

Speech of Kumari Mamata Banerjee
Introducing the Railway Budget 2009-2010
On 3rd July 2009

1. Madam Speaker, I rise to present the Budget Estimates for the year 2009-10 for the Indian Railways. I am extremely honoured presenting the first railway budget in the august House presided by the first lady Lok Sabha Speaker of the country.

2. This is the first Railway budget that I will be presenting as a Minister in the UPA government. I thank our respected Prime Minister, Dr. Manmohan Singh Ji for his valued guidance and support and I am also thankful to our honourable Finance Minister for his kind support. I have presented two Railway Budgets earlier and this will be my third Railway Budget.

3. Madam, I know how our Hon'ble Members of Parliament representing people from all parts of the country have high expectations from Indian Railways. They want new projects in their states and constituencies. They also want more new lines, more budget provisions and existing projects to be expedited. They want more trains and better services.

4. Railway is the visible face of the government and we are proud of it. Madam, therefore standing before the august House, please permit me to raise a question as to whether railway projects are to be measured only on the scale of "economic viability" or do we also need to look at the "social viability" of these projects? Are the fruits of development to be restricted only to a privileged few and not to the teeming populations in remote and backward areas of our country? These projects may be economically unviable but are an economic necessity for the people of those regions who have remained victims of backwardness and poverty. They need these projects even more. I do believe

and I am firmly committed to the visible upliftment of the downtrodden and under privileged which is imperative for holistic socio economic development of the country. These projects that are instrumental in upgradation of the deprived and under privileged, may not meet the so called economic viability criterion but create real economic assets which will be far more beneficial for future development.

5. Several years have passed since we got independence. Just as everybody has a right to vote in democracy, in the same manner, every ordinary person should have the right to development. Several lakhs of people are awaiting development. The time has now come for them to receive their share in fruits of development. I think the time has come when our economists and social philosophers will have to consider, that the upliftment of the poor and down trodden, is the primary task of any welfare government and society and the old mindset of economic viability should be substituted by social viability. As the former Prime Minister Indiraji once stated that “elimination of poverty demands frontal attack on vested interests and causes of poverty”.

6. I believe that by building up major infrastructural facilities like Indian Railways, we will be able to aim at development of the large number of face less poor people. These are at the core of my developmental approach for railways.

7. Speaker Madam, our hon'ble Prime Minister always emphasises on 'inclusive growth'. The Railways must set an example to promote 'inclusiveness' in their functioning keeping the needs of all sections of our fellow countrymen in our thoughts, decisions and deeds. I have therefore decided to set up an expert committee to advise me on innovative financing and implementation of the so called “economically unviable” but socially desired projects. We will identify those parts that are detached from all infrastructure development and facilities and within a short time I will prepare a blue print of how many such schemes can be implemented in the coming five years.

8. Madam, we need to strike a right balance. Everyone knows that India is changing and changing rapidly. Indian Railways has been trying to keep pace with this change. Indeed Railways is making its own important contribution to this change. Today the people of India are eager for faster and inclusive economic growth. They want better connectivity, more employment opportunities. People of every region in every state want to see progress in agriculture, industry, trade and business, so that they and their children can live a better life. Indian Railways is a unique umbrella for creation of infrastructure for development and it is our Mission and Vision to expand the network to reach development to every corner of the country.

9. Madam, here I would like to quote the following words of Gurudev Rabindra Nath Tagore;

“নিজ হস্তে নির্দয় আঘাত করি পিতঃ
ভারতেরে সেই স্বর্গে করো জাগরিত”

**“Where the mind is led forward by Thee, into ever-widening thought and action
Into that heaven of freedom, my Father, let my country awake.”**

Service to the Passengers

10. Madam Speaker, after taking over as Railway Minister just a few days back, I faced many complaints about deterioration in overall passenger services. Therefore my priority areas will be a perceptible improvement in

- Passenger Amenities
- Cleanliness
- Quality of Railway catering
- Safety and Security and
- Punctuality

11. All Railway zones have been instructed to give priority to provision of good quality food, drinking water and toilet facilities and ensure cleanliness on trains and stations. I have further instructed that availability of **Janata Khana** should be ensured and we will be introducing national and regional cuisines in our catering. A comprehensive policy including strict monitoring mechanisms would be developed soon for achieving these objectives.

World Class Stations

12. We have decided to develop about 50 stations as world class stations with international level facilities. These will be developed, through innovative financing and in Public Private Partnership mode. Some of these stations are CST Mumbai, Pune, Nagpur, Howrah, Sealdah, Bhubaneswar, New Delhi, Lucknow, Varanasi, Amritsar, Kanpur, Guwahati, Jaipur, Chennai Central, Tiruvananthapuram Central, Secunderabad, Tirupati, Bangalore City, Baiyapanahali (Bangalore), Ahmedabad, Bhopal, Habibganj, Gaya Jn., Agra Cantt., Mathura Jn., Chandigarh, Kolkata, New Jalpaiguri, Majerhat, Mangalore, Porbandar, Anand Vihar, Bijwasan, Ajmer Jn. and Puri.

Adarsh Stations

13. Madam, we will develop Adarsh stations with basic facilities such as drinking water, adequate toilets, catering services, waiting rooms and dormitories especially for lady passengers, better signage and other basic facilities **are universally available**. This year we are taking up 375 stations for inclusion as Adarsh stations. The list of 309 identified stations is as follows:

Abohar, Adi Saptagram, Adra, Agarpara, Ahmadpur Jn, Akra, Alipurduar Jn, Ambika Kalna, Amethi, Amta, Andheri, Andul Jn, Aranghata, Asansol, Ashoknagar Road, Avadi, Azimganj City, Badkulla, Bagbazar, Baghajatin, Bagnan, Baidyabati, Balichak, Ballygunge, Balurghat, Bandel, Bandra,

