

## Debate in Parliament



## Rail Budget 2009-10

- ◆ **Shri Arun Jaitley**
- ◆ **Shri Bal Apte**
- ◆ **Shri Ananth Kumar**



**Bharatiya Janata Party**

## Foreword

In the discussion on the Railway Budget 2009-10 in both Houses of Parliament, the BJP Members took a dig at the lack of performance on the promises made in the last budgets. They pointed out many lacunae and also made very significant suggestions.

In Rajya Sabha the Leader of Opposition, Shri Arun Jaitley charged that the Railway Minister with wanting to be a parallel government while ignoring passenger safety and comforts. He expressed surprise that about Rs. 9,000-10,000 crores was missing from the Railways account.

Prof. Bal Apte questioned the desirability of continuing with the outdated legacy of the British to present a separate Railway budget after 62 years of independence.

In the Lok Sabha, Shri Anant Kumar questioned the wisdom of the Railway Minister to concentrate only on West Bengal to the utter neglect of the rest of the country.

We are bringing out the complete text of their speeches in the respective Houses of Parliament so that the reader can know the reality of the Railway Budget.

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## **Ignoring passenger safety and comfort, Railway Minister wanting to be a parallel Govt.**

—Arun Jaitley (Leader of the Opposition)

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Mr. Deputy Chairman, Sir, I rise to speak on the Railway Budget. What surprised us most when the Railway Budget was presented that the hon. Minister in the course of the Budget punctured one great achievement which the UPA seems to be claiming that in the first five years of its rule, it had turned the Railways around and made it an organization from bankruptcy into an organization which was independent and which was a profitable organization. The hon. Minister said that she would be bringing out a White Paper on the performance of the Indian Railways, including its financial status in the last five years. Now, this indeed has made us extremely suspicious. I remember that the earlier Railway Minister during the first five years of the UPA Government had compared the Indian Railways to a jersey cow, and he had always said that it was a jersey cow which had not been milked enough, and his own achievement that he always mentioned was that he has now been able to milk it adequately. What appears to have happened is that with this change of alliance in the UPA, the vision with regard to the Railways has also changed. The hon. Minister has just come and I must concede that I am one of those who has a considerable amount of admiration for her ability to struggle and stick to her point of view. But there are some parts of her Budget which have indeed been a disappointment to us. I also recollect that her predecessor, Laluji, considered one of his achievements that the turn around was a subject on which the Wharton and the Harvard expected him to lecture them. But what I have seen in this Budget,

Sir, far from impressing Wharton or Harvard, just turns the basic principle of management of any institution.. ...the principle being that 'strengthen your core areas, concentrate on your areas of core competence and ignore what is wholly extenuous and not relevant to the core areas', some can be ignored; some can be outsourced. And this is the basic principle that any management institution would have guided us. With the publication, Sir, of what they do not teach you at the Harvard Management School, and, I think, with this kind of a Budget which has been prepared by the hon. Minister, the next reprint of the edition of that can rewrite some of those basic principles where the hon. Minister, in the Budget, seems to have decided that as far as safety is concerned, as far as efficiency is concerned, as far as passenger comforts are concerned, these are secondary and the irrelevant frills in the functioning of the Railways become the primary concern as far as the Railways is concerned. So, the basic management principle, of any organisation, be it Government or non-Government or commercial, or even a social organisation, being 'concentrate on your core areas', which is to provide a good service as far as freight and travel is concerned, and ignore the non-core areas, the Minister has raised a debate of economic viability vs. the social purpose of a social viability of the Railways. Yes, there is an important social purpose. But, then, one is not an alternative to the other. If you have no economic viability, if you are not in a position to even sustain yourself then where is the prospect of your being able to underwrite any social purpose? I think, there is an unstated third purpose which the Minister has not mentioned but which is evident from the Budget, and which is, the Railway Ministry wanting to become almost a parallel Government, a Government which undertakes functions which have, otherwise, no direct or indirect relationship with the Railways, but, then, expand your own empire and get into areas which have no concern with the Railways. I have, Sir, serious doubts as to whether the application of business rules would even permit the Ministry of Railways or the Railway Board or the Indian Railways to undertake a large number of those activities.

Sir, I went through the hon. Minister's speech, and I started highlighting the areas in the speech, with a special concentration which has taken place as far as this Budget is concerned. I can

quote from the speech, but for the convenience of the House, to take time, I have just shortlisted some of them. These are all areas, which are non-core areas, non-essential areas, where the energy of the Railways should not be spent, and if the energy of the Railways is going to be spent in these areas, the resources of the Railways are going to be spent in these areas then the beneficiaries of the service, whether it is passengers or whether it is industries or farmers, in the case of freight, will be paying for something which they are not supposed to pay for. The Railways, in this Budget, has now proposed the following: construction of multifunctional complexes including shopping areas and restaurants. Now, when has construction of malls become a function of the Railways? Construction of budget hotels. The Government of India-- and Governments traditionally and conventionally are bad providers of hospitality--had several hotels through its public sector undertaking, the ITDC. State Governments had them. And the experience showed that you had to really send those hotels back to the private sector. The Railways was operating hotels. The BN Railway had hotels at Ranchi and Puri. The Railways found that it was unable to run those hotels, and those hotels also have been given to the private sector for management.

Now the proposal is that the Railways go back and start constructing hotels. Another is construction of indoor stadia for sports in various divisions including one at Indo-Bangladesh border. Then comes construction of seven nursing colleges. I don't know whether, under the Allocation of Business Rules, this is the function of the Health Ministry or the Indian Railways. I saw, Sir, on page 11 of the hon. Minister's speech, the list of cities where the Railways have hospitals and like nursing colleges through a public-private partnership; 17 medical colleges to be established by the Railways through public-private partnership. Now establishment of medical colleges is for a very useful purpose. But is it the function of the Indian Railways to start concentrating on the establishment of 17 medical colleges? It does not stop at that. Then comes the laying down of optic fibre network throughout the country. Now the Railways have certainly got land and they can give the right of way. They can earn money from the right of way. But, you have the Department of Telecom and you have various other agencies in

the private and public sector. And, therefore, should optic fibre network be laid down on the railway land by the Railways? Then there is establishment and improvement of printing presses in Mumbai, Delhi, Kolkata and Chennai. Again, it is a non-essential activity. Printing function is something which can be outsourced. Next is construction of commercial structures on surplus land of printing presses. Next one--I think, it should be a note of caution for my friends in the Left Front--is taking over the Basumati Sahitya Mandir, a PSU of the West Bengal Government. Now there is a PSU, an agency of the West Bengal Government, called "Basumati Sahitya Mandir", which runs a small newspaper. It is now proposed, and now an offer is made, that the Railways are willing to take it over so that the Railways can run the newspaper "Basumati". Then come Establishment of 1,000-megawatt power-plant in a Tribal area and establishment of a training institution for young artisans and supervisors. Sir, as I said, the basic function of the Railways is to provide us safety, to provide us comfort, to provide us efficiency and to join the entire country through a network of railways. What now seems to be happening is that the Railways are allowed to become a parallel Government. The Prime Minister must seriously examine, and, if necessary, the Attorney General's opinion should be sought, whether the desire of the Railways to transgress into all these areas is permissible within the domain of the Indian Railways. Is it a business or function which is incidental to the work of the Railways? Or, is it a gross Constitutional violation of the Allocation of Business Rules? The External Affairs Minister is here. He can't say, "My Ministry will now set up a power-plant because we seriously consider that we must transact power with Bangladesh". These are functions for which we have allocated Ministries and, therefore, the Railways, not becoming a parallel Government, must stick to its area of core responsibility, whether it is the economic viability or the social viability of the areas where the Railways are supposed to really function. I think, this is the issue on which the Government and, particularly, the Prime Minister will have to take a larger view. Sir, I have gone through the Railway Budget and the speech of the hon. Railway Minister, and, I must, at this stage, compliment her I say this with all sincerity--where she tried to be very candid about the true state of the Railways themselves. But there were three

passages, when I read between the lines, which made me, I must confess, a little suspicious. In the last five years, we were being told how now the jersey cow is being milked; how now a bankrupt organisation has turned around. There were questions being raised and, therefore, lecturers were being organised all over the world as to how the turn around has come. But the present hon. Minister was very candid. Though she tried on the principle of responsibility of a Minister to be a little restrained, but there was a giveaway as for as her speech was concerned. At page 28 of her speech -- here she refers to the Interim Budget which Laluji presented -- the Minister said, "I was surprised to find that there was a provision of Rs. 3,400 crores for resource mobilisation through PPP of which Rs. 3,300 crores would just not materialise." So the present Minister has inherited a legacy where there is an entry or a provision of Rs. 3,300 crores, but on the Minister's own admission, in the Interim Budget, the money does not exist. Her next giveaway was at page 19, where she said, "Based on the review, it is very clear that the unrealistically high targets set in the Interim Budget are not sustainable and warrant a mid course correction." I compliment the hon. Minister for being more realistic. Her third giveaway was obviously, as I have referred to, at page 37, where she said, "I would like to assure the House that the Railways will come out with a 'White Paper' indicating its present organisational, operational and financial status based on its performance in the last five years." Now I was curious. When there is a continuous Government which has got the second term, the UPA Government, why should the present Minister only concentrate on the financial status of the last five years? She did not concentrate on the phase when the NDA was in power. Why is it that the financial status of the last five years was under question? It is because we were told that there was a profit of Rs. 25,000 crores; we were told that the Railways had a cash surplus. But, Sir, truth has a very inconvenient and an uncanny habit that if you try and conceal it, the more you conceal it the more it leaks itself out. After all, the speech of the hon. Minister is the final draft which is approved and which is delivered. There could be some last minute changes in the draft. Fortunately, for this country, the penultimate draft which was changed last minute was put on the website of the Railways. After being put on the website

of the Railways, it was withdrawn because a wrong draft had been put. There was a curiosity raised as to what is the difference between the two speeches. I am sure this must be a bonafide lapse and not a conscious error. But the country became wiser because we realised that there was no cash surplus. The paragraph which was removed but which unfortunately saw the light of the day, I would like to quote that. It says, "To fund our massive network expansion programmes, completion of capacity enhancement works, timely replacement of overage assets, planned expenditure has been sustained in the two years, 2008-09 and 2009-10 through draw down from our accumulated fund balances which may not be possible in future." Therefore, we are now told that in order to plan the expenditure there is no cash surplus that the Railways has from this Rs. 25,000 crores earning or from Rs. 9,000 crores, as we are now being told. You have to go back to your reserves and in order to plan the expansion you have to take away the money from the reserves. This is the real financial position as far as the Railways is concerned. Then we started analyzing the accounts because the accounts of the Railways, as any other public expenditure, is approved by the other House.

