dantewara-Malkangiri
84. Alamatti-Kopal
85. Medak-Akkanapet
86. Madhuban-Giridih
87. Ajmer-Sawaimadhopur via Tonk
88. Sambalpur-Behrampur
89. Rajkot- Viramgam
90. Chhindwara-Nainpur-Mandla Fort
91. Ahmedpur-Katwa
92. Nagbhir-Nagpur
93. Tala-Princepghat-Majerhat

94. Secunderabad-Mahboobnagar
95. Sahibganj-Bhagalpur
96. Sambhal-Gajraula
97. Daurala-Bijnor via Hastinapur
98. Chandigarh-Dehradun via Jagadhari
99. Rishikesh-Doiwala
100. Roorkee-Haridwar
101. Hasnabad-Pratapadityanagar
102. Chaparmukh-Dibrugarh
103. Dangri-Dhola
104. Dehradun-Kalsi
105. Port Blair-Diglipur
106. Pandurangpuram-Bhadrachalam
107. Pattancheru - Adilabad
108. Jagdalpur-Dantewara
109. Bhavnagar-Tarapore
110. Kharhagola-Santhalpur
111. Kaithal-Karnal
112. Bilaspur-Rampur Bushahr
113. Udampur/Katra - Bhairawah, Doda to Kishtwar
114. Gua-Manoharpur
115. Jhajha-Giridih via Sonuchakai
116. Lohardaga-Korba
117. Nawadah-Giridih via Satgawan
118. Tori-Chatra
119. Almatti - Yadgir
120. Dhule-Amalner
121. Jalna-Khamgaon
122. Wardha-Katol
123. Warora-Umrer
124. Ramtek-Gotegaon via Sioni
125. Baran-Shivpuri
126. Lalabazar-Vairengte
127. Lekhapani-Kharsang

128. Rupai-Parashuramkund via Mahadevpur, Namsai, Chingkham

129. Jeypore-Malkangiri

130. Navrangpur-Jeypore

131. Patiala-Jakhal/Narwana via Samana

132. Ajmer-Kota

133. Jaisalmer-Barmer

134. Nokha-Sikar

135. Pushkar-Merta

136. Sardarshahr-Hanumangarh

137. Jolarpettai-Hossur via Krishnagiri

138. Etah-Kasganj

139. Sitapur-Bahraich

140. Haridwar-Kotdwar-Ramnagar

141. Ramnagar-Chaukhutiya

142. Kharagpur-Dhankuni

143. Nasik Dahanu Road

144. Hamirpur- Hamirpur Road

145. Phaphund- Kounch

146. Bharatpur-Deeg-Kama- Kosi

147. Jogigopa to Guwahati via Barpetta- Sarthebari

148. North Lakhimpur- Along -Silapathar

149. Guwahati- Lumding-Tinsukhia- Dibrugarh doubling

150. Hastinapur - Meerut

151. Bacharwan-Lalganj

152. Piran Kaliyar Sharif- Haridwar

153. Sirhind - Nangal Dam

154. Bhiwani- Loharu- Pilani- Churu

155. Pushkar - Merta

156. Digha- Raichak-Kulpi

157. Shahganj-Unchahar via Sultanpur, Amethi, Salon

158. Bongaon-Bagdaha

159. Banspani-Bimalgarh-Barsuan

160. Dankuni-Jorgalpara-Furfura Sharif-Jangipara-Bargachia

161. Chikballapur-Sri Satya Sai Prashanthi Nilayam

162. Balurghat-Hilly
163. Salboni-Jhargram via Lalgarh, Belpahari
164. Digha-Jaleswar-Puri
165. Bishnupur-Mukutmonipur
166. Gadag-Haveri
167. Samsi-Dalkhola
168. Krishnanagar-Beharampore via Chapra, Karimpur
169. Gadag-Wadi
170. Tarakeshwar-Magra restoration
171. Shimoga-Harihar
172. Kaliyaganj-Buniadpur
173. Panskura-Ghatal-Chandrakona and Ghatal-Arambagh
174. Anekal Road-Bidadi
175. Namkhana-Bakkhali
176. Pune-Nasik
177. Yadagir-Shahapur-Shorapur-Muddebihal-Alamatti
178. Nanded-Bidar
179. Ramnagar-Chaukhutiya
180. Vishnupuram-Vinukonda
181. Erumeli-Pathanamthitta-Punalur-Thiruvananthapuram
182. Bolangir-Nawapada
183. Mokama-Ara
184. Rewari-Hissar
185. Dankuni-Bally 3rd line
186. Bibinagar-Nallapadu
187. Krishnanagar-Lalgola
188. Bandel-Saktigarh 3rd line
189. Jhansi-Kanpur
190. Rampurhat-Ghumani 3rd line

Rail Tourism

We have planned for rail business with Ministry of Tourism. If

successful this year, we will expand the partnership. To improve look of twenty railway stations and its approaches, the cost will be shared on 50:50 basis.*

महोदया, रेल टूरिज्म, टूरिज्म मिनिस्ट्री के साथ मिलकर हम फिफ्टी-फिफ्टी बेसिस पर करेंगे। The stations are Hyderabad, Hospet, Agra, Rae Bareli, Belur, Varanasi, Kamakhya, Haridwar, Dooars, Gaya, Madurai, Tarapith, Thiruvananthapuram, Furfura Sharief,

Amritsar, Aurangabad, Nanded, Puri, Tarakeswar, Rameshwaram, Tirupati, Guwahati, Jaipur and Ajmer.