Bankura, Banpur, Bansh Beria, Banspani, Barakar, Baranagar Road, Bargachia, Barrackpore, Baruipara, Baruipur, Basirhat, Bauria Jn, BBD Bag, Begampur, Belanagar, Belapur, Belerhat, Belgharia, Belur, Belur Math, Berhampur Court, Bhadreswar, Bhandup, Bhasila, Bhayandar, Bidar, Bidhannagar Road, Bihar Sharif, Biman Bandar, Bira, Birati, Birnagar, Bolangir, Bolpur, Bongaon Jn, Borivali, Brace Bridge, Budge Budge, Burdhman, Burrabazar, Canning, Chakda, Chakradharpur, Champahati, Champapukur, Chandannagar, Chandausi Jn, Chandpara, Charni Road, Chembur, Chengel, Chennai Beach Jn, Chennai Chetpat, Chennai Park, Chhindwara Jn, Chinchwad, Chittaranjan, Chittaurgarh Jn, Chittoor, Chromepet, Chuchura, Churchgate, Cooch Behar, Currey Road, Dadar, Dahanu Road, Dakshineswar, Dalkolha, Dankuni Jn, Dausa, Delhi Kishanganj, Deula, Devlali, Dhakuria, Dhaniakhali, Dhaphdhabi, Dhupguri, Diamond Harbour, Dockyard Road, Dombivali, Domjur, Dum Dum Cantt, Dum Dum Jn, Durganagar, Durgapur, Duttapukur, Eden Gardens, Farakka, Faridkot, Gangnapur, Garbeta, Garia, Gede, Ghatkopar, Ghutiari Sharif, Gobardanga, Gomoh Jn, Gopalnagar, Goregaon, Guma, Guptipara, Gurdas Pur, Gurgaon, Guskara, Habibpur, Habra, Halisahar, Haripal, Harua Road, Hasnabad, Haur, Hooghly, Ichhapur, Jadabpur, Jagaddal, Jajpur Keonjhar Road, Jalpaiguri, Jamshedpur, Jangipur Road, Jaynagar Majilpur, Jhargram, Jiaganj, Jirat, Kakdwip, Kalikapur, Kalinarayanpur Jn, Kalyani, Kalyani Ghoshpara, Kalyani Silpachal, Kalyanpur, Kamarkundu Jn, Kanchrapara, Kankinara, Karjat, Kasara, Kashinagar, Katwa Jn, Khadki, Khana, Khardaha, Khopoli, Khurda Road, King's Circle, Kirnahar, Kolaghat, Konnagar, Koraput Jn, Korukkupet, Krishnanagar City Jn, Kulti, Kurla, Lake Gardens, Lakshmikantapur, Lalgahar Jn, Lalgola, Latur, Liluah, Londa Jn, Madanpur, Madhubani, Madhupur Jn, Madhyamgram, Magra Hat, Majhergram, Malad, Malda Town, Mallikpur, Manavur, Mankundu, Marine Lines, Masagram, Masalandapur, Matunga, Mecheda, Memari, Midnapur, Mira

Road, Mourigram, Mulund, Mumbai Central (Local), Murshidabad, Nabadwipdham, Nahur, Naigaon, Naihati Jn, Nalgonda, Nalhati Jn, Nalikul, Namkhana, Nanur, Narayan Pakuria Murail, Nasibpur, Netra, New Alipore, New Barrackpore, Nischindapur, Okha, Palpara, Palta, Panskura Jn, Panvel, Parasnath, Parkcircus, Parli Vaijnath, Patipukur, Patna Sahib, Perambur Carriage Works, Phulia, Pilibhit Jn, Plassey, Prayag, Princepghat, Pundooah, Purbasthali, Purulia Jn, Raiganj, Rampurhat, Ranaghat Jn, Rangapara North, Raniganj, Rasulpur, Rayagada, Rishikesh, Rishra, Sagar, Sahibganj, Sainthia Jn, Salempur Jn, Samudragarh, Sangli, Sangrampur, Sanpada, Santacruz, Santoshpur, Saphale, Senji Panambakkam, Sewri, Shaktigarh, Shantipur Jn, Sheoraphuli, Shikohabad Jn, Shivajinagar, Shrirampur, Shyamnagar, Silchar, Siliguri Jn, Simurali, Singur, Sirsa, Sitamarhi, Sitapur Jn, Sitarampur Jn, Sodepur, Sonarpur Jn, Sondalia, St. Thomas Mount, Subhasgram, Subzi Mandi, Sultanganj, Suri, Suryapur, Taki Road, Tala, Tambaram, Tarakeswar, Tarapith Road, Thakurnagar, Tilak Nagar, Tiruninravur, Tiruvalangadu, Tiruvallur, Titagarh, Titlagarh Jn, Tollygunge, Tribeni, Turbhe, Ulhasnagar, Ulubaria, Uttarpara, Vangaon, Vashi and Virar.

Multi-functional Complexes (MFCs)

14. I am very happy to announce the construction of Multi-functional Complexes in station premises for providing rail users facilities like shopping, food stalls and restaurants, book stalls, PCO/STD/ISD/Fax booths, medicine & variety stores, budget hotels, underground parking etc. It is proposed to take up development of these Multi-functional Complexes in different parts of the country at 50 railway stations serving places of pilgrimage, industry and tourist interest in this year. Responsibility for development of these facilities will be entrusted to IRCON and Rail Land Development Authority (RLDA).

A list of 49 identified stations is:

Alipurduar, Allahabad, Anandpur Sahib, Banspani, Bikaner, Bilaspur, Cuttack, Darjeeling, Dehradun, Digha, Durg, Ernakulam, Gandhidham, Ganga Sagar, Ghatsila, Gwalior, Hajur Sahib, Hubli, Hyderabad, Indore, Jabalpur, Jammu Tawi, Jasidih, Jhansi, Jodhpur, Kanniyakumari, Kathgodam, Katra, Khajuraho, Madurai, Manmad, Mysore, Nanded, Nasik, Palakkad, Parasnath, Raebareilly, Raipur, Rajgir, Rameshwaram, Ranchi, Shirdi, Silchar, Tarapith, Tiruchirapalli, Udaipur, Ujjain, Vadodara, and Visakhapatnam.

Clean trains and Stations

15. During current year we will expand On Board House Keeping Scheme (OBHS) to cover 200 additional pairs of trains and also take up **improved linen management** to bring about a significantly improved quality of washing, through modern mechanised automated laundries. Initially, a pilot project will be started at the metropolitan cities, like Mumbai, Delhi, Kolkata, Chennai and Thiruvananthapuram. On its success it will be extended to other cities.

16. Railways will extend a helping hand to Physically Challenged Persons and aged persons by providing standard ramps, earmarked parking lots, specially designed coaches in each mail and express train, lifts and escalators, in a phased manner.

17. We will introduce Train Information System with automatic announcements in Kolkata, Chennai and Delhi suburban sections as is already in the process of being installed in Mumbai. Other important stations will be covered in a phased manner.

Doctor on Train

18. We are exploring possibility to depute at least one doctor in long distance trains. Arrangements will be made to provide **Ambulance services** for passengers at Chennai, Bangalore, Delhi, Hyderabad, Mumbai, Kolkata and Bhubaneswar to start with.

19. Madam, for long distance passengers I am happy to inform that Railways will provide **on-board infotainment services** on Rajdhani, Shatabdi and important long distance inter-city trains for a pleasurable travel experience.