So, the question, which legitimately arises, is: Why is the Minister saying that there must be a White Paper? Why is the Minister saying that Rs.3,300 crores is not traceable, that this money will never be realised? Why was this paragraph, that you have to eat into the reserves in order to plan the expansion, taken out? It is because the true picture of the reserves is that at the end of the year, you start to change the accounting system. There are several examples, which are now available, of how a jugglery of accounts of the Railways has been done in the last five years. One simple illustration is that there is a public sector organisation of the financial body, which they have called, the Indian Railways Finance Corporation. The Indian Railways Finance Corporation leases out the rolling assets of the Railways, say, the locomotives, the wagons, the coaches, etc., from the private sector, and pays them lease rental. Now this lease rental, which you pay for the use of the Railways, is always a legitimate expenditure of the Railways, and therefore, while drawing your accounts, it must go as a working expenditure of the Railways. For some curious reason, in the year,

2005, this ceased to be shown as the working expenditure of the Railways, and it is put in the non-expenditure category, even though it is a lease rental being paid. So, Madam Minister, it is not merely that you will never be able to find out Rs.3,300 crores, the figures now are Rs.1,608 crores for the year 2007-08; Rs.1,810 crores for the year 2008-09 and Rs.2,209 crores for 2009-10. You add up these three figures and add up your Rs.3,300 crores, you will straight away find that Rs.9,000-10,000 crores are missing. That is why the Railways had to then go back to their reserves to even fund their expansion, and this so-called existing profit was just not there. Now, this issue has been noticed by the CAG, and the CAG also, in its Report, comments on it. The CAG, in its Report, says: "According to the Railways, they are now considering charging capital component of IRFC's lease charges from the surplus after payment of dividend. However, for the year in question, the same has been booked as miscellaneous expenditure resulting in the net figure of the net miscellaneous expenditure." Now, it is taken out as far as the working expenditure is concerned. So, you have accounts being juggled in this manner. When we see the performance of the Railways, this is not the only area where a jugglery of this kind has taken place. For five years, this country has been misled not only on the question that the Railways have made a huge profit, but each one of us, every Indian, had an impression that for five years, the railway tariffs have not been increased as far as passenger fares are concerned. For five years, we are told, "किराए के अन्दर हमने पांच साल एक रुपया नहीं बढ़ने दिया" And Parliament approves this expenditure.

Parliament approves the Accounts. Then, we go and start analyzing what it is that has happened. You announce it in the Budget. You announce it in your Budget speech that tariffs are not being increased. You go back and what do you do in the course of the year? I would just give you some illustrations. I would say that the Minister has, only partly, in a small manner, tried to correct one of those factors. There is a difference in tariff as far as passenger trains and super fast trains are concerned. If the train runs at a speed of 55 KMs or more, then, it is a super fast train. Today you have 374 trains which run at less than 55 KMs. Their speed is not increased, and they run at 40 or 45 KM or 50 KM speed.

So, they would be ordinary passenger trains. Their classification is changed as super-fast. As a result of which, every traveller there has to pay eight rupees more or fifty rupees more. The range is eight rupees to fifty rupees. The Parliament may have to seriously consider whether all these transgress into a breach of privilege of Parliament, when the Parliament is being told that we have not increased the tariffs, without increasing the speed of the train to beyond 55, you just re-designate the train into super-fast.

That is not all. You start an inbuilt charge on reservations. How is the charge increased? You book your ticket from Chennai to Delhi and back. Every passenger has a return journey. He has to come back home. So, Chennai to Delhi, from your booking station, where you book the ticket, but when you reboard the train, from Delhi, way back to Chennai, you have re-boarded it back from a station other than where you booked the ticket. So, there is a surcharge on that. So, a return ticket would cost extra. But, this is not all. The Tatkal Scheme should be abolished immediately. This Tatkal Scheme is a living scandal. The Railways has a monopoly. There is no other agency which can provide you a train travel. In the Tatkal Scheme, the Government as a monopolist, first decided to create a scarcity of tickets. So, every time, a reservation has to be done, a certain part of the tickets are not available for sale. It would be 30 per cent, it could go up to even 50 per cent. So, when you hold back a number of tickets, an artificial scarcity is created. If an artificial scarcity is created, there will be various difficulties. Then, those tickets are released at the last minute, and how much you pay for that ticket? Especially, you pay for a sleeper Rs. 150 extra, for air-conditioned travel, you pay Rs.300 extra. Mamataji has now been kind enough to say that this Rs.150 will become Rs.100. And this continues. And, Parliament for five years has been misled and being told that not a single rupee fare has been increased in five years. 'Look how I turned Railways around; how we turned the Railways around without increasing the fare'. The CAG went into this question, and the CAG now says, "In the Budget Speech the Railway Minister announced that there would be no increase in the passenger fare during year 2005-06. However, various components of passenger fare, other than basic fares, such as reservation charges, super-fast charges, cancellation charges,

clerkage charges were all revised." And, therefore, you saw a massive increase in the burden on the traveller. But, the country was being misled that 'no, we have not changed it, we have not charged more'. This, Sir, has now really become a matter where, as I said, the debate that the hon. Minister has launched in this Budget is, economic viability versus social viability. But, then, there is a second issue also. Does Indian Railways require to be saved from the politics of the Railway Minister? This is the experience of the Indian society. Your accounts do not reflect the true position, you want to transgress into areas which do not belong to the Railways. You tell the whole country that tariffs are not being increased and passenger fares are not being increased, and the Railway Budget is an occasion of great festivity, it is an occasion to announce various kinds of schemes. Let us see what seems to have happened. The present Railway Minister, this is her second innings as the hon. Minister of the Railways.

She has presented two Budgets earlier. We know that. What does the present Budget say? 'How do we exploit the railway land, how do we modernise stations, how do we create an optic fibre network, how do we create budget hotels?' I just glanced through what Ministers have been saying for the last six-seven years in each Budget. This goes on irrespective of the Government in power. 2000-01 was the present Railway Minister's Budget. 'Railways shall set to participate in the IT revolution, the nationwide broadband telecom, multimedia network by laying optic fibre.' In 2001-02, it is said, 'Rs. 750 crores earmarked for optic fibre network.' I could understand that when we still were on the initial stages of the IT revolution. Between 2000-01 and 2009-10, there are private agencies, Department of Telecommunications, Defence and various other agencies. There is a huge optic fibre network which has been established in the country. Now, let us come to the 2004 Budget. Lalaji presented his first Budget. He says, 'These are the facilities which I am going to provide at every railway station. Such works shall be in progress at 1100 stations.' So, in 2004-05, we are told by Lalaji that we will have modernisation of 1100 stations. Sir, most of us have been travelling by train since our childhoods. Let us honestly ask ourselves a question: On the railway stations, have we seen any improvement since we first travelled? Are the waiting rooms

better? Are the toilets better? Are the food facilities better? In 2004, we are told, 'Let us have modernisation as far as the railway stations are concerned.' In 2005-06, they said, 'Several public-private partnership initiatives are being taken to garner resources through non-traditional methods of our modernisation and development of railways and to provide enhanced facilities for users. Prominent amongst them are private sidings, commercial utilisation of surplus railway land for construction of modern railway stations, provision of passenger amenities, logistical parks, initiatives relating to parcel and optic fibre network.' I think, these have now become templates as far as the railways is concerned! Modernisation of stations, optic fibre network and construction of budget hotels, and we forget what is the core purpose as far as the railways is concerned! In 2006-07, it is said, 'To modernize passenger amenities, we have decided to make A & B category stations into modern stations. All these facilities will be available in the next two years.' Not one station has been changed! In 2007-08, the Parliament is told, 'I am now setting up a deadline. Last year, I had announced that within two years we will observe perceptible improvement and give a facelift to the stations. According to this announcement, we have started the work on developing five railway stations as model stations in each division. This work is going to be completed on 225 stations by March, 2007.' March, 2007 is over two-and-a-half years ago. Forget 225 stations. We are yet to see even one modern world quality station which is coming up! Sir, there has to be some look at the big picture as far as the railways is concerned. Is the Railway Budget only, as I said, an occasion for politicking and expansion of politics as far as the Railways Minister is concerned? Or, is the Railway Budget actually going into the details of how the railway structure in this country is to be improved? Sir, there can be no doubt that we criticise the British on various counts. We can legitimately criticise them that they ignored the roadways completely. But the Indian Railways was essentially constructed by the British during the British period. At times I wonder, even though we resent them for having ruled us, that if the British have ignored the railways like they have ignored the roadways, what would we have done in the last 62 years!

The British left us behind a track lane of 55596 kms, in 62 years we are 63,940 kms. In the last ten years we have added 250

kms. The number of locomotives, -- of course, today the capacity is much better -- is 8330, while the British left us 8290. Passenger coaches have gone up from about 13,000 to about 40,000. But the wagons, -- what Ram Gopalji was saying, is broadly the same, he is only partly incorrect, -- from 205596 it has come down to 204034. So, the number of wagons is numerically less, the capacity of wagon may be more because of the size. Now, if we recollect from the period when the British left us, this is the core area, as far as railway is concerned. The Prime Minister has made a statement after the hon. Minister presented the budget that the Government's honest desire, he said, is to make a railway travel an enjoyable journey. World over this is the experience. You save time when you travel by railway, you see the beautiful countryside, the time efficiencies are there, cleanliness is there and that is what the hon. Prime Minister had in mind when he said that let us make railway an enjoyable journey. What did we do? From the time, the British left us, what we ignored completely was the safety as far as the Indian Railways is concerned. And it is not merely safety, Sir, it is also the economic efficiency and viability of the railway that we ignored.

My friend, Rajeev Shukla, just now said, whether this period of 62 years include our five or six years. Yes, it does. But then there was one major change that came in that period. We must broadly understand how the economy of the railway functions. Whether a train has eight coaches, it has ten wagons, or it has twenty or twenty-five wagons, railway is one industry where the fixed cost broadly remains the same. The locomotive running expenditure will be the same, the track is the property of the railways, the stations are the property of railways, the staff broadly would be same, they are being paid salaries by the railways. Therefore, if you run a small train or a lighter train, the possibility of the railways having losses would be far higher. Therefore, underlying principle globally, as far as railway is concerned, is that if you have a goods train of 12 wagons, in all possibility the fixed cost will not be recovered. The fixed cost will remain the same but if you have a 24 wagons train, you are now having a longer train and in a longer train you will be able to carry more, and, therefore, you have a larger profitability. But will your track be able to take the weight of that longer train? The reasons why we were suffering losses were three. Our trains

were shorter as far as their length was concerned, our trains were lighter, they could not be loaded to their full capacity and therefore we had to even have slower trains with longer turnaround times. So, you have the asset of the railways but because we did not make any investment into strengthening the infrastructure that the British left us, the railways took to suffer because we were running 12 coaches or 12 wagon trains, smaller trains. And then came during the NDA Government, when Mr. Nitish Kumar was the Railway

Minister, he made a public issue out of it that the railway would turn bankrupt, the trains would not be able to carry enough load, the trains smaller in size would never be able to commercially viable, therefore, from the planned expenditure in railways internal accruals, 'please, support the railway safety programme. And, the then, Government headed by Shri Vajpayee sanctioned Rs. 17,000 crores as a special Railway Safety Fund. I must admit that Laluji in one of his speeches has referred to it in a very correct manner saying how in all those Railway features this fund helped. This Rs. 17000 crore fund is used to strengthen the railway track and the result of this strengthening is that from 2003-2004 with better signalling and with better railway track, the Railways were supposed to have longer trains. So, you started having 24 coaches or boggies or wagon trains. When Laluji became the Minister, it is because of that turning point he was also to have a large axle load and, therefore, the three buzz words were, longer trains, heavier trains and faster turn around and suddenly you started having a lot more earnings as far as freight is concerned.