Madam, now I want to mention about the new services for Suburban. सब-अर्बन रेल के बाद बाकी सभी स्टेट्स पर आएंगे। सब-अर्बन केवल चार-पांच जगह एग्जिस्ट करता है। सब-अर्बन के बाद हम आपकी पूरी ट्रेन और ऑल प्रोजेक्ट्स के बारे में भी बतायेंगे। सब-अर्बन एरिया में मुंबई में लास्ट टाइम हमने 101 दिया था। 900 coaches from MRBC was running. Mumbai is the industrial capital. This time we have decided to run 47 additional services. On the Thane-Vashi, Thane – Panvel, Borivali-Virar, Andheri-Virar, Bandra-Virar and Churchgate-Borivali sections will be run. It is also proposed to augment 107 suburban services in Mumbai area from the present 9 care EMUs to 12 car EMUs. इसमें बहुत बड़ा 30 परसेंट ऑगमेंटेशन बढ़ जायेगा।

Madam, in Chennai area it is proposed to run 9 additional services on Chennai Beach – Gummidipundi, Gummidipundi-Chennai Central, Avadi – Chennai Beach, Chennai Central –Tiruvallur, Tiruvallur –Chennai Central and Chennai Beach – Tambaram is proposed to be extended to Chengalpattu also...(*Interruptions*)

Madam, to strengthen the suburban services in Kolkata also we are giving 50 new services for suburban from Howrah – Uluberia, Howrah-Midnapur, Howrah-Kharagpur, Howrah-Singur, Howrah – Memari, Howrah – Bardhaman, Howrah – Haripal – Tarakeswar, Howrah – Kolaghat, Howrah - Sarupnagar...(*Interruptions*) I lay the rest of the list. ...(*Interruptions*)

Sealdah-Canning/Jaynagar Majilpur, Sealdah-Kakdwip-Namkhana, Sealdah-Sonarpur, Sealdah-Baruipur-Diamond Harbour, Sealdah-Barasat-Hasnabad, Sealdah-Thakurnagar, Sealdah-Barasat-Bongaon, Sealdah-Naihati-Ranaghat-Gede, Sealdah-Shantipur-Krishnanagar, Sealdah-Kalyani, Sealdah-Barrackpore, Sealdah-Budge-Budge, Sealdah-Dankuni, Bongaon-Ranaghat-Shantipur, Howrah-Seoraphuli-Bandel and Sealdah-Basirhat.

It is proposed to introduce at least two suburban services in each of the above sections.

Madam, it is also proposed to introduce running of peak time local to BBD Bagh from Bongaon/Krishnanagar. Two non-stop trains between Bardhaman and Howrah are also proposed. ...(*Interruptions*)

In Secunderabad area, it is proposed to run 10 additional services on Falaknuma – Lingampalli, Lingampalli – Hyderabad and Hyderabad – Falaknuma sections. 83 suburban services in Secunderabad area will be augmented from the present 6-car to 9-car services. It means 87. आप लोग देखिए, इसमें सब-अर्बन है।

In Delhi area, it is proposed to run 2 additional services on Delhi – Ghaziabad section.

Now, I am coming to Duranto services. अभी आप लोग ध्यान से सुनिये। We are giving Duranto services इसके बाद हम न्यू प्रोजेक्ट्स एवं सर्वे पर आएंगे। मैं बोलती हूँ कि सर्वे, प्रोजेक्ट्स के बारे में लास्ट में बतायेंगे। पहले हम ट्रेन्स के बारे में पढ़ते हैं। ...(*व्यवधान*)

You can discuss it in the Budget. It is there. â€¦ (*Interruptions*)

MADAM SPEAKER: Nothing will go in record.

(*Interruptions*) â€¦*

KUMARI MAMATA BANERJEE:

Duronto trains

The following new Duronto trains are proposed to be introduced:

- i. Allahabad-Mumbai AC Duronto (bi-weekly)
- ii. Pune- Ahmedabad AC Duronto (tri-weekly)
- iii. Sealdah – Puri non AC Duronto (tri-weekly)
- iv. Secunderabad- Visakhapatnam AC Duronto (Tri-weekly)
- v. Madurai- Chennai AC Duronto (Bi-weekly)
- vi. Chennai - Thiruvananthapuram AC Duronto (Bi-weekly)
- vii. Mumbai Central- New Delhi AC Duronto (Bi-weekly)
- viii. Nizamuddin-Ajmer non-AC Duronto(Bi-weekly)
- ix. Shalimar – Patna Duronto (Tri-weekly)

Double Decker AC

AC double-decker services are proposed to be introduced on the following routes:

- i. Jaipur- Delhi
- ii. Ahmedabad-Mumbai

We are giving three Shatabdi Express also. (Interruptions)

Shatabdi Express

The following new Shatabdi Express trains will be introduced:

- i. Pune -Secunderabad
- ii. Jaipur-Agra
- iii. Ludhiana – Delhi

Increase in frequency of Durgam services

- i. Mumbai CST-Howrah Durgam Express from 2 days to 4 days (12261/12262)
- ii. Mumbai- Ahmedabad Durgam Express from 3 days to daily (12267/12268)
- iii. Sealdah–New Delhi Durgam Express from 2 days to 5 days (12259/12260)
- iv. Nagpur- Mumbai CST Durgam Express from 3 days to daily (12289/12290)
- v. Howrah -Yesvantpur Durgam Express from 4 days to 5 days (12245/12246)

Now, we will run some new trains called 'Vivek Express'. (Interruptions) I cannot satisfy all. (Interruptions)

Vivek Express

To mark the 150th birth anniversary of Swami Vivekananda which will be celebrated in 2013, I propose to introduce new trains called "Vivek Express".