20. Field trials are being conducted for introducing **environment friendly green toilets**. We are also planning to conduct trials on vacuum toilets similar to those used in aircraft on a few coaches.

21. Toilet facilities are not being provided in DEMU and MEMU trains when the travel time is less than 4 hours. This poses difficulties for women, children and aged persons. We are now planning to provide toilet facilities where journey is more than 2 hours. Give us a little time; we will do it as early as possible.

Ticketing and Reservation

22. Indian Railways Passenger Reservation System (PRS) now covers 800 locations with 6872 terminals. We will cover 200 new towns and cities and a further 800 new locations in cities and towns already having PRS facilities will be covered. **Madam, I invite each member of both houses of Parliament to identify one PRS location of their choice** and inform railways for inclusion in the list of new locations.

23. For unreserved tickets, the number of **Unreserved Ticketing System (UTS)** terminals is being expanded from 5000 to 8000. **Automatic Vending Machines** would be installed at 200 large and medium sized stations. We are expanding e ticketing for ease of passengers. Cancellation of confirmed e-tickets after preparation of charts is being further simplified. Efforts are on to provide **SMS update** on waitlisted tickets and indicate berth numbers on confirmed ticket by the end of the financial year.

“Mushkil Aasaan”

24. Madam, I think members will be very happy to know that how the facility of UTS can be reached to the **“Maa Maati Manush”**. Under the MoU between Railways and Department of Post, passengers can now buy computerized tickets from nearly 5000 post offices in cities and towns. Madam, this august house would be happy to know that I have decided to introduce mobile ticketing vans **“Mushkil Aasaan”** for issuing reserved and unreserved tickets in both urban and rural areas. Poor people who are unable to go to the stations can now purchase tickets in market places, mohallas and other busy places. In this year, we will introduce 50 such mobile vans in the country.

Air conditioned double decker coaches for inter-city travel

25. Madam the house will be happy to know that like double decker buses we are taking the novel initiative of introducing high capacity air conditioned double-decker coaches, for intercity travel. These will have superior riding quality and comfort.

Monitoring of Passenger Facilities

26. For monitoring these various initiatives, the Additional General Managers on each zonal Railway will be responsible for periodic supervision and carrying out surprise inspections and attending to public grievances on this subject. Each Division will have a dedicated officer for field level supervision.

Safety

27. Safety is our first priority. This includes **timely track renewal, modernization of signals, use of various safety equipment like** digital ultrasonic flaw detecting machines and wheel impact load detectors (WILD). In the first two years of the plan period, 7843 kms of track renewals has been completed and a target of 3500 km has been kept for 2009-10. Out of 66,565

km of broad gauge track, 57,345 km has been brought under mechanized maintenance.

28. **Road Over Bridges and Road Under Bridges** are extremely important from safety point of view. The present mechanism of cost sharing between the Railways and the state governments needs to be reviewed. The time has come to develop a new approach where, with assured funding, turnkey execution of these projects can be done. **We will take up this issue with the Planning Commission for their support.**

29. **Anti Collision Device (ACD)** to prevent incidents of train collisions has been made operational on 1736 Rkm of North Frontier Railway. Further work for extending this system on 1700 Rkm on three railways Southern, South Central and South Western Railways is planned to be completed in two years. I will review the implementation of the project before further extension to other Railways.

30. All safety related matters will be taken care of by Railway Board who will take responsibility and effective measures to ensure safety.

Security

31. **Security is another priority area of railways.** Railways are strengthening their efforts at providing protection to passengers both at stations and on trains. For revamping security systems, an **Integrated Security Scheme** has been drawn up for 140 vulnerable and sensitive railway stations. We are also planning to raise Commando Battalions and will **increase the number of women commandos. Women RPF squads are being deployed for security of women passengers,** particularly in sections where a large number of women travel alone regularly. Madam, **even though Law and order is a state subject, we will work together with all agencies concerned to give passengers a safe journey.**

Staff Welfare

32. We are proud of our 14 lakh employees. They are the leader and our engine of growth

- A thrust will be given under the Corporate Welfare Plan for improvement of staff quarters & colonies. During 2009-10, **6560 staff quarters** are proposed to be **constructed**.
- To promote **sports, cultural** and **extra-curricular** activities, **indoor stadia** will be developed in major railway divisions and zones including **Bongaon at the Indo- Bangladesh border**.
- I propose to **increase the contribution to Staff Benefit Fund** to Rs 350/- per employee by one year with the proviso that out of this contribution, the sum of Rs 100 per employee will be exclusively for activities relating to women empowerment and training for developing vocational and occupational skills of physically and mentally challenged wards of railway employees **especially girl child and higher education for girls**.
- I propose to set up **Scholarships for higher education of girl children** of group D staff for promoting their economic independence.
- It is proposed to **open seven Nursing Colleges on Railway** land at Delhi, Kolkata, Mumbai (Kalyan), Chennai, Secunderabad, Lucknow and Jabalpur on Public Private Partnership model so as to **facilitate the wards of the Railway employees in finding a good vocational avenue**.
- **Medical colleges are planned to be established attached** to existing railway hospitals through PPP, to give higher education facilities to new generation of railway children. The locations would be Chennai,

Hyderabad, Bilaspur, Lucknow, Barasat, Bhubaneswar, Mysore, Kharagpur, Guwahati, Dibrugarh, Jodhpur, Gardenreach, Nagpur, Ahmedabad, B. R. Singh Hospital, Bhopal, Jammu and Trivandrum.

- We will provide **dormitories for ladies and gents who accompany the patients** at 16 hospitals having 150 beds and above
- For special **medical treatment** of railway persons, **General Managers** will be **empowered to sanction cases up to Rs 4 lakhs**.
- The Metro Railway Hospital at Tollygunge is proposed to be **upgraded to 75 bedded hospital**.
- **Burn Units** will be provided **on major Railway Hospitals** of Delhi, Mumbai, Chennai, Secunderabad, Bangalore and /B.R. Singh Hospital,
- I have received some observations from different people about the functioning of Railway Recruitment Boards. Therefore recruitment policy and **RRBs will be reviewed shortly**.
- Special Recruitment Drive will be launched to wipe out backlog in filling up the vacancies of Scheduled Caste/Scheduled Tribes.
- It is proposed to develop a scheme to give **better representation** to minorities, women and economically back ward classes of the society **in railway recruitments**.
- A **Special Recruitment Drive** will be launched for filling up of vacancies against **Physically Handicapped Quota**.
- We want to promote **sports and cultural activities** among the Railway persons. I appreciate all railway sports persons who participated in national and international events. Sports persons will get their share in recruitment.