Sir, the Railways today and, I am sure the hon. Minister has an earlier experience would bear with me functions on two economic principles. The first being, unless your freight is commercially competitive you will lose out on the freight because the freight would move to the roadways. Now, we have the National Highways coming up. So, if you make it unreasonably priced people will start travelling by road. So, it must be market driven and the freight must be at a reasonable level. At the same time, the utilisation of the Railways' assets must be to the optimum. The track, the stations, the facilities came and this turn around came with the safety fund during the tenure of Shri Nitish Kumar when he campaigned across the country and wanted that fund and that fund finally showed

dividend and the Railways turned around. So, you had a whole complexion being changed. Now, Sir, the second principle is, the passengers never pay the full fare of what it costs the Railways. The passengers are subsidised from the freight earnings. So, your freight has to be marketwise competitive with the Roadways, but, at the same time it has to earn you enough so that you are able to subsidise the passengers. Now, the Railways has functioned under this principle. Having functioned under this principle, Madam, if the mandate of the Prime Minister is to be followed, and, I do believe that the Prime Minister is right when he says that this must be followed, some basic questions will come up. How do you make the Prime Minister say, 'the Rail Budget will make train travel an enjoyable experience'? If you have unclean toilets at the Railway Stations or in the compartments, if the food is substandard, if the linen being served to the passengers is not properly maintained, if there are not resting places as far as the stations are concerned, I think, time has now come to think in terms of the future and when you think in terms of the future, I think, there are two important considerations the hon. Minister must at least consider for the purposes of at least a pilot project or initiating a debate in the society. I am not saying for a moment that these are things which must be done forthwith because unless we have an experience of how it works in this Indian context there is no point in getting into those areas.

The Railways has two basic functions. Its operation, safety, ownership are broad operations of the Railways. The second is the management of the hospitality as far as passengers are concerned. Now, are Railways the best managers of that hospitality? I am told that the Railways in relation to two trains are starting it as a pilot project, the Delhi-Bangalore Rajdhani and perhaps another train. The Minister should share with the House at some stage what is the experience in these pilot projects taking even outside help as far as hospitality is concerned, the maintenance of cleanliness, the maintenance of waiting room, toilets etc. Even the present arrangement of food management through the catering organization of the Railways through private contractors has led to a huge amount of cartelisation. You have a limited number of people who have set up companies by different names, who have cartelised and are

managing the entire service.

The hon. Minister has a daunting task ahead of her to crack these cartels. Therefore, outsourcing some of these hospitality functions is to be looked into seriously. After all, Sir, the airlines which cater to a little better or superior class of passengers gets its food from outside. The airlines do not know about the food management in aircraft. So, the world-over it is done from outside. Sir, worldwide the train hospitality is done from outside. Is it feasible for the Indian society? Therefore, we must seriously consider this particular experiment.

Secondly, the Railways has huge assets in the form of land. I think, we in India has a phobia that when we see land we think in terms of commercialising it. Railways has a huge chunks of land. I am not referring to commercialisation of that land at the moment. In today's environment how much will the hon. Minister be able to commercialise that land, even though she has announced ambitious projects, I have serious doubts. Sir, the most expensive piece of land that the Railways has is the New Delhi Railway Station. It has 253 acres of land. This land is contiguous to Connaught Place. It has Ajmeri Gate one side, Pahar Gunj and Sadar Bazar on the other side. Perhaps, a valuable 253 acres of land, next to Connaught Place, where additional FAR or FSI available, would not be existing anywhere in the country. When the Railways came out with a big tender for PPP, in today's environment of economic gloom, not a single bidder has come. If not even a single bidder has come for a piece of land contiguous to Connaught Place, what do we expect for Railway lands in other parts of the country to be developed. So, let us stop this obsession of Railway land would be sold, Malls would constructed, hotels would be built on land, etc. It is not the function of the Railways. Its function is to provide facilities. You have asset in the form of railway stations, you have assets in the form of railway track and you have asset in the form of a well-trained Railway staff. Sir, even in England, when Mrs. Thatcher started privatizing various sectors, and when it came to Railways, she was faced with a blank. Therefore, the British Government also could not do it. For a number of years, the British Railways remains the same and it remains the same. Sir, what some of the countries have started doing is, fix route trains, intercity trains with

special facilities for passengers who can afford it. This will reduce the load on your normal trains. Can we use the PPP model in those? The existing operations are entirely with the Railways. Can we use these existing assets of the Railways in highly crowded travel areas in intercity, etc.? Jobs in future will go from one small town to another. So, people will travel from suburbs to the main cities. So, can we use, where we do not have the Railway funds or the Governmental funds available, this model for that? This model has been experimented internationally. And, I would urge the hon. Minister to seriously look at this area.

One last point I wish to make. We have said that the Indian Railways was built in the pre-Independence period. I think, there is one basic area, when we are so obsessed with modernisation, PPP, tendering for railway line, commercial exploitation of land, we have ignored. Sir, world-over, the architecture for Railways has changed. You enter a railway station and you stand in front of various platforms. You can easily move to anyone of them. In India, when you enter into a railway station, you either enter into the first platform or the last platform. Old age people, disabled people, women, porters carrying bags-and-bags have then to climb the stairs, go over to some other platform and come down. This kind of plight of porters and others is heartening. In a modern age when we speak in term of human rights, etc., if some agency went into it seriously, it would be frowned upon. Therefore, I think, and it is my last suggestion to the hon. Minister, to start seriously reconsidering the architecture of our railway stations.

The world over, architecture of railway stations is consumer and passenger-friendly. You don't have to climb stairs there. Except the younger population in India, there is a very large section of people who have difficulty in climbing stairs as facilities of escalators and lifts are not available. Therefore, I think, a time has come to seriously -- it is an elementary change that must be experimented on some stations -- think about the architecture of the railway stations.

Sir, finally I would like to conclude by saying that the hon. Minister has come into this department after almost 7 or 8 years. But there is a legacy behind. And, the legacy is that while there was propaganda of great achievement, the ground reality shows

that she is in a squeeze as far as capital is concerned. The ground reality shows that the efficiency is not what it used to be. The operational ratio, we are told, is coming down to 78 per cent. It is over 92 per cent, projected for this year. Even when Mr. Nitish Kumar started turning around the Railways, when he left, it was 91 per cent. Therefore, today, we are worse off, despite all these track strengthening, than we were even at that time. She has inherited a tariff structure that was deliberately altered against the interest of the consumer, while propagating that they have not done it. She has inherited the accounts that don't reflect the honest picture.

Therefore, my earnest appeal to her would be to please concentrate on these core areas of railways -- how does railways earn its profits by providing freight services effectively, while competing with the roadways; how does it translate that profit into passenger amenities; how do you make railways an enjoyable experience. I think, if there is some printing work, it can be outsourced. The Railways do not need to own printing presses. The Railways do not need to own hotels, after all the market will decide as to which are the costly hotels and which are the budget hotels, as far as the private sector is concerned. The world over, hospitalities are managed by the private sector. They are much better managers of hospitalities than the Railways are. The Railways ought not to get into medical colleges. If you get into medical colleges, because you have 17 hospitals, the first requirement will be that you need to have 25 acres of land contiguous to a hospital. If you don't have 25 acres of land contiguous to a hospital, the Medical Council is not allowing you a medical college, the Health Ministry will not allow it. Therefore, rather than getting into these extraneous areas, having inherited a difficult legacy, if you concentrate on the core areas of the Railways' responsibility, I am sure you will, perhaps, do much better. Thank you.

## सारांश

माननीय मंत्री जी ने कहा है कि वह भारतीय रेलवे की पिछले पांच वर्षों की वित्तीय स्थिति सहित उसके कार्यनिष्पादन के संबंध में एक श्वेत पत्र लाएगी। निःसंदेह इससे हमें अत्यधिक संदेह पैदा हो गया है। ऐसा लगता है कि संप्रग में सहयोगी दलों के बदलने के साथ ही रेलवे से संबंधित नजरिया भी बदल गया है। उनके बजट के कुछ अंश ऐसे हैं जिनसे हमें निश्चय ही निराशा हुई है। किसी भी संस्था के प्रबंधन का मूलभूत सिद्धांत यह होता है कि उसके प्रमुख क्षेत्रों को सुदृढ़ किया जाए, उन पर ध्यान केन्द्रित किया जाए और गैर प्रमुख क्षेत्रों को अनदेखा कर दिया जाए और रेलवे के संदर्भ में, जहां तक भाड़े और यात्रा का संबंध है, एक अच्छी सेवा प्रदान की जाए और मंत्री जी ने रेलवे की आर्थिक व्यवहार्यता और सामाजिक उद्देश्य का मुद्दा उठाया है। यहां एक महत्वपूर्ण सामाजिक उद्देश्य तो है किन्तु कोई एक दूसरे का विकल्प नहीं है।

यदि आपकी कोई आर्थिक व्यवहार्यता नहीं है तो सामाजिक उद्देश्य को पूरा करने का दायित्व लेने की संभावना कहां रह जाती है? मेरे विचार से एक अकथित तीसरा उद्देश्य है जिसके बारे में मंत्री जी ने उल्लेख नहीं किया है किन्तु वह बजट से स्पष्ट हो जाता है और वह यह है कि रेल मंत्रालय लगभग एक समानान्तर सरकार बनाना चाहता है, एक ऐसी सरकार जो ऐसे कार्य करती है जिनका रेलवे के साथ अन्यथा कोई प्रत्यक्ष या अप्रत्यक्ष संबंध नहीं है।

इस बजट में रेल मंत्रालय ने शॉपिंग स्थलों, होटलों, रेस्तरां, इनडोर स्टेडियम, नर्सिंग कॉलेजों, मेडिकल कॉलेजों, आदि सहित बहुप्रयोजनीय कॉम्प्लेक्सों के निर्माण का प्रस्ताव रखा है। अब सवाल यह उठता है कि ऐसे निर्माण कार्य रेलवे के कार्य कैसे बन गये?