The first four such trains will be introduced on the following routes:

- i. Dibrugarh- Thiruvanthapuram-Kanniyakumari Express (weekly) via Kokrajhar
- ii. Dwarka-Tuticorin Express (weekly) via Wadi
- iii. Howrah-Mangalore Express (Weekly) via Palghat
- iv. Bandra (T)- Jammu Tawi Express (Weekly) via Marwar-Degana- Ratangarh-Jakhal- Ludhiana

Now, to mark Kavi Guru Rabindranath Tagore's Birth Anniversary, we are starting some Kavi Guru Express.

Kavi Guru Express

We are celebrating the 150th birth anniversary of Kavi Guru Rabindranath Tagore this year. As our homage to the great poet, I propose to run the following Kavi Guru Express trains:

- i. Howrah-Azimganj Express (daily) via Sagardighi
- ii. Guwahati- Jaipur Express (weekly) via Kasganj – Faizabad – Gorakhpur - Kokrajhar
- iii. Howrah-Bolpur Express (daily)
- iv. Howrah-Porbander Express (weekly)

Now, we are starting new set of trains called Rajya Rani Express. We have Rajdhani trains, but we do not have Rajya Rani Express trains. We will do it slowly.

Rajya Rani Express

I propose to introduce a new set of trains connecting state capitals with important cities/towns in those states:

- i. Sawantwadi Road - Mumbai Express (daily)
- ii. Saharsa - Patna Intercity Express (daily)
- iii. Meerut- Lucknow Intercity Express (daily)
- iv. Mysore - Bangalore Express (daily)
- v. Damoh - Bhopal Intercity Express (daily)
- vi. Silghat – Dhubri Intercity Express (tri-weekly via Guwahati – Kokrajhar - Jogighopa)
- vii. Bankura – Howrah Express (tri-weekly)
- viii. Nilambur Road – Thiruvananthapuram Link Express (daily)
- ix. Jharsuguda – Bhubaneswar Express (tri-weekly)
- x. Manmad – Mumbai Express (daily) via Nasik

Now, we will dedicate some trains for the students and youths of this country because I receive a lot of demands to start some students special. ...(*Interruptions*) We want to dedicate these trains to students and youths. ...(*Interruptions*)

MADAM SPEAKER: Please sit down.

...(*Interruptions*)

KUMARI MAMATA BANERJEE:

Janam Bhoomi Gaurav

Madam, to take forward our efforts of promoting rail tourism, I propose

to launch special tourist trains called "**Janam Bhoomi Gaurav**". These special trains connecting important historical and educational places, will run on the following routes:

- i. Howrah - Bolpur - Rajgir (Nalanda) – Pataliputra (Patna) - Varanasi

(Sarnath) - Gaya- Howrah

ii. Bangalore-Mysore-Hassan (Space Facility, Belur, Halebid,
Shravanbengola)- Hubli-Gadag (Hampi) - Bijapur (Gole Gumbaz) -
Bangalore

iii. Chennai-Puduchcheri-Tiruchichirappali-Madurai-Kanniyakumari-
Thiruvanthpuram-Ernakulam -Chennai

iv. Mumbai-Ahmedabad-(Lothal)-Bhavnagar(Palitana)-(Alang)-Gir-
Diu(Somnath-Veraval)-(Junagarh)-Rajkot-Mumbai

iv. Mumbai-Ahmedabad-(Lothal)-Bhavnagar(Palitana)-(Alang)-Gir-
Diu(Somnath-Veraval)-(Junagarh)-Rajkot-Mumbai

Express trains

I propose to introduce the following new express trains:

हमारी जितनी भी केपेसिटी है।

1. Raebareli-Jaunpur Express (daily) and Sasaram-Delhi Express (weekly)

मैंने जो लिखा है, वह मैं बोल रही हूँ। आपका कोई सजेशन हो तो आप मुझे जरूर दें। ...(व्यवधान) आप पहले मेरी पूरी बात सुन लें।