Optic Fibre Cable

33. Madam, I had announced in 2001-02 Railway Budget laying of **Optic Fibre Cable network** along Railway track for commercial utilization. After 8 years, I find little progress. Hence Madam, I propose to **constitute an expert committee**, headed by Shri Sam Pitroda, the key person behind the telecommunication revolution in our country. The Committee will suggest further innovations, to utilize the optic fiber cables network of the railway and take **information technology to the door steps in remote areas**.

Wagons

34. During the year 2009-10 Railways have planned to acquire 18,000 wagons under rolling stock programme as against 11,000 wagons in 2008-09. There is a growing demand of wagons in Railways. We propose to initiate the process for **taking over wagon units of Burn Standard**. A dialogue has already been started with concerned Ministries for waiver of accumulated liabilities. Efforts will be made to complete all action at the earliest as the units are PSU s under the Ministry of Heavy Industries.

Production Units

35. The Production Units of Indian Railways have performed well in 2008-09, with many units setting new records of production and productivity.

- **Rail Coach Factory/Kapurthala** manufactured 1558 coaches including 121 stainless steel coaches of new LHB design. The target for 2009-10 is 1562 coaches.
- **Integral Coach Factory/Chennai** turned out 1337 coaches. The target for 2009-10 is 1433 coaches.

- **Diesel Locomotive Works/Varanasi** manufactured 257 locomotives in 2008-09. The target for 2009-10 is 250 locomotives with a substantial increase in the number of high horse power locomotives to 150.
- **Chittaranjan Locomotive Works** manufactured 220 locomotives, the highest ever, including 54 3-phase high horse power locomotives. The target for 2009-10 is 250 locomotives.
- **Rail Wheel Factory/Bangalore** achieved a quantum jump in wheel production of 35% over 2007-08 by producing 1,96,261 wheels in the year 2008-09. The production target for 2009-10 is 2,00,000 wheels.
- **Diesel Modernization Works (DMW)** is upgrading the existing fleet of Diesel Locomotives from existing 2600 HP to 3100 HP and 3300 HP Diesel locomotives.

Railway Workshops to be reorganised on business lines

36. A business plan will be drawn up **to improve overall efficiency and reduction in unit costs of our workshops**. This will be initiated at Golden Rock, Parel, Ajmer and Kharagpur workshops.

Railway Printing Presses

37. **Madam, the Printing Presses of the Railways have long been neglected and have been** deemed to be a non-productive asset. It is my belief that if we take up a few major presses like Mumbai (Byculla), Delhi (Shakurbasti), Kolkata (Howrah) and Chennai, for upgradation and modernization, it would not only be cost effective but may also release surplus space for ancillary development and commercial purposes. I have asked for review of the policy in this regard. I am also aware of heritage institutions like **Basumati Sahitya Mandir**, a State Public Undertaking in West Bengal, which unfortunately is lying unutilized for the last two years. This great institution

played a vital role in our freedom movement and is associated with eminent and historic personalities like the father of the nation Mahatma Gandhi, Rabindra Nath Tagore, Rishi Aurobindo, Netaji Subhash Chander Bose, Sri Sri Ramakrishna and Vivekananda. I would be happy to takeover this institution if the State Government hands it over to the Railways.

Public Sector Undertakings- our PSUs are doing well.

38. During the year 2007-08 all the ten Public Sector Undertakings under the administrative control of Ministry of Railways have performed well and achieved a **combined turnover of Rs. 11,880 crore** and earned a **net profit of Rs.1,950 crore**. A total dividend payment of Rs. 261 crores has been made to Railways.

Freight Business

39. Several measures are being taken to improve the proportion of freight traffic moving on Railways.

- Besides improving the loading of coal, iron ore, cement, fertilizers and food grains, Railways are seeking to **increase their share in new traffic streams** like automobiles, fly ash etc.
- Permission to access **private sidings** will be given to containers which will help in attracting piecemeal traffic presently not being carried by Railways.
- A premium service for container movement with assured transit time is being considered for time sensitive cargo.
- Private ownership of special purpose rolling stock for commodities and private operation of freight terminals will be encouraged.
- A new policy would be unveiled to allow construction and operation of **private freight terminals** and **multi-modal logistic parks**.

- Railways are also in the process of bringing together state governments and major logistics players to set up **logistics parks** co-habited by multiple players through participative funding.
- **Mega logistics hubs** are being planned alongside the proposed **Eastern and Western Dedicated Freight Corridors**.

Kisan-Vision project

40. Madam, you may be aware that our country at present suffers an **unacceptable loss of about Rs. 35-40,000 crore** every year towards **wastage of fruits and vegetables**. I am happy to **inform the House** about the **contribution** Railways proposes to make to **the second green revolution** by introducing special trains to carry perishable products like fruits and vegetables, fish etc from identified production clusters to consumer centres, by way of maintaining quality and freshness of perishable produce. **Railways will encourage creation of facilities of setting up cold storage and temperature controlled perishable cargo centres** and its transportation through public private partnership mode. For this purpose, Railways will associate professional agency to identify locations and designing proper services.

41. On similar lines, to promote small industries sector, we will facilitate movement of **village handicraft, cottage industry and textile products from production clusters** like Tirupur, Dhanekhali, Shantipur etc **to consumption centres**. This will greatly increase their outreach and access to new markets.

Super Fast Parcel Express Trains

42. **I am happy to announce the launch of a premium parcel service named “Faster Parcel Services”** on a pilot basis on 3 routes between:

Tughalakabad (Delhi) and Royapuram (Chennai)

Tughalakabad (Delhi) and Vapi (near Mumbai)

Tughlakabad (Delhi) and Howrah

This is envisaged as a time-tabled service from dedicated terminals with guaranteed transit time and web-based bookings.

Dedicated Freight Corridors

43. The Dedicated Freight Corridor project on the Western and Eastern routes is a **landmark project** which will **adorn the country like a necklace**. In view of its importance for creating infrastructure in the country and generating employment I would like to declare it as the **“Diamond Rail Corridors”** project of the Indian Railways. The **Western corridor** passes through Uttar Pradesh, Delhi, Haryana, Rajasthan, Gujarat and Maharashtra. The **Eastern Corridor** will run from Ludhiana to Kolkata via Dankuni, covering the states of Punjab, Uttar Pradesh, Bihar, Jharkhand and West Bengal. Prefeasibility studies for the other trunk routes viz; **North-South, East-West, East-South** and **Southern (Chennai-Goa) corridors** have been conducted and Ministry of Railways will take steps for further action in this regard.