मुझे नहीं मालूम की कार्य आवंटन नियमों के अंतर्गत क्या यह कार्य भारतीय रेल का है। निजी और सार्वजनिक क्षेत्रों में विभिन्न एजेंसियां हैं जो अपने आवंटित कार्यों को पूरा करती हैं। रेलवे का मूलभूत कार्य हमें सुरक्षा, सुविधा और कार्यकुशलता प्रदान करना है और पूरे देश को रेलवे के एक नेटवर्क के माध्यम से जोड़ना है।

अब ऐसा लगता है कि रेलवे को एक समानान्तर सरकार बनने की इजाजत दे दी गई है। यह कार्य आवंटन नियमों का घोर संवैधानिक उल्लंघन है। रेलवे को प्रमुख दायित्व वाले क्षेत्र तक की ही सीमित रहना

चाहिए, चाहे यह आर्थिक व्यवहार्यता का सवाल हो या सामाजिक व्यवहार्यता का। मेरे विचार से यह एक ऐसा मुद्दा है जिस पर सरकार को और विशेषकर, प्रधानमंत्री जी को एक वृहत् दृष्टिकोण अपनाना होगा।

पिछले पांच वर्षों में हमें यह बताया गया कि एक दिवालिया संगठन की स्थिति एकदम बदल गयी है। ऐसे कई सवाल उठाये जा रहे थे कि यह बदलाव कैसे आया।

रेल मंत्रालय एक श्वेत पत्र लाएगा। अब सवाल यह है कि एक सरकार, 'संप्रग' सरकार, लगातार दूसरी बार सत्ता में आयी है तो वर्तमान मंत्री जी को केवल पिछले पांच वर्षों की वित्तीय स्थिति पर ही ध्यान क्यों केन्द्रित करना चाहिए? उन्होंने उस चरण पर ध्यान केन्द्रित नहीं किया जिस चरण में 'राजग' सरकार सत्ता में थी। ऐसा क्यों है कि पिछले पांच वर्षों की ही वित्तीय स्थिति पर सवाल उठाया जा रहा है? ऐसा इसलिए है क्योंकि हमें यह बताया गया था कि रेलवे के पास नकद अधिशेष है। अब हमें यह बतलाया गया है कि व्यय की योजना करने के लिए कोई नकद अधिशेष नहीं है। हमें अपने आरक्षित भंडार से धन राशि लेनी होगी। जहां तक रेलवे का संबंध है वास्तविक वित्तीय स्थिति यही है।

ऐसी कई उदाहरण उपलब्ध हैं जिनमें पता चलता है कि पिछले पांच वर्षों में कैसे रेलवे के खातों का इन्द्रजाल बुना गया है। इस देश को न केवल इस बात पर भ्रमित किया गया कि रेलवे को भारी मुनाफा हुआ है बल्कि हम में से प्रत्येक भारतीय को यह विश्वास दिलाया गया कि पिछले पांच वर्षों से रेलवे ने कोई यात्री किराए नहीं बढ़ाए हैं।

उक्त व्यय और खातों को संसद अनुमोदित करती है। इसलिए संसद को गंभीर रूप से यह विचार करना होगा कि क्या ये सब संसद के विशेषाधिकार का उल्लंघन है।

वर्ष 2000-01 में वर्तमान रेल मंत्री ने अपने बजट भाषण में कहा था कि रेलवे ऑप्टिक फाइबर बिछाकर आई.टी. क्रांति, राष्ट्रव्यापी ब्राडबैंड टेलीकॉम तथा मल्टीमीडिया नेटवर्क में भाग लेगा। लालूजी ने अपने प्रथम बजट भाषण में कहा था कि हम 1100 स्टेशनों का आधुनिकीकरण करेंगे।

लेकिन अपने बचपन में की गई यात्राओं से लेकर आज तक हमने कोई सुधान नहीं देखा है। प्रतीक्षालय, शौचालय और भोजन संबंधी सुविधाएं आज भी वैसी ही हैं। फिर उन्होंने रेलवे और रेलवे स्टेशनों के आधुनिकीकरण तथा विकास और प्रयोक्ताओं को बेहतर सुविधाएं प्रदान करने हेतु सरकारी-गैर

सरकारी भागीदारी संबंधी पहल किये जाने की बात की। किंतु एक भी स्टेशन में कोई परिवर्तन नहीं आया है। कोई उभरता विश्वस्तरीय आधुनिक स्टेशन अभी हमें देखना बाकी है।

हम कई मामलों में ब्रिटिश की आलोचना करते हैं किन्तु भारतीय रेलवे का मूलतः निर्माण ब्रिटिश काल के दौरान ही किया गया था।

ब्रिटिश शासक अपने पीछे यहां 55596 किलोमीटर लम्बी रेल लाईन छोड़कर गये किन्तु हम उसमें पिछले दस सालों में 250 किलोमीटर ही जोड़ पाए हैं। प्रधानमंत्री जी ने यह कहा है कि रेल यात्रा को सुखद बनाना सरकार की ईमानदार इच्छा है। किन्तु हमने भारतीय रेल में सुरक्षा पक्ष, आर्थिक कुशलता और रेलवे की लाभप्रदता के पक्ष की पूर्णतया उपेक्षा की। हमारे पास रेलवे की सम्पत्ति है लेकिन ब्रिटिश द्वारा यहां छोड़ी गयी अवसंरचना को सुदृढ़ करने के लिए हमने कोई निवेश नहीं किया जिसके कारण रेलवे को छोटी गाड़ियां चलाकर नुकसान उठाना पड़ा। और उसके परिणामस्वरूप लम्बी रेलगाड़ियां चलाने के लिए विशेष रेलवे सुरक्षा निधि के रूप में 17,000 करोड़ रूपए मंजूर किए थे। उसी महत्वपूर्ण निर्णय के परिणामस्वरूप रेलवे को माल भाड़े के संबंध में काफी आय होने लगी। इसे बाजार उन्मुख और उचित स्तर पर अवश्य होना चाहिए। इसके साथ ही रेलवे की परिसम्पत्तियों का अधिकतम उपयोग किया जाना चाहिए। रेलवे सुरक्षा निधि ने अंततः लाभांश देना शुरू किया और रेलवे की स्थिति एकदम बदल गयी।

रेलवे के दो आधारभूत कार्य हैं। इसका संचलान, सुरक्षा और स्वामित्व रेलवे के व्यापक कार्य हैं। दूसरा, यात्रियों के संबंध में आतिथ्य का प्रबंधन है।

मुझे बताया गया है कि रेलवे इसे एक प्रायोगिक परियोजना के रूप में शुरू कर रहा है। मंत्री जी को किसी समय सदन को इन प्रायोगिक परियोजनाओं में उन्हें हुए अपने अनुभवों के विषय में अवश्य ही बताना चाहिए। आतिथ्य संबंधी कतिपय कार्यों को आउटसोर्स करने के विषय में गंभीरता से सोचा जाना चाहिए।

रेलवे के पास विशाल भूमि है। नई दिल्ली स्टेशन की भूमि रेलवे की सबसे महंगी भूमि है। जब रेलवे ने 'पीपीपी' मॉडल के लिए बड़ी निविदा प्रस्तुत की तो कर्नाट प्लेस के साथ सटी इस भूमि के लिए एक भी बोलीदाता आगे नहीं आया। इस परिप्रेक्ष्य में देश के अन्य भागों में विकास हेतु रेलवे भूमि के विषय में हम और क्या सोच सकते हैं? रेलवे का काम सुविधाएं जुटाना

है। जहां रेल निधि अथवा सरकारी निधियां नहीं हैं, वहां इस 'पीपीपी' मॉडल का प्रयोग किया जाना चाहिए। इस मॉडल का अंतर्राष्ट्रीय स्तर पर प्रयोग किया गया है।

रेलवे की स्थापत्यकला पूरे विश्व में बदल चुकी है। वहां पर रेलवे स्टेशन में प्रवेश करके व्यक्ति विभिन्न प्लेटफार्मों के सामने स्वयं को खड़ा पाता है। हम किसी भी प्लेटफार्म पर आसानी से जा सकते हैं। लेकिन भारत में जब हम रेलवे स्टेशन में प्रवेश करते हैं तो सामने या तो पहला प्लेटफार्म आता है या अंतिम।

वृद्ध लोगों, विकलांगों, महिलाओं और बोझा ढोते कुलियों को सीढ़ियां चढ़नी पड़ती हैं, किसी अन्य प्लेटफार्म पर जाना पड़ता है और फिर नीचे आना पड़ता है। इसलिए, माननीय मंत्री जी को मैं यह अंतिम सुझाव देना चाहता हूं कि हम हमारी रेलवे स्टेशन की स्थापत्यकला के विषय में गंभीरता से विचार करें।

मैं मंत्री जी से यह सुनिश्चित करने की पुरजोर अपील करता हूं कि रेलवे प्रभावशाली ढंग से मालभाड़ा सेवाएं उपलब्ध कराकर लाभ कमाए और उस लाभ का यात्रियों को सुविधा प्रदान करने में उपयोग करे तथा रेल यात्रा को सुखद अनुभव बनाए। मेरे विचार में यदि कोई मुद्रण कार्य है तो उसे आउटसोर्स किया जा सकता है।



## **A Separate Railway Budget is an outdated exercise**

—Bal Apte

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Sir, it is bothering my mind for some time, the relevance of a Railway Budget. It was mentioned earlier that the British left us, the Railways, which they built for a stranglehold on their Empire, but, as a by-product, we got the Railways. The British left us the manner in which these railways are to be managed. The Government took over the Railways around 1900 and then Railways became a part of the financial structure of the Empire. The Budget that was being presented to the then Legislative Assembly included the Budget for Railways. This was separated in 1924 and a Railway Convention myth was created. From 1924, two Budgets came to be presented to the Legislative Assembly, the General Budget and the Railway Budget. Probably, the simple reason was that at that time, the Railway Budget constituted 70 per cent of the entire Budget and, therefore, since those 70 per cent dominated, the rest of the Budget was ignored; therefore, there were two Budgets. So, a Committee was created, the Railway Convention Committee, and, every year, that Committee will decide the contribution which the Railways will make to the General Revenue. This constitution of the Committee continues up to today. The separation of the Railway Budget continues up to today without any relevance to the basic facts. Now, the Railway Budget is not 70 per cent; it is only 15 per cent and we have this anomaly of an entire Budget being presented to the Houses and equal time being given to their discussion. So, 12 hours for 15 per cent and 12 hours for the rest of the 85 per cent; that is how the House also allocates, and, Sir, the entire exercise is

irrelevant because it is very much part of the General Budget.

The Expenditure Budget includes the expenditure on Railways. The Annual Financial Statement includes the Revenue account of the Railways and the capital account disbursements for the Railways. They become part of the speech of the Finance Minister. This year, they have allocated Rs. 14,600 crores. This finds mention in the speech of the Finance Minister. And, the Railway Budget stands on the same footing as the demand for grants by the various departments of the Government. Then, why this separate budget for Railways? This is something that I cannot fathom. It is time that we took certain steps to dissociate ourselves from these false legacies and started anew, at least, 60 years after the Constitution coming into force. It is time that we do away with this contribution, and the Railways are not contributory. So, while the Railways contribute Rs. 5000 crores to the national revenue under the Railway Convention Committee clause, the revenue spent on Railways is Rs. 14,600 crores! This is really absurd. It is a different kind of accounting that we see. Therefore, my first submission is that the Government should take immediate steps to abolish the Railway Budget, to bring it within the framework of the General Budget, and the Railways' demands must be part of the general demands for grants of all the departments. Sir, as I mentioned, this is an outdated system which we inherited from the empire. It is time that we abandon these outdated systems. I always find that there is one article in the Constitution which is from that outdated system. Everyday, we all receive a bulletin that the President has recommended some Bill to us under Article 117 of the Constitution. Every Money Bill, or every legislation that entails money being spent from the Consolidated Fund of India, must go to the President for the President's recommendation. Why? Under our Constitution, the President does not control the Government. The provision had some meaning when there was a Governor General representing the imperial interests.

That Governor General wanted to control everything; the British wanted to control everything. They did not leave it to the Legislature. In our country, so far as spending for the country is concerned, the Legislature is sovereign and not the head. Earlier, the Governor General had to recommend it because it was their money. They

were looting it from us.