2. Tirupati-Amravati Express (bi-weekly) via Akola, Nizamabad, Gooty,
Dharmavaram

3. Asansol-Gorakhpur Express (weekly) via Chhapra, Siwan

4. Nagpur -Kolhapur Express (bi-weekly) via Kurduwadi, Latur road, Purna,
Akola

5. Malda Town-Digha Express(weekly) via Rampurhat

6. Pune-Nanded Express(weekly) via Latur

7. Visakhapatnam- Koraput Intercity Express (5 days a week) via Vizianagram

8. Howrah-Secunderabad Express(weekly) via Kharagpur

9. Mumbai- Chandigarh Express(weekly) via Phulera-Ringus- Gurgaon-
Kurukshetra

10. Bardhaman – Rampurhat Express (tri-weekly)

11. Bikaner- Delhi Superfast Intercity (daily) via Ratangarh

12. Hyderabad- Darbhanga Express (weekly) via Muri-Jharsuguda-Nagpur

13. Howrah – Tirupati Express (weekly)

14. Narsapur- Nagarsol Express(bi-weekly) via Secunderabad, Nizamabad

15. Puri-Shalimar Express(weekly)

16. Ranchi- Pune Express (bi-weekly) via Bilaspur

17. Shalimar-Udaipur Express(weekly) via Katni, Kota

18. Chennai- Shirdi Express (weekly) via Bangalore
19. Coimbatore- Tuticorin Link Express (daily)
20. Howrah-Mysore Express (weekly) via Gondia, Adilabad
21. Yesvantpur- Mysore Express (daily)
22. Digha-Visakhapatnam Express(weekly)
23. Mysore- Chennai Express (weekly)
24. Ahmedabad- Yesvantpur AC Express (weekly) via Hubli, Bijapur
25. Bhavnagar- Kochuvelli Express (weekly) via Panvel, Madgaon (Goa)
26. Gorakhpur- Yesvantpur Express (weekly) via Faizabad, Kanpur, Bhopal, Kacheguda
27. Bhuj- Dadar Express(bi-weekly)
28. Kolkata-Ajmer Express(weekly) via Asansol
29. Jabalpur- Indore Intercity Express (tri-weekly) via Guna, Bina
30. Porbander- Kochuveli Express (weekly) via Panvel, Madgaon
31. Kolkata-Agra Express(weekly) via Kasganj, Mathura
32. Lucknow- Bhopal Express (weekly)
33. Varanasi-Singrauli Intercity Express (daily)
34. Nagpur – Bhusawal Express (tri-weekly) via Itarsi – Khandwa
35. Puri-Gandhidham Express(weekly) via Durg
36. Howrah-Visakhapatnam Express(weekly)
37. Guwahati-Dimapur Express(Daily)
38. Howrah – Darbhanga Express (weekly)
39. Vasco-Velankani Express(weekly)
40. Bilaspur-Ernakulam Superfast(weekly)
41. Digha-Puri Express (weekly)
42. Jodhpur-Delhi Express (bi-weekly) via Degana, Ratangarh
43. Kharagpur-Viluppuram Express (weekly) via Vellore
44. Udaipur-Bandra(T) Express(tri-weekly) via Ratlam
45. Purulia –Viluppuram Express (weekly) via Midnapore, Kharagpur, Vellore
46. Asansol – Gonda Express (weekly) via Chhapra, Mau, Shahganj, Ayodhya
47. Delhi – Puducherry Express (weekly)
48. Asansol – Tatanagar Exppress (tri-weekly) via Purulia
49. Indore- Kota Intercity Express (daily) via Ruthiyai
50. Bhagalpur – Ajmer Express (weekly)
51. Howrah-Jaisalmer Express(weekly) via Rae Bareli, Ratangarh, Lalgarh
52. Ernakulam – Bangalore Express (weekly)
53. Mangalore – Palghat Intercity Express (daily)

54. Varanasi – Ahmedabad Express (weekly) via Ajmer

55. Howrah-Nanded Express (weekly)

56. Hardwar – Ramnagar Link Express (tri-weekly)

Passenger services

The following new passenger services will be introduced:

1. Delhi- Garhi Harsaru-Farukhnagar Passenger (daily)
2. Kendujhargarh- Bhubaneswar Fast Passenger (5 days a week)
3. Korapat- Bolangir-Sambalpur Passenger (daily) (Orissa)
4. Barkakhana- Dehri-on-Sone Passenger(daily)
5. Jodhpur- Hissar Fast Passenger (daily)
6. Tirupati- Guntakal Passenger (daily)
7. Coimbatore- Mettupalayam Passenger (6 days a week)
8. Bhuj- Palanpur Passenger (daily)
9. Silghat- Chaparmukh Passenger (daily)
10. Siliguri-Dinhata Passenger (daily)
11. Abohar – Fazilka passenger (daily) (Punjab)
12. Bilaspur-Katni Passenger (daily)
13. Raipur – Korba Passenger (daily)

DEMU

Following new DEMU services will be introduced:

1. Gondia -Ballarshah
2. Vasai road-Diva
3. Ratlam-Neemuch
4. Ratlam-Chittaurgarh
5. Sealdah – Jangipur
6. Ahmedabad-Patan
7. Bangalore Cantt-Bangarpet
8. Dharmapuri-Bangalore
9. Marikuppam-Bangarpet
10. New Jalpaiguri-Balurghat
11. Falaknuma-Medchhal
12. Mriyalguda-Nadikudi
13. Kacheguda-Raichur
14. Raichur-Gadwal

15. Radhikapur- New Jalpaiguri
16. Jalna-Nagarsol
17. Nizamabad-Secunderabad
18. Kacheguda-Mriyalguda
19. Baripada-Bangariposi
20. Sealdah - Bhagwangola - Lalgola
21. Kolar-Bangalore
22. Krishnanagar – Behrampore Court