44. The Government have approved the extension of the **Eastern corridor** up to Dankuni. To expedite the project execution in a time bound and cost effective manner, I will be setting up an expert committee who will look into all aspects and develop a **robust business plan**.

45. **Delhi Mumbai Industrial Corridor** is being developed in the area of influence of the Western Dedicated Freight corridor comprising industrial hubs, rail port connectivity, logistic parks and mega power plants which will be executed in **public private partnership mode**.

46. **I visualise an Eastern Industrial Corridor** developing alongside the Eastern Dedicated Freight Corridor, similar to the Delhi Mumbai Industrial corridor. I propose to **put Railways land banks to productive use**. This will also avoid increase in cost and will help in early start of industrial projects. In

order to **catalyze industrial development in this corridor** I have included investments in rolling stock production and assembly facilities and coach rehabilitation at Dankuni, Majerhat and Naopara in this region. These will lay the foundation for a **rail based industrial cluster** in the Eastern Industrial corridor, drawing upon inherent advantages of proximity to coal and ore mines, large strength of labour force and India's largest metal works market.

47. Madam, there is a very **high demand for EMU/MEMUs and Metro coaches in the country** and capacity addition is an immediate requirement. **I am happy to announce the setting up of a new coach factory** with state-of-art facilities exclusively to manufacture about 500 such coaches per annum in the **Kanchrapara-Halisahar Railway complex where Railway land is available.** This unit will be set up in **Joint Venture /Public Private Partnership mode.**

48. The Railways has already taken the initiative of setting up a power plant in collaboration with National Thermal Power Corporation at Nabi Nagar, which is expected to yield considerable saving in cost of electricity to the Railways. After discussions with the Ministry of Power we **propose to set up a 1000 MW power plant at Adra** to avail traction supply at economical tariff. Madam as I had mentioned in my opening remarks, this project is of great importance as it would be located in an under developed tribal area, and will help in providing employment and **bringing the tribal people in to the mainstream.**

Training for employment

49. India has one of **the world's largest populations of young people.** Development and upgradation of the skill sets of our youth is critical for their **economic empowerment** and a **better tomorrow.** Contributing to the National Skill Development Mission, we will strengthen our apprentices training

facilities and the new facilities proposed at Dankuni will impart state of the art training to young artisans and supervisors. This would be a significant **contribution to the national talent pool** and would be another key input in making the Eastern Industrial corridor a key to the future development of the nation.

Performance in 2008-09

50. Madam, despite the economic slowdown in the last financial year, the Railways loaded 833 MT of **freight cargo** which is a **5% growth over the previous year**. Traffic Receipts grew by 11.4% to reach Rs 79862 cr. **A saving of Rs 676 cr** was achieved in expenditure, through stringent economy measures. Even after having disbursed **Rs. 13,600 cr. towards implementation of 6th Pay Commission recommendations** the Railways were successful in generating a **cash surplus before dividend of Rs. 17,400 cr.** and after fulfilling their **full dividend liability of Rs 4,717 cr** were able to maintain **internal generation** for investment at **Rs. 12,681 cr.** The **plan expenditure** for 2008-09 was about **Rs. 36,336 cr** as against the revised target of Rs. 36,773 cr.

Budget Estimates 2009-10

51. Madam, I shall now deal with the Budget Estimates for 2009-10.

52. Madam, I am presenting the Budget Estimates for 2009-10 in the backdrop of the shortfall in performance of the Railways in 2008-09. **Freight loading fell short** of the target of **850 MT** by 17 MT. Similarly, revenues expected from commercial utilization of surplus Railway lands also did not materialize. The primary cause for these shortfalls appears to have been the **economic slowdown.**

53. This has forced me to review the targets set for 2009-10 in the interim budget. 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 have now set more realistic targets for 2009-10** in the main budget based on the continuing trend of recession in the manufacturing sector and exports. However, I am **confident that with the combined determination of the 14 lakh strong railway family** we will come back to the house with an even better performance

54. The freight traffic target for year 2009-10 has been fixed at **880 MT**. This will give an incremental loading of 47 MT over 2008-09, whereas incremental loading in 2008-09 was only 39 MT. This **ambitious target is being kept** in light of the special measures being taken by a government to give an economic stimulus as a counter recession measure and keeping in view the special efforts that the Railways will make to attract more bulk traffic and new traffic streams. Efforts are also on to **capture long lead traffic**.

55. With all these measures, goods earnings are projected at Rs 58,525 cr, which is **Rs 5,092 cr** more than performance of 2008-09. **Passenger earnings are projected at Rs 24,309 cr. A growth of 10.8% has been provided** in keeping with the long term trend of growth.

56. The target for other **coaching earnings** is being kept at **Rs. 2,750 cr** which would imply **a growth of 40% of the performance in 2008-09**. I am of the firm view that proper marketing of our SLRs and running of premium parcel services will certainly help us realize this difficult target.

57. Madam, the Railways has a vast potential for revenue generation from non-traditional sources. In **my previous tenure as Railway Minister**, I had initiated several measures in this regard. Enough efforts have not been made to realize this potential. **I will now develop new innovative ideas for land and air space utilization for commercial purposes through PPP mode**. Such business plans would be monitored closely to achieve substantial revenues over the next three years. The target for sundry earnings is being pegged at Rs 2,760

cr, but once these initiatives take shape I am confident that not only will we improve on this but will be able to do wonders.

58. Clearance from traffic suspense has been kept at Rs 75 cr as against the performance of Rs 25 cr achieved in 2008-09. Based on the forgoing projections, **Gross Traffic Receipts** have been projected at **Rs 88,419 cr** reflecting **an increase of Rs 8,557 cr on the actuals of 2008-09.**

59. I propose to retain the **Ordinary Working Expenses** at **Rs 62,900 cr**, to ensure that adequate provision is made for disbursement of 60 percent arrears in salary, due in 2009-10 on account of implementation of the 6th Pay Commission and for maintenance expenditure. However, I am simultaneously pursuing **stringent economy measures** to target a substantial saving in working expenses. **Total Working Expenses** are projected at **Rs 81,665 cr**, which include **Rs 5,325 cr** as appropriation to **Depreciation Reserve Fund (DRF)** and **Rs 13,440 cr** as appropriation to **Pension Fund.**

60. Even after having **absorbed the impact of 6th Pay Commission, to the extent of about Rs 14,600 cr in 2009-10,** the **cash surplus before dividend** of the Railways works out to **Rs 14,201 cr, Net Revenue** Rs 8,121 cr. and **Operating Ratio 92.5%.**

61. Madam I am proud that despite the combined impact of increase in Working Expenses due to the 6th Pay Commission and sluggishness in earnings due to the economic slowdown in the economy, Railways paid their full dividend liability of Rs 4,717 cr in 2008-09 and will **pay an even higher Dividend of Rs 5,479 cr in 2009-10.**

62. Based on above projections the **Excess** of the Railways for 2009-10 will be **Rs 2,642 cr**, which will be appropriated to Railways Funds.