So, if it is to be spent in this country, by the competent Legislature of this country, the government's recommendation is necessary. The Governor General's recommendation is necessary. Now, we don't need the recommendations of the President, who acts on the advice of the Council of Ministers, which is responsible to the Lok Sabha. So, in a responsible Government, it is the Government which decides what to spend and it is the Lok Sabha which sanctions that. The President has no role. But it is a colonial legacy. Because it was there in the 1935 Act, they have repeated it here and, mechanically, every legislation where some money is being spent has to be sent to the President. The recommendation has to come even if it is a private bill. So, such anomalous provisions will have to be done away with, now that we are a mature democracy after 60 years of the Constitution coming into force.

Shri Rama Jois had started a debate on the President's Address.

His case is that the Address is not necessary; this procedure of thanking is not necessary. If it is a Government policy, let the Prime Minister come with that policy and let the House discuss it. Whether we agree or disagree, a formal thanks to the President and then amendments to the thanks is not necessary at all. What Rama Jois says is that let the President come and meet all the Members, inaugurate the House and let us thank him unanimously the next moment. The President, being the Head, must be respected. There should not be qualifications to thank him. These qualifications come because the President presents the Government's case. It is not necessary for the President to present the Government's case. The President should inaugurate and all the Members should thank him. Then the Statement of Policy of the Prime Minister may come to which the opposition may not agree. It may be severely criticised. It does not matter. What I want to say is that such practices, which are outdated, which don't have a place in our democracy now must be done away with. The British have gone for good. Let these things also go if not with them, at least after them. Sorry for my digression. Now, I come to the Railway Budget, which is not necessary. Why is this Budget? The Budget is mainly to make hollow promises. Every Railway Minister makes a long list of proposals. Sir, I had an occasion to work with this Railway Convention

Committee. There are at least 125 pending projects throughout the country. Every year, there is an allocation -- somewhere Rs.10 lakhs and somewhere Rs.2 crore. But the projects are pending at some stage or the other due to survey, viability, necessity of re-survey and land acquisition. At every stage, there is a delay because there is no allocation of money. Project is announced, but there is no money. I remember, there are, at least, 125 pending projects to which another list will be added by the present Budget. Even the Budget will show that there are projects for which there is an allocation, but a large amount is yet to be spent. Projects which were expected to be completed in 2008 and in 2007 are continuing. Some money is being given every year. They are kept alive. In our places of worship people remove hair from their head. There are competing barbers. To garner maximum customers, he shaves one side of one head and then one side of another's head. This way, he keeps ten people pending for their entire shave. The Railway Ministry does the same thing. It is shaving everybody's head without giving the last result.

Therefore, the Railway Budget should not be permitted if the Budget continues to just give hollow promises. There is no timeframe for them; there is no exact allocation for them and there is no expectation from them. It is only the good wishes of the Minister and it is only the hopes of Members here who are happy that something is done for his State. In the new list, I found that there is a proposal of a new project between Pune and Nasik in Maharashtra. Prima facie I thought that it is good. It is something that we want as I belong to Pune. But then I found that this project was cleared in 2001. Railway Board found it fit and then shelved it. From 2001 to 2009, there is Pune-Nasik project. Now again there will be new survey, viability survey and again a new proposal for land acquisition, which will lead to nothing.

There is also a case for scrapping the Railway Budget because I find that there are several things which do continue to be pending with solemn promises. We are on the urban renewal these days. Crores of rupees are being spent. Thousands of crores of rupees are proposed to be spent, and, therefore, there are the MUTP-I and MUTP-II schemes for the urban development of Mumbai. In the present speech of the hon. Minister, I find that MUTP-II is

mentioned. MUTP-I is conspicuous by absence even though it is not completed. This was supposed to be completed in 2006 and still, it needs another Rs.1300 crores to complete. But, it is not mentioned. Only phase II is mentioned. So, phase I will join those 125 or 130 or 140 projects which will continue to be pending ad infinitum. Now, MUTP scheme has to be completed. Rs.10 crores were to be spent upto March, 2009. They have not. And, another Rs.1700 crores will have to be spent to go near completion. In all, Rs. 5300 crores are to be spent. Money is not forthcoming and I have a long list, in this speech, of new projects. This will lead to nowhere, but in this urban renewal, there is a widening of the Virar-Dahanu road track; there is procurement of new rates; the Harbour Line in Mumbai is to be modernised; Vasai-Panvel shuttles; there is a long list. Then, a specific demand was made in Mumbai during Ram Naik's tenure. A ladies special train was introduced during peak hours to enable working women to travel. It is a highly successful introduction. We demanded, we made a representation that instead of one, there should be two trains during peak hours towards the city and then back from the city in the morning and evening. We thought that our demand would be received. It was received.

Additional pair of Kurla- Thane is in the pipeline, at least, for the last ten years, and, every year, it is 'almost ready'. It is only 14 kilometres additional line to be completed. Land is available. Everything is available with the Railways. But the 'will' is not there. Therefore, the intention is also seems to be missing. Then, there are Thane-Turbhe, Nerul-Washi, Belapur, and, Thane-Mumbra. Then, there is Mumbai Urban, about which, I have already told. Then, there is a long-standing demand -- again, a legacy of the pre-Independence period -- namely, the position of Nanded. Nanded is a town which was part of the Hyderabad State. After liberation and after reorganisation, parts of that State remained in Andhra Pradesh, some went to Karnataka and some to Maharashtra. That is why Nanded is part of the South-Central Railway.....

Yes, Sir. I am sorry. It is only last year when we had the tercentenary celebrations. It was part of the Nizam State. Therefore, it was the South-Central Railway. Now, it is not part of the Nizam State; it is part of the Central Railway structure, still, the legacy continues. Why? Nanded should naturally come to the Central

Railways. It should be ordered but it is not happening. The State of Maharashtra has been writing since 2002. Sir, projects should be completed. Projects should not be only announced. There should be some accountability to such announcements. Every year, new fancy provisions, new fancy announcements are made but nobody is bothered. Things do not get completed. There is no accountability. It all becomes only a matter of flowery language. You do not have to give anything, but only use good words. In Marathi, we say,

"....." Basmati rice, you talk about it. Spicy curry, you talk about it. But you are not going to serve it. So, just talking will only increase the hunger but that is bad enough. Do something, and, talk about only those things which you can do. Otherwise, don't talk, and, one way of stopping that talking is abolishing the Railway Budget altogether.

## सारांश

सरकार ने लगभग 1900 में रेलवे को अपने अधिकार में लिया था और तब रेलवे शासन की एक वित्तीय संरचना बन गई थी। जो बजट तत्कालीन विधानसभा में प्रस्तुत किया जाता था उसमें रेलवे बजट भी शामिल होता था। इसे 1924 में अलग किया गया। 1924 से विधानसभा में दो बजट पेश किए गए, सामान्य बजट और रेल बजट। संभवतः उस समय उसका कारण यह था कि रेल बजट पूर्ण बजट का 70 प्रतिशत बनता था और चूंकि उस 70 प्रतिशत की प्रधानता होती थी, अतः बाकी बजट की अनदेखी की जाती थी। इसलिए, एक समिति, रेल अभिसमय समिति बनाई गई और प्रति वर्ष वह समिति उस अंशदान का निर्णय करेगी जो रेलवे सामान्य राजस्व में देगा। मूल तथ्यों की प्रासंगिता के बिना रेल बजट का अलग से होना आज भी जारी है। अब रेल बजट 70 प्रतिशत नहीं है, यह केवल 15 प्रतिशत है और यह विसंगति सभाओं में पेश किए जा रहे पूर्ण बजट और उनकी चर्चा के लिए दिए जा रहे समान समय में है। सारा कार्य अप्रासांगिक है क्योंकि यह सामान्य बजट का ही एक भाग है।

व्यय और राजस्व खाते का वित्त मंत्री जी के भाषण में उल्लेख होता है। तब रेलवे के लिए अलग से यह बजट क्यों? सरकार को इसे सामान्य बजट

के ढांचे के अंदर लाकर रेलवे बजट को समाप्त करने के लिए तत्काल कदम उठाये जाने चाहिए और रेलवे की मांगे सभी विभागों की मांगों हेतु सामान्य मांगों का हिस्सा होनी चाहिए। प्रत्येक वित्त विधेयक अथवा प्रत्येक विधान राष्ट्रपति की संस्तुति के लिए राष्ट्रपति के पास जाना चाहिए। इस प्रावधान का उस समय अर्थ होता था जब गर्वनर जनरल साम्राज्यवादी हितों का प्रतिनिधित्व करता था। सरकार यह निर्णय करती है कि उसे क्या व्यय करना है और लोकसभा उसे संस्वीकृति प्रदान करती है। राष्ट्रपति की इसमें कोई भूमिका नहीं है। ऐसे असंगत प्रावधानों को समाप्त करना होगा। चाहे हम इस बात से सहमत हो या असहमत हों, राष्ट्रपति को औपचारिक रूप से धन्यवाद प्रदान करना और इसके बाद धन्यवाद प्रस्ताव में संशोधन करना बिल्कुल जरूरी नहीं हैं। मुखिया होने के कारण राष्ट्रपति का सम्मान किया जाना चाहिए। अब मैं रेलवे बजट पर आता हूँ जो आवश्यक नहीं है। प्रत्येक रेल मंत्री प्रस्तावों की एक लम्बी सूची बनाता है। प्रत्येक वर्ष आवंटन किया जाता है लेकिन परियोजनाएं किसी न किसी स्तर पर लंबित पड़ी हैं। परियोजना की घोषणा की जाती है लेकिन धन नहीं होता है। कम से कम 125 लंबित परियोजनाएं हैं जिनमें वर्तमान बजट द्वारा एक और सूची जोड़ दी जाएगी। प्रत्येक वर्ष कुछ धन दिया जा रहा है। उन्हें जिंदा रखा जा रहा है। अतः यदि बजट में लगातार खोखले वादे किये जाने हों तो रेल बजट को अनुमति नहीं दी जानी चाहिए। नई सूची में मैंने पाया है कि महाराष्ट्र में पुणे और नासिक के बीच एक नयी परियोजना का एक प्रस्ताव है। मुझे पता चला है कि इस परियोजना को 2001 में संस्वीकृत किया गया था। अब रुरि से नया सर्वेक्षण इत्यादि किया जाएगा जिसका कोई फायदा नहीं होगा।

आजकल हम शहरी नवीकरण की ओर बढ़ रहे हैं। हजारों करोड़ों रुपये का व्यय किए जाने का प्रस्ताव है। अतः मुम्बई के शहरी विकास के लिए एमयूटीपी-1 और एमयूटीपी-2 योजनाएं हैं। माननीय मंत्री जी के वर्तमान भाषण में मैंने पाया है कि एमयूटीपी-2 का उल्लेख किया गया है। एमयूटीपी-1 का उल्लेख नहीं है। इस शहरी नवीकरण में विराट-दाहानु रेल पथ का चौड़ीकरण, नई दरों का प्रापण, मुम्बई में पतन रेखा का आधुनिकीकरण किया जाना है। चरम समय के दौरान एक महिला विशेष रेल गाड़ी आरम्भ की गयी थी जिसमें कामकाजी महिलाएं सफर कर सकें। यह बहुत ही सफल शुरुआत थी। हमने मांग की थी कि चरम समय के दौरान एक के बजाय दो रेलगाड़ियां होनी चाहिए। भाषण के द्वारा हमें बताया गया था कि हम आपको