श्री तूफानी सरोज (मछलीशहर): मैडम, जौनपुर का क्या हुआ?...(व्यवधान)

कुमारी ममता बनर्जी: पहले देखिये न। मैंने जौनपुर दे दिया, आपने सुना नहीं। पहले दिया है, आपने सुना नहीं...(व्यवधान) पहले एक और दिया, आपने सुना नहीं...(व्यवधान) मैंने बहुत मेहनत करके इसे तैयार किया है, आप लोग सुनिये तो सही...(व्यवधान)

MEMU

The following MEMU services will also be introduced:

1. Ranchi-Asansol
2. Ernakulam – Kollam (via Alappuzha)
3. Vasai Road-Panvel
4. Bangarpet -Koppam
5. Falaknuma-Bhongir
6. Midnapore - Jhargram
7. Kollam - Nagercoil
8. Jhargram-Purulia

Extension of trains:

The run of the following trains will be extended:

1. Chhindwara-Gwalior Express to Delhi (11101/11102)
2. Jhansi-Chhindwara Express to Delhi (11103/11104)
3. Udaipur-Gwalior Express to Khajuraho (12965/12966)
4. Solapur- Gadag Express to Hubli (11423/11424)
5. Jabalpur-Nagpur Express to Amravati (12159/12160)
6. Nizamuddin- Bapudham Motihari Express to Muzaffarpur (12211/12212)
7. Jammu Tawi-Sonpur Express to Muzaffarpur (12491/12492)
8. Lucknow- Allahabad Express to Vindhyachal (14209/14210)
9. Chandigarh- Jaipur Garib Rath Express to Ajmer (12983/12984)
10. Indore-Ajmer Express to Jaipur (19655/19656)
11. Lucknow- Saharanpur Express to Chandigarh (15011/15012)

12. Chennai Egmore –Nagore Express to Karaikal (16175/16176)
13. Visakhapatnam-Nizamabad Express to Nanded (18509/18510)
14. Sambalpur- Nizamabad Express to Nanded (18309/18310)
15. Mysore- Shimoga Town Express to Talguppa (16205/16206)
16. Valsad- Vadodara Express to Dahod (12929/12930)
17. Surat- Bhavnagar Express to Mahuva (19025/19026)
18. Sultanpur – Ajmer Express to Ahmedabad (19603/19604)
19. Ajmer-Kishanganj Express to New Jalpaiguri (19601/19602)
20. Mumbai-Allahabad Express to Faizabad via Jaunpur, Shahganj (12563/12564)
21. Yesvantapur-Mangalore Express to Karwar (16515/16516)
22. Saharanpur- Delhi to Farukh Nagar (14546/14545)
23. Lucknow – Bhopal Express to Pratapgarh (12183/12184)
24. Delhi- Shahjahanpur Passenger to Sitapur Cantt. (54075/54076)
25. Moradabad- Chandausi Passenger to Bareilly (54311/54312)
26. Hajipur- Phulwaria Passenger to Bathua Bazar (55221/55222)
27. Hajipur- Thawe Passenger to Kaptanganj (55007/55008)
28. Nagercoil- Thiruvanthapuram Passenger to Kochuvelli (56318/56317)
29. Hyderabad- Wadi Passenger to Gulbarga (57135/57136)
30. Hubli- Bijapur Passenger to Solapur (56909/56910)
31. Nagda- Kota Passenger to Ratlam (59803/59802)
32. Ambala – Una DEMU to Amb Andaura (74991/74992)
33. Ambala – Amritsar DEMU to Kurukshetra (74645/74646)

और भी हैं, पढ़ूँ क्या?...(व्यवधान) मैं इसे पूरा ले भी करती हूँ। इसमें पूरा विवरण है। मैं पढ़ती हूँ, आप पहले बोलने तो दो। ...(व्यवधान)

मैंडम, थोड़ा और भी हैं, लेकिन the list is very big.

Increase in frequency of trains

The frequency of the following trains will be increased:

1. New Delhi-Ajmer Shatabdi Express from 6 days to daily (12015/12016)
2. Nagpur- Ahmedabad Express from weekly to bi-weekly (11453/11454)
3. Nizamuddin -Dehradun AC Express from 6 days to daily (12205/12206)
4. Secunderabad -Bikaner Express from weekly to bi-weekly (17037/17038)
5. New Delhi- Dibrugarh Rajdhani Express from 6 days to daily (12423/12424)
6. Jaipur- Pune Express from weekly to bi-weekly (12939/12940)
7. Rourkela- Bhubaneswar Express from 6 days to daily (18105/18106)
8. Bangalore- Hubli Jan Shatabdi Express from 6 days to daily (12079/12080)

9. Habibganj- Jabalpur Jan Shatabdi Express from 6 days to daily (12061/12062)
10. Delhi Sarai Rohilla- Udaipur Chetak Express from 4 days to daily (12981/12982)
11. Indore- Udaipur Express from 3 days to daily (19657/19658)
12. Rajkot- Porbander Express from 3 days to daily (19571/19572)
13. Mumbai CST- Mangalore Express from 3 days to daily (12133/12134)
14. Chennai-Tiruchendur Express from weekly to daily (16735/16736)
15. Surat- Amravati Fast Passenger from 2 days to 3 days (59025/59026)
16. Thiruchchirappalli- Karur Passenger from 6 days to daily (76835/76836)
17. Shoranur- Ernakulam Passenger from 6 days to daily (56607/56608)