Concessions

Izzat

63. Madam, **every person wants to live in dignity**. The journey of life also begins with dignity. Rail journey is also like the journey of life. I want that every person should travel on our Railways with dignity. **I, therefore, wish to present the gift of travel with dignity to even the poorest of the poor**. I, therefore, announce a **new scheme called 'Izzat'**. Under this scheme, a uniformly priced **monthly season ticket of Rs. 25** would be available free of all surcharges for travel up to 100 kms for members of the unorganized sector with monthly income not exceeding Rs. 1500/-. This will give lakhs of people in our country a chance to travel on rail with dignity. This scheme will be implemented with the cooperation of Members of Parliament. I would now like to read a couplet.

**'Bhanwar se lado,
Tum lehren se uljho,
Kahan tak chaloge
Kinare kinare '**

Concessions to Press Correspondents

64. Now I come to the Press. **Instead of giving coupons**, it is now proposed to issue **photo identification cum credit card based** on the certification by the Press Information Bureau and other competent State and local authorities. On production of this card the Press Correspondents would be able to get reservation done and also tickets issued from the PRS/UTS counters through this card. Facilities would also be provided to get compact accommodation for both the Press Correspondents and their family members who are not availing this concession. In addition, **concession of 30% will be increased to 50% for**

Press Correspondents and permission to travel with spouse at **50% concession will be given for once** a year.

65. Now for the **student concessions**. Students are our pride. The free monthly season tickets for second class travel between school and home for girl students up to graduation and for boy students up to 12th standard will be extended to students attending **Madrasa, High Madrasa** and **senior Madrasa**. I am happy to announce extension of concessional monthly season tickets available for students attending school up to Class XII, Madrasa, High Madrasa and senior Madrasa for travel in Metro rail, Kolkata. This would imply **concession of 60% for students on the metro fare**. Students attending **recognized vocational institutions** will also enjoy this concession on the metro fare. I hope this will inspire similar concessions on other metro systems.

Only Ladies Special

66. Madam, the number of working women in our country is increase. They face considerable difficulties in travelling for work. I therefore, announce the introduction of 'Only Ladies' EMU train services in Delhi, Chennai and Kolkata suburban on the pattern of Mumbai suburban. These services will run for the convenience of women passengers during office hours.

Train services

67. **Yuva Trains**: Madam, the young generation is our asset and we are proud of them. Due to economic difficulties poor youth are not able to travel on our trains. I will run **"Yuva Trains" dedicated specially for the young generation**. These trains will be introduced between major cities to ensure that the youth and low income groups can travel at low rates between these cities. The new low-priced fast train service will be started to connect youth in rural hinterlands to major metros/cities. The train will provide **air conditioned seated accommodation** and will run from point to point for distances ranging

from 1000 km to 2500 km. The fare will be Rs 299 for distances up to 1500 km and Rs 399 for distances up to 2500 km.

A weekly service will be introduced as a pilot service within three months in the following sections-

- a) Mumbai to Delhi
- b) Delhi to Kolkata

If successful it will be extended to other areas of the country.

68. **After Izzat, Student and Press concessions, ladies special and yuva trains, I now come to a new train service called Duronto:** A new train service by the name '**Duronto**' with **AC and non-AC sleeper** will be introduced for **non-stop point to point** services between select cities throughout the country. For the first time in our history we will introduce nonstop trains

Duronto Train services

1. New Delhi-JammuTawi Non stop (Tri-weekly)
2. Howrah- Mumbai (AC) Non stop (Bi-weekly)
3. Mumbai-Ahmedabad (AC) Non stop (Tri-weekly)
4. Chennai- Delhi Non stop (Bi-weekly)
5. New Delhi -Lucknow Non stop (Tri-weekly)
6. Delhi-Pune (AC) Non stop (Bi-weekly)
7. Howrah - Delhi Non stop (Bi-Weekly)
8. New Delhi -Allahabad Non stop (Tri- weekly)
9. Sealdah-New Delhi Non stop (Bi-Weekly)
10. Kolkata-Amritsar Non stop (Bi-weekly)
11. Bhubaneswar - Delhi Non Stop (Weekly)
12. Ernakulam - Delhi Non Stop (Weekly)

Other New Train Services

69. In view of the increasing demand of the passengers, I also propose to introduce the following train services. I am only giving a few trains as was possible in one month's budget preparation.

a) **New Introductions**

1. Vishakhapatnam – Secunderabad -Mumbai Superfast (Bi-weekly)
2. Sriganaga Nagar- Delhi- Nanded Superfast(Weekly)
3. New Jalpaiguri – Sealdah Superfast (Tri-weekly)
4. Bangalore- Hubli –Solapur Superfast (Tri-weekly)
5. Howrah – Bangalore Superfast (Weekly)
6. Pune- Daund- Solapur Superfast (Daily)
7. Ranchi –Howrah (3 days via Ghatshila- Kharagpur and 3 days via Asansol)
Intercity (6 days a week)
8. Kamakhya – Puri Express (Weekly)
9. Jabalpur –Ambikapur Express (Tri- weekly)
10. Gandhidham- Howrah Superfast (Weekly)
11. Delhi – Sadulpur Express (Tri-weekly)
12. Ajmer-Bhopal Express (by integration of 9655/56 Ajmer- Ratlam and 9303/04
Ratlam – Bhopal express trains) (Daily)
13. Bilaspur – Tirunelveli Jn. (Thiruvananthapuram) Superfast (Weekly)
14. Mumbai – Karwar Superfast (Tri-weekly)
15. Durg- Jaipur Express (Weekly)
16. Dibrugarh Town – Chandigarh Express (Weekly)
17. Delhi - Farakka Express (Bi-weekly)
18. Hazrat Nizamuddin –Bangalore Rajdhani Express (Tri-weekly) via Kacheguda
19. New Jalpaiguri – Delhi Express (Bi-weekly) via Barauni
20. Mumbai-Varanasi Superfast (Daily)
21. Mysore- Yesvantpur Express (Daily)
22. Koraput – Rourkela Express (Daily) via Rayagada
23. Agra – Ajmer Intercity Superfast (Daily)
24. Mumbai – Jodhpur – Bikaner Superfast (Bi –weekly)
25. Agra- Lucknow Junction Intercity (Daily)
26. Hapa – Tirunelveli Jn. Superfast (Bi-weekly) via Thiruvananthapuram
27. Gwalior- Bhopal Intercity Express (5 days a week) via Guna
28. Kanyakumari – Rameshwaram Express (Tri-weekly) via Madurai
29. Howrah – Haridwar Superfast (5 days a week)
30. Varanasi- Jammu Tawi Superfast (Daily)
31. Gorakhpur – Mumbai Superfast (Daily)
32. New Delhi – Guwahati Rajdhani Express (Weekly) via Muzaffarpur
33. Veraval – Mumbai Link Service (Daily)