और कुछ नहीं देंगे, हम इसका उपयोग कुछ अन्य शहरों में करेंगे। लेकिन मुम्बई में सफर करने वाले 60-70 लाख लोगों की संख्या देखते हुए कम से कम दो रेलगाड़ियां शहर की ओर जानी चाहिए और दो रेलगाड़ियां वापस आनी चाहिए। मुझे लगता है कि ठीक 2005, 2002 से अनेक वर्षों में नई रेल लाइनों का प्रस्ताव रखा गया है। जाहं तक आमामान का संबंध है, मिराज-लातूर लाइन पूरी हो चुकी है जो एक तीर्थस्थल पन्धारपुर की ओर बड़ी लाइन के रूप में गई है। लेकिन अन्य परियोजनाएं जारी रहेगी। सोलापुर-गडक लगातार लंबित पड़ी है। पानवेल-रोहा, दिवा-कल्याण, पानवेल-वसई के दोहरीकरण का कार्य लगातार लंबित पड़ा है।

इसके बाद नांदेड़ की स्थिति के संबंध में एक लंबे समय से मांग थी। यह निजाम के राज्य का हिस्सा था। अब यह निजाम के राज्य का हिस्सा नहीं है। नांदेड़ को स्वाभाविक रूप से मध्य रेलवे के अंतर्गत आना चाहिए। परियोजनाओं को पूरा किया जाना चाहिए। परियोजनाओं की केवल घोषणा नहीं की जानी चाहिए। ऐसी घोषणाओं के संबंध में कुछ उत्तरदायित्व होना चाहिए। कुछ कीजिए और केवल उन्हीं बातों के बारे में बात कीजिए जो आप कर सकते हैं।



## Railway Budget is not a stand-alone Budget

—Ananth Kumar

महोदया, मैं शुरुआत में रेल मंत्री जी को दो विषयों के लिए बधाई देना चाहता हूँ — एक, श्री बसुदेव आचार्य दिखाई नहीं दे रहे हैं। श्री बसुदेव आचार्य और कम्युनिस्ट पार्टी को बंगाल की राजनीतिक पटरी से नीचे उतारा, इसके लिए मैं उन्हें बधाई दे रहा हूँ। दूसरी बधाई इसलिए दे रहा हूँ कि इस बजट में उन्होंने व्हाइट पेपर का जिक्र किया है और पूर्व रेल मंत्री श्री लालू प्रसाद जी के कार्यकाल के बारे में एक व्हाइट पेपर लाने की घोषणा की है। मुझे कभी-कभी लगता है कि रेल बजट हिन्दी फिल्मों जैसे होता है, यानी उसे पूरा समझने के लिए आखिर का भाग पहले देखें।

मैं व्हाइट पेपर के बारे में कहना चाहता हूँ कि यदि हम पेज नम्बर 38 देखें, तो उसमें the Hon. Railway Minister has said: “I would like to assure the House that Railways will come out with a White Paper indicating its present organizational, operational and financial status based on its performance in the last five years.”

मुझे लगता है कि कभी-कभी जैसे कानून में हम सैक्शन को शैड विथ पढ़ते हैं, वैसे ही ऐसे पढ़ना चाहिए। You may read Page 38 with Page 28. I would like to quote her:

“Within a few days of my taking charge I was surprised to find that there was a provision of Rs.3400 crores for resource mobilisation through PPP.” अंतरिम बजट प्रक्षेपण की समीक्षा करते हुए मैं यह जानकर आश्चर्य चकित रह गयी कि 3,400 करोड़ रुपये के संसाधन सार्वजनिक निजी भागीदारी के जरिये जुटाए जाने की व्यवस्था की गयी थी जिनमें से 3,300 करोड़ रुपये तो कभी भी नहीं जुटाए जा सकते थे। इसका अर्थ यह हुआ कि वर्ष 2008-09 में वास्तविक खर्च के स्तर में वार्षिक

योजना में सीधी कटौती थी।

पेज नम्बर 19 देखें, तो उसमें लिखा है कि —

“Based on the review, it is very clear that the unrealistically high targets set in the Interim Budget are not sustainable and warrant a mid-course correction.”

पिछले पांच साल का रियल परफॉर्मेंस कितना है, एक्चुअल सरप्लस कितना है और यदि मैं वैंकेया जी नायडू के शब्दों में कहूँ तो फ़ैक्चुअल इन्वेस्टमेंट क्या है, आदि सारी बातों का दस्तावेज खोलना चाहिए इसलिए आपको व्हाइट पेपर जारी करना चाहिए।

“In 2007-08 the cash surplus was Rs.20,103 crore; got depleted in 2009-10 to the cash surplus of Rs.6,644 crore.”

Why this money got depleted so fast? दाल में कुछ काला लगता है। जैसे चारे में घोटाला था, उसी तरह रेल में भी घोटाला हो सकता है। I would also like to quote a newspaper cutting.

“If Railway Minister Ms. Mamata Banerjee had picked another version of the speech she delivered in Parliament on Friday, the nation would have known that Railways are in a bigger fiscal hole than the Government has let on.

Interestingly, the alternative version is critical of former Railway Minister Lalu Prasad’s policy of banking on reserves to fund capacity expansion.

Lalu Prasad Ji had taken credit for turning around the Railways during his five years tenure.” ममता जी ने उस अल्टीमेट स्पीच को वेबसाइट में डाला था inadvertently and that has been downloaded by the entire country. Therefore, I want to ask her why she did not read that version of the speech and if she has changed that speech, was it under the instruction of the Prime Minister? किसके दबाव में आपने उसे नहीं पढ़ा?

मैं इसे पढ़ रहा हूँ। The speech was loaded on the website. In that you said in the version that was dropped:

“Banerjee indicates that fiscal mess in the Railways was deteriorating rapidly forcing it to dip into its cash chest more deeply than it should be.”

I quote:

“To fund our massive network expansion programme,

completion of capacity enhancement works and timely replacement of over-aged assets, the plan expenditure has been sustained in the two years of 2008-09 and 2009-10 through brought down from our acclimated fund balances which may not be possible in the future.”

This version was available on the website in your speech but you did not read that.

Madam, this is not part of the speech.

She is agreeing. Therefore, there are two parts of the speech. That is not the part of your speech. This is highly critical of Lalu Prasad Yadavji's five year tenure. If you are agreeing to this, we welcome that and we also request you that आप इसके बारे में 60 दिन में व्हाइट पेपर लाइए। On behalf of Bharatiya Janata Party, I would request you that by the first day of the Winter Session, let the White Paper be placed on the Table of the House.

Actually, what has been done in the last five years is very grave. We were discussing about the so called cash surpluses of Lalujji's period. In the Railway Budget in 2007-08, Lalujji showed Rs.20,103 crore as surplus; in 2008-09, he showed Rs.14,609 crore as surplus; and in 2009-10, Rs.13,542 crore have been shown as surplus. In the 2009-10 Interim Budget, Rs.8772 crore have been shown as surplus but actually according to the Explanatory Memorandum, this is not the case and the case is instead of this, Rs.17,182 crore in 2007-08; Rs.9803 crore in 2008-09 and Rs.6644 crore in 2009-10. Then we tried to find out the jugglery – Bihar rope trick. I think it is a classic case of Satyam balance sheet in the last five years. There is a Depreciation Railway Fund. The appropriation that was amounting to be appropriated to the DRF – Rs.5450 crore in 2007-08; Rs.7000 crore in 2008-09; and Rs.7000 crore in 2009-10, all this depreciation was taken into account as cash surplus. This is the seriousness of the whole ghotala, Madam.

लालू जी, क्या दूध है और क्या पानी है, वह तो व्हाइट पेपर में मालूम हो जाएगा, only thing I am raising is, there was Rs.10,000 crore surplus as Shri Lalu Prasad is claiming and as all the budgets are claiming but now, it is only Rs. 6000 crore surplus. That too, within five years, if the surplus is going to get depleted so fast, where has the money gone? Or is it that only the figures or the numbers have been fudged जगलरी तो बहुत बता दिया। Therefore, it is a big question

mark, Madam. When this is a big question mark, I want Kumari Mamata to come out with a White Paper at the earliest and place it before the Parliament of India.

I do not want to go into more details. But just now, Shri Lalu Prasad was telling कैसे टर्न अराउंड किया। Actually, if at all, the credit of turning-around the Indian Railways has to be given, it should be given to the then Prime Minister, Shri Atal Behari

Of course, she was with us. Better management of Railways depends on three things. They are faster, lengthier and heavier. Earlier, the freight coaches were having a turn-around time of seven days. But it was cut short to four and a half days during the NDA Government and the length of the rakes was limited to 15 or 16 coaches which was raised to 25 to 26 coaches. Thirdly, more freight was carried and this was facilitated because of Rs. 17,000 crore given by Shri Atal Behari Vajpayee for Special Railway Safety Fund. The amount of Rs. 17,000 crore is unheard in the history of independent India.

No Prime Minister had given that kind of money. Due to this infusion of Rs. 17,000 crore for the first ever time, the railway track got renewed. There was total renewal. Due to the renewal, there could be more haulage. The operating ratio when we demitted office in 2004 was 92 per cent.

Due to the infusion of this Rs. 17,000 crore, the entire railway network got rejuvenated during the NDA period. Let me come to Anti Collision Devices. We started installing them in 2002. But in the last five years, there was no particular thrust on this issue. Once again, in this Budget the hon. Minister has said that in the cases of Southern Railway, South-Central Railway and Western Railway, she will go-ahead with Anti Collision Devices.

I want to bring about some of the issues where actually the passenger is losing his money unknowingly. इनको जीटी कह सकते हैं, गुमराह ट्रिक कह सकते हैं। Since this Railway Budget is not a stand-alone Budget, I want Kumari Mamata Banerjee to set right all these things.

In the last five years, 374 trains have been classified as Super-Fast Express trains. But all these 374 “Super-Fast Express” trains run at a speed of 55 kms or below 55 kms. Just because you

changed the classification of a Super-Fast Passenger or a Fast Passenger to a Super Fast Express, you could collect Rs. 50 more as surcharge per ticket. This was one of the tricks that was adopted to mop up more money.

The second such trick was Tatkal. We know that Railways are a monopoly. When Railways are a monopoly, 35 to 40 per cent of the reserved tickets are given to Tatkal. When it goes to Tatkal, Rs. 150 to Rs. 300 is charged on Tatkal. Of course, hon. Minister has brought down the rates from Rs. 150 to Rs. 100 and the duration from five days to two days.

Why 35 per cent to 40 per cent of the reserved tickets should go to Tatkal in the first place, when it is a monopoly? Since we have got online system, it can be done faster. It can be done in 24 hours.

Thirdly, the reservation norms have been changed. For example, if I book an AC II tier ticket from Delhi to Bangalore, when I board train from Delhi to Bangalore, for reservation, there is a non-boarding surcharge. Non-boarding surcharge will be levied.