Special Trains

Railways often have to meet large spikes in the demand for passenger

traffic during vacations, festivals, Kumbh or other melas etc. In the current year, we already operated 130 pairs of additional special trains which made 36,000 trips. In the coming summer season, it is planned to operate 8,000 trips to handle the rush, and a total of 40,000 for the whole year. This not only helps railways to achieve a healthy growth in passenger earnings but also satisfies to a large extent the seasonal travel demands. Preparations to cater to the expected massive demand by pilgrims during 'Maha Kumbh Mela' in 2013 are being planned.

New Lines

I propose to take up the following new line projects in 2011-12:-

1. Murkongselek-Pasighat
2. Rae Bareli – Akbarganj
3. Somnath – Kodinar
4. Joynagar – Durgapur
5. Sultanpur – Amethi
6. Mateswar – Memari
7. Itahar to Raiganj
8. Bankura – Purulia
9. Mellacheruvu – Janpahad
10. Bhangankhali and Basanti
11. Bongaon and Poramaheshtala
12. Irphala to Ghatal
13. Nadikudi-Srikalahasti
14. Baruipara to Furfura
15. Madurai-Tuticorin
16. Kalikapur and Minakhan via Ghatakpur
17. Tumkur-Davangiri

18. Chandranagar to Bakkahali
19. Whitefield-Kolar
20. Kakdwip and Budhakhali
21. Bira to Chakla
22. Ratlam-Banswara-Dungarpur
23. Basanti – Jharkhali
24. Barabani – Churulia
25. Shimoga-Harihar

Gauge Conversion

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

- i. Baraigram-Dulabchera
- ii. Shapur – Saradiya
- iii. Karimganj – Mahisasan
- iv. Mehsana – Taranga Hill
- v. Lucknow-Pilibhit via Sitapur, Mailani
- vi. Miyagam-Dabhoi-Samlaya

Doubling

The following new doubling works are proposed to be taken up this year:

1. Kalyan-Kasara - 3rd line
2. Rae Bareli – Utratia
3. Bhusawal-Jalgaon - 3rd line
4. Bhagalpur-Pirpainti
5. Ambari Falakata to New Mainaguri
6. Doubling across bridge no. 16,18 & 19 between Kathua-Madhampur
7. Rewari- Manheru
8. Guriya-Marwar & Karjoda-Palanpur
9. Guntur-Tenali
10. Kumbham-Thuravur
11. Plassey-Jiaganj
12. 3rd line between Bandel & Boinchi
13. 3rd line between Sainthia-Tarapith
14. Simhachalam - Gopalapatnam bye-pass line

15. Patch doubling of Aunrihar-Manduadih section
16. Doubling across Beas Bridge between Mirthal-Bhangala
17. Rani – Keshav Ganj
18. Ajmer –Bangurgram
19. Omalur – Metturdam - Patch doubling
20. Toranagallu-Ranjithpura
21. Shivani – Hosdurga Road
22. 3rd line between Boinchi & Shaktigarh
23. Kharagpur-Gokulpur
24. Kirandul –Jagdalpur
25. Parbhani-Mudkhed
26. Vijaywada – Gudivada – Bhimavaram - Narasapur and Gudivada –
Machlipatnam
27. Bina-Kota
28. Viramgram-Samalkhiali

Project Implementation

Hon'ble members have been expressing their anguish over delays in project execution and non-utilisation of funds allotted for works. I fully appreciate their grievances. Therefore, I propose to set up a **Central**

Organization for Project Implementation (COPI) with offices in Delhi,

Kolkata, Mumbai and Bangalore, each headed by an officer of GM rank. COPI will also ensure uniformity of systems and methodologies, follow the best practices and optimize on resources. Core groups in the four offices will

monitor and ensure the funds allocated to different projects are fully utilized and not surrendered or diverted and projects completed in a time-frame. They will also ensure accountability and fix responsibility for non-performance.

मैंडम, पहले प्रोजेक्ट्स के लिए एम.पी. लोगों की कम्प्लेंट रहती थी कि प्रोजेक्ट्स टाइम पर पूरे नहीं होते हैं, इसके लिए इस समय हम लोगों ने सैण्ट्रल आर्गेनाइजेशन और प्रोजेक्ट इम्प्लीमेंटेशन बनाया और जो रुपया इस साल में हमने दिया, जो खर्च नहीं हुआ, for the next year, it will not be lapsable. इसको खर्च करेंगे। इसमें हमारा सिस्टम तैयार हो गया है।...(व्यवधान) इन्टौर दे दिया, आपने सुना नहीं।

New Line Surveys

On the basis of requests received from the hon'ble members, state

governments and others, the following surveys are proposed to be taken up in 2011-12:-

- 1 Bitragunta - Donakonda
- 2 Adilabad - Armoor
- 3 Bronachalam - Bellary
- 4 Poddatur – Yerraguntla