34. Ranchi-Patna Jan Shatabdi Express (Daily)
35. Jhansi – Chhindwara Express (Bi-weekly) via Bina - Bhopal
36. Mumbai – Jodhpur Express (Weekly)
37. Jamalpur- Gaya Passenger (Daily)
38. Jhajha- Patna MEMU (Daily)
39. Kanpur- New Delhi Shatabdi Express (6 days a week)
40. Bhopal – Lucknow – Pratapgarh Superfast (Weekly)
41. Lucknow- Rae Bareli –Bangalore Superfast (Weekly)
42. Shimoga- Bangalore Intercity Express (Daily)
43. Madurai – Chennai Express (Bi- Weekly)
44. Guwahati – New Cooch Behar Express Intercity (Daily)
45. Balurghat – New Jalpaiguri Express (Daily) via Kishanganj
46. Alipurduar – New Jalpaiguri Express Intercity (Daily) via Siliguri
47. Dharmanagar- Agartala Fast Passenger (Daily)
48. Rewari – Phulera Passenger (Daily) via Ringus
49. Shoranur – Nilambur Road Passenger (Daily)
50. Coimbatore- Shoranur Passenger (Daily)
51. Mathura – Kasganj Passenger (Daily)
52. Farakka- Katwa – Azimganj – Nawadwip DhamExpress (Daily)
53. Bangalore – Kochuveli Superfast (Weekly)
54. Kolkata-Rampurhat Express (Daily)
55. New Jalpaiguri-Digha Express (Weekly)
56. Purulia-Howrah Express (Bi-weekly)
57. Kolkata-Bikaner Express (Weekly) via Nagore

b) Extension of Trains

- 1 6517/6518 Bangalore-Mangalore to Kannur (Daily)
- 2 329/330 Andal- Sainthia to Rampur haat (Daily)
- 3 1105/06 Jhansi-Barrackpore to Kolkata (Weekly)
- 4 6787/6788 Madurai-Jammu Tawi to Tirunelveli (Weekly)
- 5 7013/7014 Hyderabad-Usmanabad to Pune (Tri- weekly)
- 6 2075/2076 Thiruvananthapuram – Ernakulam to Kozhikode (Daily)
- 7 213/214 Mysore-Tirupati to Chamraj Nagar (Daily)
- 8 2329/2330 Sealdah - New Delhi to Amritsar (Weekly)
- 9 5761/5762 Ranchi- Alipurduar to Guwahati (Bi-weekly)

- 10 9269/9270 Porbandar –Bapudham Motihari to Muzaffarpur (Bi-weekly)
- 11 1471/1472 Jabalpur – Bhopal Express to Indore (Daily)
- 12 6885/6886 Ernakulam – Tiruchchirappalli to Nagore (Daily)
- 13 2177/2178 Howrah- Agra Cantt Chambal Express Mathura (Weekly)
- 14 3113/3114 Kolkata – Murshidabad Hazarduari Express to Lalgola (Daily)
- 15 2993/2994 Mumbai- Jaipur Express to Delhi (Tri-weekly)
- 16 2555/2556 Gorakhpur- Bhiwani to Hissar (Daily)
- 17 2685/2686 Mangalore- Chennai to Puducherry (Weekly)
- 18 2143/2144 Nagpur – Gaya Deekshabhoomi Express to Chhatrapati Sahuji Maharaj terminal Kolhapur on one side and to Dhanbad on the other side (Weekly)
- 19 2725/2726 Bangalore – Hubli Intercity to Dharwar (Daily)
- 20 8425/8426 Raipur – Bhubaneswar to Puri (Daily)
- 21 8413/8414 Paradeep – Bhubaneswar to Puri (Daily)
- 22 8415/8416 Puri – Kendujhargarh to Barbil (Daily)
- 23 2173/2174 Mumbai –Kanpur Udyog Nagari Express to Pratapgarh (Bi-Weekly)
- 24 1PR/2PR Pratapgarh –Rae Bareli Passenger to Lucknow (Daily)
- 25 2821/2822 Howrah-Bhubaneswar Dhauli Express to Puri (Daily)
- 26 4227/4228 Varanasi – Lucknow to Kanpur (Daily)
- 27 2985/2986 Sealdah – Jaipur to Ajmer (Daily)

c) Increase in Frequency

- 1 2685/2686 Chennai- Mangalore from 3 days to daily
- 2 2423/2424 New Delhi- Guwahati Rajdhani Express from 5 days to 6 days
- 3 2443/2444 New Delhi- Bhubaneswar Rajdhani Express from 2 days to 4 days
- 4 7091/7092 Secunderabad –Patna from 2 days to daily
- 5 2739/2740 Secunderabad – Vishakapatnam Express from 4 days to daily
- 6 2111/2112 Amravati-Mumbai Express from 3 days to daily
- 7 2957/2958 Ahmedabad – New Delhi Rajdhani Express from 6 days to daily
- 8 2149/2150 Pune – Patna Express from 4 days to daily

- 9 2487/2488 Jogbani- Delhi Express from 5 days to daily
- 10 2823/2824 Nizammudin-Durg Chhatisgarh Sampark Kranti from 2 days to 3 days
- 11 2985/2986 Sealdah- Jaipur Express from 2 days to daily
- 12 2905/2906 Porbander – Howrah (via Hapa) from 2 days to 3 days
- 13 4207/4208 Delhi – Pratapgarh Padmavat Express from 3 days to daily

International Co-operation

70. Both India and Bangladesh, on account of their shared history, have the advantage of vast and strategically linked rail network. Apart from interchange of freight trains, a passenger train called **Maitree Express** is also running between Kolkata and Dhaka since April 2008. In view of demand of passengers it has been agreed between two countries to reduce travel time and change the days of running. India and Bangladesh are also in the process of enhancing cooperation in the railway sector including development of railway infrastructure in Bangladesh.