Fourth such device was classification of the freight and classification of goods. For approving your Budget, railway lines, electrification, freight rates, etc., you come to the Parliament. But what about classification of goods? The goods have been classified in three categories, Class "A", "B" and "C". These classifications have been changed. For example, fertilizer which used to be classified in Class "C" category, was suddenly classified as Class "A". With the result, Rs. 350 to Rs. 400 more had to be paid. Naturally, the Railways' income and Railways' accruals have increased. That means without really improving the economy, without really adding to the service or the quality, just because of this jugglery, the Railways could earn more revenue. It gets more accruals.

Therefore, my request to the hon. Railway Minister is that all these things should become part of the White Paper. The country should know the details. Some of my friends are having doubts as to whether we can discuss last year's Budget or previous year's Budget while we are discussing the current year's Budget. I feel the Government is a continuous agency. Definitely, the Railways are the biggest transporter, the biggest employer and they are the biggest network in the country. So, its journey will have an impact.

If you want to have 2020 Vision, then we need to look back. Therefore, the hon. Railway Minister has spoken about the White Paper. I do not know how a White Paper can be presented to the hon. Parliament without going into the last five years or ten years Railway Budget or by just seeing only the current year's Budget? Therefore, that exercise is very much required.

There are two types of activities in the Railways. One is "core" activity and the other is "non-core" activity. Activities such as operations, safety, passenger amenities, infrastructure come under "core" activity. I urge the Railway Minister to concentrate on "core" activities. Unfortunately, in this Railway Budget, there has been more stress on "non-core" activities, like opening medical colleges, nursing colleges, having a football stadium, building power plant, etc. You can outsource all these things. Whatever is a "non-core" activity, it can be outsourced because now-a-days it is the global model. For example, in civil aviation, there is city side and there is an air side, where traffic management, like radars, etc. are to be managed by the Government and the company concerned. It is because that is the "core" activity. On the city side, passenger facilities, like providing bed rolls, canteen, cleaning, etc. are there. These activities can be outsourced.

At least, for the last ten to twelve years, in every Budget, I am hearing the mention of optic fibre, world class stations and budget hotels. In the previous Budget, the previous Railway Minister has said that 26 railway stations will be raised to global standards. Now, the hon. Minister has given a list of fifty such railway stations. I do not know which of the 26 earlier stations have already attained the global status. I think not a single one. For raising them to global status, it has also been said that there will be escalators, lifts, infotainment, etc. Every type of facility was mentioned. In the last one year or twelve months, after Shri Lalu Prasad presented his last Budget, nothing has happened on this score. Now, the Minister has come out with a list of fifty world class railway stations.

Regarding optic fibre, my suggestion is that laying of optic fibre is not a "core" activity of the Railways. So, it can be outsourced. It can be globally tendered. The "right of way" can be given by the Railways. The same is the case with the budget hotels.

The hon. Railway Minister has made a mention about PPP,

Public Private Participation in the Budget speech. The hon. Minister wants to create a railway land bank. She wants to leverage this land bank for the benefit of Railways. My only caution to her is that let this not become “Private Party Profit” making venture. The hon. Minister fought in the case of Singur and Nandigram. The other day, while presenting the Railway Budget, she was speaking about “social viability” vis-à-vis “economic viability.” The railway land is situated in prime areas across the country. They are situated in the State Capitals, like Mumbai, Bangalore and Chennai. Therefore, it should not become a profit-making venture for private people. Therefore, my suggestion is that the hon. Minister can come out with an independent regulator when you want to go ahead with this PPP model.

Mamata ji, your Budget says that you are outsourcing lands in prime locations of various railway stations.

We are not opposed to Public-Private Partnership. But at the same time, my only request to you is that you have an independent regulator for evaluating the assets. It is because, when I was speaking about the freight classification, the freight classification is not even done by the hon. Minister of Railways; it is done by an officer. You know how the classification of the goods is done, how it is shifted from ‘A’ to ‘B’, ‘B’ to ‘C’ and what happens in that. Therefore the same thing should not happen in this asset leveraging also. Therefore, for Public-Private Partnership, I am asking you to appoint an independent regulator.

Let us come to the various developmental projects that you have taken, Mamata ji, in this Railway Budget. I am sorry to say that you have made this Railway Budget as an election manifesto for Bengal, “सारा बंगाल बाकी सब कंगाल” (Interruptions) I am going to read the names of the Adarsh Stations in Kolkata and suburbs. Out of the Adarsh Stations you have announced, 40 stations are from Kolkata only. I can go on reading from Ballygunge to Balurghat to Bandel. In these 309 Adarsh Stations, 40 stations are from Kolkata.

Madam, 40 stations are from Kolkata, and 97 stations are from Bengal out of 309.

For the last five years, the UPA Government had made only slogans. आम आदमी को कुछ नहीं दिया, सिर्फ घोषणा करते रहे।

कुछ नहीं बनाया, यह स्टेटमेंट उन्होंने दिया।

वास्तव में माननीय प्रधान मंत्री, डा. मनमोहन सिंह जी ने लालू जी की तारीफ की है, इंडोर्स किया है। मुझे कभी-कभी समझ में नहीं आता है कि डा. मनमोहन सिंह जी कैसे मंत्रियों को इंडोर्स करते हैं। यानी जिस मंत्री के बारे में वह इंडोर्समेंट देते हैं, उसके बारे में व्हाइट पेपर निकालना पड़ता है और दूसरे मंत्री के बारे में इंडोर्समेंट देते हैं तो उनके बारे में स्पेक्ट्रम के स्कैम में सी.वी.सी. का इन्वैस्टिगेशन शुरू हो जाता है। सी.वी.सी. उनसे क्वेश्चन कर रही है और थर्ड सिविल एविएशन मिनिस्टर के बारे में इंडोर्समेंट देते हैं तो आज एयर इंडिया ब्लिड कर रही है। यानी यूपीए को अपने पिछले पांच साल के कार्यकाल के बारे में सोचना चाहिए।

My only request to the hon. Railway Minister is that India is not Bengal. We have nothing against Bengal, but if she gives 109 model railway stations out of 309, to Kolkata and Bengal only, what will happen to the other parts of the country? It is not the work of the hon. MPs to give recommendations to the hon. Minister on it. We would give our recommendations for gauge conversion, for laying of the new railway lines, for new trains and other things. But what about the railways? Is it doing some techno-feasibility study, techno-economic study to see as to what station should be taken and as to when they should be taken.

Why I am saying so is this. Sometimes I feel घोषणा करिये और भूल जाइये “ has been the crux of the Railway Budget. Last year, 75 new trains were announced. I want to have a status paper on this as to how many new trains have been introduced. Six trains out of these 75 trains are awaiting gauge conversion. जब आमाम परिवर्तन नहीं होता है तो गाड़ी कैसे चल सकती है, ऐसी घोषणा लालू जी ने की है। There is one glaring example about train No. 6515/6116, Yashwantpur-Mangalore. This was a day train was, which was announced in 2005-06. अभी शुरू नहीं हुआ। 2005 में कहा, 2006 में कहा, 2007 में कहा और 2008 में कहा।

In the last Railway Budget, Mamataji, they had announced 37 new line surveys, and in this Railway Budget, 53 new line surveys have been announced. Totally, 90 railway surveys are pending. When would these surveys be completed? One of my friends says that

लास्ट ईयर का मत देखो, आगे का देखते रहो, होगा कुछ नहीं।

Regarding gauge conversion, Madam, in 2008-09, the Railway Minister had set a target for completing the gauge conversion of 2150 kilometres belonging to 16 sections across the country. But what is the status today?

For your kindest information, Madam, and through you, I would bring it to the notice of the hon. Minister, Mamataji that eight sections out of these 16 sections have found place in this Railway Budget also! They have been repeated in this Budget. I would read it for your benefit, which Laluji had announced last year and Madam Minister, you are announcing the same thing now also. They are:

Panderpur-Miraj-Latur; Mathura-Achnera; Aurihar-Jaunpur; Fakirgram-Hubri; Madanpalli Road-Dharmavaram of Dharmavaram-Pakala; Ajmer-Kulera; Bidadi-Samdari; Wansaljeer-Jetselar. All these eight sections were there in the last year also.

But they have been announced them as new project.... (Interruptions) I am reading the Railway Budget copy.

They have announced them as new projects. Regarding doubling, in 2007-08 doubling of 500 kilometres was expected according to the Outcome Budget. What was the target? The target was 1,000 kilometres. But how many kilometres have been doubled? They are only 363 kilometres. My friends from Bihar are here. I want them to have a lekha jokha. लेखा-जोखा करिये। लालू जी ने पिछले पांच सालों में बिहार के लिये 55 हजार करोड़ रुपये का इनवैस्टमेंट का और 77 ट्रेनों का ऐलान किया। इतनी ट्रेनें आयीं या नहीं, मैं नहीं जानता क्यों उन्होंने कह दिया है कि कुछ होने वाला नहीं है।

लेकिन आप महाराष्ट्र, गुजरात, राजस्थान, कर्नाटक, मध्य प्रदेश, झारखंड, हिमाचल और अन्य प्रदेशों को अनदेखा कर रहे हैं। आप रेलवेज को ईस्ट इंडिया कंपनी मत बनाइए। मुझे यह लग रहा है कि आप रेलवेज को ईस्ट इंडिया कंपनी बना रहे हो। Madam, we want the eastern part of India to develop, Bengal to develop, Bihar to develop and North-East to develop.

Madam, Railways is an all-India transport organisation. It should have an all-India vision and all-India operations. But we do not have a national perspective. We do not have a national plan or a national vision. Lastly, Madam, my only request is this. I am from Karnataka, I am from Bangalore. Mamataji has started new trains.

She pronounced it as 'Duronto'. At least in my mother tongue, Kannada, 'Duronto' means 'tragic'. 'Durant' means tragic. I take it as 'Turant'. But how come these trains have not been starting from Bangalore? ... (Interruptions) Bangalore-Hyderabad, Bangalore-Chennai, Bangalore-Delhi etc. are not there. ...

'Duranta' means tragedy. We do not want any tragedy. You read your Budget copy, Sir. In the Budget copy you have written as 'Duronto'.

You have not written 'Turonto'; it is 'Duronto'. It has been written with the word 'D'. My only demand is this. ... (Interruptions) I know it is India. Mamataji, you are so vehemently talking about India. But you are only thinking of Bengal.

Why are you not thinking of Bengal? I am thinking of Bangalore also. ... (Interruptions) I am thinking on behalf of you also.

You are not to present an election manifesto or election Budget for Bengal.

Madam, my only request is that the hon. Railway Minister is Railway Minister for the entire country. She is not Railway Minister of Bengal. ... (Interruptions) She may be nursing an ambition of becoming the Chief Minister of West Bengal. We will support it because we do not want Communists. That is a different issue. But you become all India, you become pan India. You think of India. ... (Interruptions) Your action is Bengal and thinking of India will not work. ... (Interruptions)

Madam, I love Bengal, I love Vivekananda, I love Rabindranath Tagore, I love Vande Mataram more than Mamataji does. But, at the same time, do not insult Karnataka, do not insult Maharashtra or Madhya Pradesh. Do not give a sauteli vyavahar. ... (Interruptions) You love India. Be Indian. ... (Interruptions)

Do not give a step-motherly treatment to other States. Do not insult other States because of your step-motherly treatment.

Madam, I am concluding. My only request is that Karnataka has been given a raw deal. Hubli-Ankola railway line has not been started. Secondly, we want that Mysore-Bangalore-Tumkur corridor should be created and there should be double line and electrification.