- 5 Karimnagar – Hassanparthi
- 6 Patancheru – Adilabad
- 7 Bhadrachalam Road – Visakhapatnam
- 8 Dimapur-Tizit
- 9 Bapudham Motihari - Riga
- 10 Dhamtari - Kanker
- 11 Rail connectivity to Jowai(Jaintia Hills) with Lokro
- 12 Dahod - Nathdwara
- 13 Rail connectivity to Santalpur, Suigam, Vav, Sanchor, Radhanpur
- 14 Taranga - Abu Road via Ambaji
- 15 Rail connectivity to Gariawar Taluka in Bhavnagar
- 16 Surat -Hazira
- 17 Viramgam -Sankheshwer
- 18 Daman -Nasik
- 19 Nadiad -Tarapur -Kheda -Matar
- 20 Tarapur –Mahemadabad
- 21 Ahmedabad -Khedbrahma - Ambaji
- 22 Mahesana -Harij -Radhanpur
- 23 Vejalpur –Botad
- 24 Jakhal - Hissar
- 25 Alwar - Charkhi Dadri
- 26 Ghatshila – Ranchi
- 27 Simri Bakhtiyarpur - Bihariganj
- 28 Thakazhy-Tiruvalla
- 29 Tumkur-Chamarajnagar
- 30 Kolhapur – Dharwar
- 31 Ramganjmandi – Neemuch
- 32 Laji - Kirnapur
- 33 Farrukhabad - Shahjahanpur upto Mailani
- 34 Damoh - Hatanagar - Khajuraho
- 35 Pandra Road-Gotegaon(Shreedham).
- 36 Rail connectivity to Fatehabad-Chandravatiganj with Ratlam-Indore project
- 37 Chhindwara – Sagar
- 38 Rail connectivity of Kolhapur to Konkan Railway

39 Additional suburban line on Virar - Diva - Panvel section (Interruptions)

योगी आदित्यनाथ (गोरखपुर): गोरखपुर-बांसगांव ... (व्यवधान)

कुमारी ममता बनर्जी : आपने क्या कहा?

योगी आदित्यनाथ : गोरखपुर-बांसगांव ... (व्यवधान)

कुमारी ममता बनर्जी : गोरखपुर-बांसगांव हम इसमें इन्वोल्यूड कर देंगे। ... (व्यवधान)

40 Fast corridor on Harbour Line

41 Bye-pass line from Chudawa - Basmat Station

42 Paradip Port - Dhamara Port

43 Bhadrachalam - Kharagpur through Koraput-Talcher-Baripada

44 Rajmahendri – Raipur ... (Interruptions) पहले मुझे पूरा पढ़ने दीजिए। ... (व्यवधान) पहले आप देख लीजिए। ... (व्यवधान)

अध्यक्ष महोदया : कृपया बैठ जाइए।

â€¦ (व्यवधान)

डॉ. मोनाज़िर हसन (बेगूसराय): बेगूसराय-पटना इंटरसिटी। ... (व्यवधान)

KUMARI MAMATA BANERJEE: Let me complete.

45 Salem - Karaikal via Perambalur, Mayiladuthurai

46 Rajpura Junction – Chandigarh

47 Dharamkot - Moga

48 Barmer-Palanpur

49 Jaisalmer-Kandla

50 Nagore – Falaudi

51 Mannargudi - Pattukkottai

52 Tirupati to Nagore via Kancheepuram.

53 Balrampur - Khalilabad

54 Gwalior - Shahjahanpur via Fetehabad, Katana, Rajpur, Jalalabad

55 Manakpur - Madarsah Majar

56 Barabanki - Fatehpur via Deva

57 Kasganj - Etawah via Mainpuri

58 Hasnabad - Machalandapur

59 Kushinagar- Kapilvastu (Nepal)

60 Ghughli - Anandnagar via Maharajganj

61 Dibrugarh-Dangri via New Tinsukia Town

62 Cuddaph - Hindupur via Kadiri

63 Kannur - Mattannur

64 Nandyal - Atmakur via Mahanandi

- 65 Parumamilla-Bakrapet
- 66 Thellapur - Patancheru
- 67 Rail connectivity to Dondi Lohara
- 68 Sabarmati - Abu Road
- 69 Palanpur - Bhuj
- 70 Bhildi – Jodhpur
- 71 Dhrangadhara -Santalpur
- 72 Palanpur -Ambaji -Abu Road
- 73 Dhanera -Goradu
- 74 Tahrad -Vav -Suigam
- 75 Bharuch -Dahej -Jambusar
- 76 Rail linkage for Delhi-Mumbai Industrial Corridor in Gujarat
- 77 Gandhinagar-Prantij
- 78 Nadiad-Dholka
- 79 Pirpainti - Jasidih
- 80 Koppal-Singanur
- 81 Tiruvalla - Ranny -Pampa
- 82 Kozhikode-Beyepore
- 83 Nanjangode-Nilambur Road
- 84 Jabalpur-Udaipura-Sagar
- 85 Katangi-Tarodi
- 86 Kolhapur - Rajapur
- 87 Nagar -Kalyan
- 88 Karad - Belgaum via Nipani
- 89 Karaikal - Teralam
- 90 Karaikal - Sarkazi
- 91 Nandigram-Hijli Pirbaba via Jellingham
- 92 Sriperambudur-Guduvanchery with spur to Irun Kattukottai - Avadi-
Sriperumbudur
- 93 Sausar - Pandhurana
- 94 Talasserry-Mysore
- 95 Shillong-Chandranathpur
- 96 Sivok-Mirik
- 97 Tirap-Lekhapani