It is an old project which was conceived by late Visveshwaraya. ... Actually, it was to connect both East Coast

and Mangalore through Karwar to Mangalore.

Madam, the Forests and Environment Minister has to give the permission. Let him talk to the Minister of Forests and Environment. Let Kumari Mamata Banerjee talk to the Minister of Forests and Environment and get that project cleared. ...

Madam, that project was cleared by Shri Atal Bihari Vajpayee. Gulbarga project was cleared by Shri Atal Bihari Vajpayee.

My only contention is that Kumari Mamata Banerjee's Railway Budget has derailed in its national perspective and vision. It cannot become a political manifesto. Today is a very unfortunate day. My heart grieves that a former Railway Minister, who has handled Railways for five years, says do not believe whatever they have announced because that is not going to happen. ... (Interruptions) Our hon. present Railway Minister says that it is only directed to one of the regions.

Madam, my request to the hon. Railway Minister, through you, is that she can now also make corrections. Let her make corrections and give justice to all the States and whatever these gumrah-tricks, are there of the previous situation, उन सबको हटा दें। मालभाड़ा और पैसेंजर भाड़ा कम करें, यात्रियों को सुविधाएं दें और रेलवेज को एक नेशनल पर्सपैक्टिव और नेशनल विज़न दें, इतनी ही मांग मैं आपके द्वारा कर रहा हूँ। धन्यवाद।

## सारांश

मैं माननीय रेल मंत्री को दो बातों के लिए बधाई देना चाहता हूँ— एक तो उन्होंने कम्युनिस्ट पार्टी को हराते हुए बंगाल की राजनैतिक पटरी से नीचे उतारा। दूसरी बधाई इसलिए दे रहा हूँ कि इस बजट में उन्होंने गत पांच वर्षों के दौरान रेलवे के कार्य निष्पादन के आधार पर इसके संगठनात्मक, परिचालनात्मक तथा वित्तीय स्थिति के संबंध में एक श्वेत पत्र जारी करने की घोषणा की। देश यह जानना चाहता है कि गत पांच वर्षों के दौरान रेलवे का वास्तविक कार्य निष्पादन कैसा रहा है तथा अब इसके पास वास्तविक अधिशेष राशि कितनी है तथा वस्तुतः कितने राशि का निवेश किया गया है? वर्ष 2007—08 के रेल बजट में लालू जी ने अधिशेष राशि 20103 करोड़ रुपये दर्शायी थी तथा वर्ष 2008—09 तथा 2009—10 में क्रमशः 14609 करोड़

रुपये तथा 13542 करोड़ रुपये अधिशेष राशि के रूप में दर्शायी थी। लेकिन, वस्तुतः यह स्थिति नहीं है। लालूजी के दावे के अनुसार 90,000 करोड़ रुपये की अधिशेष राशि रेलवे के पास थी। लेकिन इस समय यह मात्र 6,000 करोड़ रुपये है।

अतः कु. ममता जी को शीघ्रातिशीघ्र इस संबंध में एक श्वेत पत्र जारी करना चाहिए तथा इसे भारत की संसद के समक्ष प्रस्तुत करना चाहिए। निःसंदेह भारतीय रेलवे की स्थिति में उल्लेखनीय सुधार हुआ है लेकिन इसका श्रेय पूर्व प्रधान मंत्री श्री अटल बिहारी बाजपेई तथा तत्कालीन रेल मंत्री श्री नीतिश कुमार को दिया जाना चाहिए। उन्होंने माल डिब्बों का वापसी समय सात दिन से घटाकर साढ़े चार दिन कर दिया। 15 से 16 माल डिब्बों की संख्या में वृद्धि करके 25 से 26 कर दिया। तीसरे, अधिकाधिक सामान की ढुलाई की जाने लगी जो कि श्री अटल बिहारी बाजपेई द्वारा 'स्पेशल रेलवे सेटी फण्ड' के रूप में आवंटित 17,000 करोड़ रुपये के कारण संभव हो सका।

इस 17,000 करोड़ रुपये के पहली बार हुए आवंटन के कारण ही रेल पटरियों का नवीनीकरण संभव हो पाया। पटरियों का नवीनीकरण होने के कारण ही अधिकाधिक माल ढुलाई संभव हो सकी। 2004 में जब हमारी सरकार पदमुक्त हुई तो उस समय परिचालनात्मक अनुपात 92 प्रतिशत था। इन सब बातों के अतिरिक्त, हमने 2002 में टक्कररोधी उपकरण लगाने की शुरुआत की लेकिन गत 5 वर्षों के दौरान इस मुद्दे को कोई प्राथमिकता नहीं दी गई। पुनः इस बजट में माननीय मंत्री महोदया ने कहा है कि वह टक्कररोधी उपकरणों को लगाने का कार्य करेंगी। मो कुछेक ऐसे मुद्दों के बारे में बात करना चाहता हूँ कि जहां पर यात्रियों को इस बात का अहसास भी नहीं होता कि उसकी जेब से पैसा चला गया। गत 5 वर्षों के दौरान 374 रेलगाड़ियों को सुपर फास्ट एक्सप्रेस गाड़ियों के रूप में वर्गीकृत किया गया। लेकिन ये सभी गाड़ियां 55 किलोमीटर प्रतिघंटा अथवा इससे भी कम गति से चलती हो।

ये कुछ ऐसी चाल है जिसे अधिकाधिक पैसा इकट्ठा करने के लिए अपनाया गया। ऐसी दूसरी चाल तत्काल टिकटों के संबंध में अपनाई गयी। 35 से 40 प्रतिशत आरक्षित टिकटें तत्काल के अंतर्गत परिवर्तित कर दी जाती हो। जब ये तत्काल श्रेणी के अंतर्गत आती हो तो इस नाम पर 150 से 300 रुपये तक वसूल किए जाते हो। वस्तुतः माननीय मंत्री जी ने इसकी दरें 150

से घटाकर 100 रुपये कर दी हो तथा 5 दिन की अवधि को घटाकर 2 दिन कर दिया है।

तीसरे, आरक्षण मानकों को भी परिवर्तित कर दिया गया है। चौथी ऐसी तरकीब है माल भाड़े और सामान का वर्गीकरण। माल को ए, बी और सी क्लास श्रेणियों में वर्गीकृत किया गया है। इन वर्गीकरणों को बदला गया है। इसका अर्थ यह हुआ कि सेवा में सुधार किए बगैर, रेलवे अधिकाधिक राजस्व अर्जित कर सकता है। अतः मेरा माननीय मंत्री महोदया से अनुरोध है कि इन सभी बातों को श्वेत पत्र में खुलासा होना चाहिए।

माननीय मंत्री से मेरा यह भी निवेदन है कि वह "मुख्य" गतिविधियों पर ध्यान केन्द्रित करें।

दुर्भाग्यवश इस रेल बजट में "गौण" गतिविधियों पर ज्यादा बल दिया गया है। मेरा कहना है कि जो "गौण" गतिविधि है उसे आउटसोर्स किया जा सकता है। विगत 10-12 वर्षों से प्रत्येक वर्ष के बजट में मुझे ऑप्टिक फाइबर, विश्वस्तर के स्टेशनों तथा बजटीय होटलों के बारे में सुनने को मिला है लेकिन अब तक इस दिशा में कुछ भी नहीं हुआ है। ऑप्टिक फाइबर बिछाना रेलवे की "मुख्य" गतिविधियों में नहीं आता है। अतः इसे आउटसोर्स किया जा सकता है। वही स्थिति बजटीय होटलों के मामले में है। माननीय मंत्री महोदया रेलवे की लोड बुक तैयार करना चाहती हो।

वह उस लोड बुक का उपयोग रेलवे के लाभार्थ करना चाहती हो। हम निजी-सरकारी भागीदारी के खिलाफ नहीं हैं। मेरा एकमात्र सुझाव यह है कि उनकी यह पहल निजी दल के लाभार्थ बन कर न रह जाए। इसलिए मेरा सुझाव है कि माननीय मंत्री को एक स्वतंत्र विनियामक गठित करनी चाहिए जो इस निजी-सरकारी भागीदारी पर नजर रख सकें। मुझे दुख के साथ कहना पड़ता है कि माननीय मंत्री ने इस रेल बजट को बंगाल के लिए चुनावी घोषणा-पत्र के रूप में प्रस्तुत किया है। मेरा उन से कहना है कि रेल मंत्री भारत का होता है न कि सिर्फ बंगाल का। हम बंगाल के विरोधी नहीं हैं फिर भी यदि 309 आदर्श रेलवे स्टेशनों में से जब 109 आदर्श रेलवे स्टेशन बंगाल को दिया जाए तो शेष भारत का क्या होगा। विगत वर्ष 75 नई रेलगाड़ियों की घोषणा की गई थी। मो इस पर एक स्थिति पत्र जारी करने का अनुरोध करते हुए यह जानना चाहता हूँ कि इस दिशा में अब तक कितनी नई रेलगाड़ियां शुरू की गई हो।

विगत रेल बजट में 37 नई रेल लाइनों तथा इस रेल बजट में 53 नई

रेल लाइनों का सर्वेक्षण करने की भी घोषणा की गई है। मैं जानना चाहता हूँ कि ये सर्वेक्षण कार्य कब तक पूरा किया जाएगा?

वर्ष 2008-09 में तत्कालीन रेल मंत्री ने पूरे देश के 16 सेक्शनों में 2150 किलोमीटर आमान परिवर्तन करने का लक्ष्य रखा था। मैं जानना चाहता हूँ कि इसकी विद्यमान स्थिति क्या है? मैं बताना चाहता हूँ कि उन 16 सेक्शनों में से 8 सेक्शनों का उल्लेख इस रेल बजट में भी किया गया है। परिणामी बजट के अनुसार वर्ष 2007-08 में 500 किलोमीटर रेल मार्ग का दोहरीकरण किया जाना था जबकि लक्ष्य 1000 किलोमीटर का था। लेकिन मात्र 363 किलोमीटर रेल मार्ग का दोहरीकरण किया जा सका।

रेलवे एक अखिल भारतीय परिवहन प्रणाली है। लेकिन इस दिशा में हमारी कोई राष्ट्रीय सोच नहीं है। रेल मंत्री पूरे देश का रेल मंत्री होता है इसलिए माननीय मंत्री से मेरा निवेदन है कि वह अन्य राज्यों के साथ भेदभाव न करें। इस रेल बजट में कर्नाटक की उपेक्षा की गई है।

हुबली-अंकोला रेलमार्ग का कार्य प्रारम्भ नहीं किया गया है। हमारी मांग है कि मैसूर-बंगलोर-टुमकूर कोरिडोर का निर्माण किया जाए तथा उसका दोहरीकरण करने के साथ-साथ उसका विद्युतीकरण भी किया जाए। यदि इस परियोजना को अमलीजामा पहनाने में कोई पर्यावरणीय अड़चन है तो माननीय मंत्री को वन तथा पर्यावरण मंत्री से बातचीत कर इस परियोजना को हरी झंडी दिखानी चाहिए। लेकिन दुर्भाग्यवश माननीया रेल मंत्री के इस रेल बजट में राष्ट्रीय सोच की कमी दिख रही है।