- 98 Silghat-Tezpur
- 99 Bagnan - Shyampur
- 100 Hyderabad-Srisaillam
- 101 Secunderabd-Karimnagar via Siddipet
- 102 Rohtak - Hansi via Meham
- 103 Ramagundam-Renigunta
- 104 Sivok-Kalimpong
- 105 Katwa-Karimganj
- 106 Nandakumar-Moyna(Bolai Panda)
- 107 Belda-Narayangarh
- 108 Jhargram-Khatra-Raipur-Mukutmanipu
- 109 Haldia-Sagar- Raichak
- 110 Puntamba-Rotegaon

Gauge Conversion Surveys

Following surveys are proposed to be taken up in 2011-12:-

1. Gwalior - Degond
2. Katosan Bahucharaji-Ranuj
3. Hapa-Dahisar
4. Veraval-Dhasa Jn via Talala-Visavadar-Khijadia

Doubling Surveys

1. Pune - Lonavala 3rd line
2. Gutti - Dharmavaram with electrification
3. Rajkot-Viramgam
4. Ahmedabad-Junagarh
5. Rajkot-Surendranagar
6. Birur-Shimoga
7. New Bongaigaon-Rangiya-Kamakhya
8. Irugur-Podanur
9. Macherla-Nadikude
10. Virar - Ahmedabad 3rd line
11. New Bongaigaon-Kamakhya via Goalpara Doubling
12. Ahmedabad-Palanpur
13. Rohtak-Bhiwani
14. Hubli-Bangalore
15. Podanur - Palghat 3rd line

Railway Electrification

The hon'ble members will be happy to know that railways would exceed the original XI Plan target of 3,500 route-km of electrification. In 2011-12, the following sections covering around 1,000 km are proposed to be electrified:-

- i. Vizianagaram-Rayagada-Titlagarh-Raipur
- ii. Rosa-Sitapur-Burhwal
- iii. Alwar-Rewari

* In addition to the above, feasibility study for the electrification of the following sections will be undertaken:

- i. Ahmedabad- Palanpur-Phulera-Ringus-Rewari-Delhi including Kandla/Mundra Port- Gandhidham-Bhildi- Palanpur and
- ii. Amla-Chindwara-Kalumna.*

श्री चंद्रकांत खैरे (औरंगाबाद): मैडम, मनमाड ... (व्यवधान)

...(Interruptions)

MADAM SPEAKER: Nothing will go on record.

(Interruptions) अ€/*

KUMARI MAMATA BANERJEE: Madam, ... (व्यवधान)

वह होगा। लास्ट टाइम जो हुआ, वह तो होगा। ... (व्यवधान) मैंने 12वीं प्लानिंग में दे दिया। ... (व्यवधान)

श्री दया सिंह चौहान (घोसी): नई दिल्ली से मऊ के लिए कोई ट्रेन नहीं है। ... (व्यवधान)

KUMARI MAMATA BANERJEE: Madam,

अगर आप कहते हैं, तो हम ले कर देते हैं। ... (व्यवधान) जो दिया है, उसे हम बाद में देख लेंगे। ... (व्यवधान) मैडम, मैं बाकी की स्पीच ले करती हूँ, हमारी और भी बहुत सारी हैं, हम इसे ले करते हैं। ... (व्यवधान) आप हमें बोलने दीजिए। ... (व्यवधान) सभी एमपी लोग सुनने के लिए तैयार हैं कि हम भाड़े का क्या करेंगे? ... (व्यवधान)

श्री राजीव रंजन सिंह उर्फ लालन सिंह (मुंगेर): मुंगेर का क्या हुआ? ... (व्यवधान)

कुमारी ममता बनर्जी : मुंगेर है। ... (व्यवधान) मुंगेर के लिए ट्रेन दी है। ... (व्यवधान) मैडम, प्राइस राइज से हमारे सभी लोग डिस्टर्ब्ड हैं। ... (व्यवधान) हम गवर्नमेंट की ओर से और इन्फ्लेशन बढ़ाना नहीं चाहते हैं। ... (व्यवधान) लेकिन हम चाहते हैं कि हमारा जो पैसेंजर है, ... (व्यवधान) हम आम-आदमी के लिए, कॉमन पैसेंजर को रिलीफ देने के लिए we are not increasing the fares for passengers. With these words, Madam, मैं कहना चाहूँगी कि रखा गुलशन तो फूल खिलेगा, रही जिंदगी तो कामयाबी जरूर नजर होंगी।

MADAM SPEAKER: The House stands adjourned to meet again at 2.45 p.m.

13.44 hrs

The Lok Sabha then adjourned till Forty Five Minutes past

Fourteen of the Clock.

14.51 hrs

*The Lok Sabha re-assembled after Lunch at fifty one minutes past
Fourteen of the Clock.*

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

MR. DEPUTY-SPEAKER: Now, we shall take up 'Zero Hour'.

Shri S. Semmalai.