Annual Plan 2009-10

71. Madam, the annual plan outlays of the Railways are a harbinger of economic stimulus for the country, the crying need of the hour. Reviewing the interim budget projection of Rs 37,905 cr for the Annual Plan 2009-10, within a few days of my taking charge, **I was surprised to find that there was a provision of Rs 3400 cr for resource mobilization through PPP**, of which Rs 3300 cr would **just not materialize**. This would imply a straight reduction in the Annual Plan to a level below the actual expenditure in 2008-09. I also learnt that the Railways had received less than their proportionate share of Gross Budgetary Support (GBS), as per the XI plan provisions. I immediately took up the matter **with the Finance Minister and am happy to say that we received an increase of Rs 5000 cr as budgetary support, over and above the Rs 10,800 cr committed in the interim budget**. This has enabled the Railways to step up the plan allocation to Rs 40,745 cr even after non inclusion of the

provision of Rs 3300 cr for PPP on account of projects like station modernization, new locomotive plants as joint venture etc.

72. **I am happy to inform** the house that against all challenges and odds, the Railways will be able to deploy **internal resources at Rs 15,675 cr**. Market borrowing has been stepped up to Rs 9170 cr to support the higher requirement of rolling stock. The house will also be happy to know that **Finance Ministry has approved issue of tax free bonds by IRFC, for the first time, after a gap of several years.**

73. I would like to share with the House a few important highlights of the plan allocations. In support of the numerous demands I receive from my colleagues in the Parliament and States, I have **increased the allocation for New Lines** from Rs 1100 cr in the interim budget to **Rs 2921 cr**. The provision for **Gauge Conversion is Rs 1750 cr, an increase of 24% over the interim budget**. In view of the pressure on internal resources, all Gauge Conversion, Doubling and Railway Electrification works have been transferred to Capital.

74. The interim budget provision for **Passenger Amenities was only Rs 502 cr**, after excluding the provision for Public Private Partnership. I am **extremely happy to inform** that the outlay **has now been increased to Rs 1102 cr, excluding PPP, which is an increase of 119%.**

75. Madam, Railway men and women toil round the clock, facing a multitude of adversities to serve this nation and run nearly 17,800 trains every day. We need to address their basic needs. I am **increasing the allocation for Staff Quarters to Rs 335 cr, an increase of 49%** on the interim budget. Allocation for **Staff Amenities** is being increased to **Rs 424 cr an increase of 79%** on the interim budget.

76. **Additional Funds** to the tune of **Rs 1949 cr have been sought** from Ministry of Finance for National Projects of Udhampur-Srinagar-Baramulla,

Jiribam-Imphal Road, Dimapur-Kohima, Azra-Byrnihat, Kumarghat-Agartala, Bhairabi-Sairong, Agartala – Sabrum and Sivok – Rangpo new lines, Bogibeel Rail-cum Road Bridge, Lumding-Silchar-Jiribam and Rangia-Murkongselek gauge conversion.

Urban Transport Services

77. Thane-Turbhe-Nerul-Vashi: With the completion of Turbhe-Nerul section (4.80 km), Thane-Turbhe-Nerul-Vashi project stands completed, facilitating running of direct trains between Thane and Nerul.

78. **Mumbai Urban Transport Project (MUTP) Phase-II:** MUTP Phase-II sanctioned in the Budget 2008-09 at a cost of Rs.5300 crore is under implementation. Pre-feasibility study for Mumbai Elevated Rail Corridor (Churchgate -Virar) to supplement the densely loaded and intensively utilized existing suburban system for Mumbai, is in progress.

79. The **Rail based suburban services** i.e. Metro Railway, Circular Railway and EMU services are the life line of the cities of Mumbai, Kolkata, and Chennai. Even after augmenting the capacity of the existing EMU trains by way of additional coaches and introduction of additional services, the rail based suburban system will not be able to meet the demand of the ever increasing population and do not provide rail based transport from origin to destination to the commuters. There is a perceived need to provide an energy efficient rail based system as a feeder route connectivity to the existing Metro/Circular Railway/EMU suburban system in these cities. Therefore, I am happy to announce a feasibility study for **introduction of energy efficient rail based system for providing connectivity to existing suburban system in the most efficient economic way in Kolkata, Mumbai and Chennai.**

80. Kolkata has a **unique distinction of having a circular railway and metro under the Indian Railways.** Howrah having been declared as a world

class station, there is a need to segregate the suburban services to accommodate upgraded facilities. In this context, decongestion of Howrah by shifting suburban services to Saltgola will also be undertaken. For better integration, we plan to undertake the following works:

- a) Dakshineswar - Dum Dum – Barrackpore metro extension
- b) Development of terminal at Majerhat
- c) Majerhat-Diamond harbour via Joka
- d) Majerhat to Diamond Harbour including Khidirpur- Garden Reach-Budge Budge
- e) Dumdum to Garia via Rajarhat
- f) Dumdum to Barasat metro extension
- g) Park Circus to Bantala

81. Madam, the new rail line from Anantnag to Baramulla in Kashmir Valley has already been completed. Further, **Quazigund-Anantnag line will be completed by August 09 and will be inaugurated soon.** The work on the J&K project has got a setback as difficulties have been faced on part of the line from Udhampur to Katra and Katra to Quazigund.

82. The alignment on Katra-Quazigund section has been under review and an Expert Committee appointed to study the issues involved has recently submitted its report. Madam, **my foremost concern is the safety of the passengers. Therefore the decision in this project has to be made very carefully.** I will review the matter soon and **see how quickly this section of the national project can be taken up** for completion.

83. Madam, the Northeast region is very sensitive and its projects are in progress for providing connectivity to state capitals of Arunachal Pradesh, Nagaland, Manipur and Mizoram. In recognition of this, ten rail projects in this region have been declared as National projects, including projects like Bogibeel rail cum road bridge and gauge conversion of Lumding-Silchar-Jiribam,

Rangia-Murkongselek. The construction of national project in Sikkim from Sivok to Rangpo is proposed to be entrusted to IRCON for time bound completion. The surveys for new lines connecting Gangtok and Shillong have been completed and the proposals would be further processed for necessary clearances. A proposal for creation of **Northeast Region Rail Development Fund** has already been initiated to ensure necessary funds for timely completion of National Projects in the region.

84. The work of **Lumding-Silchar gauge conversion** is getting adversely affected due to adverse law and order conditions in the area. The matter has been taken up with the concerned authorities for providing necessary security so that the work could progress smoothly.

85. I am going to **entrust responsibility for monitoring all national projects to a senior officer so that there is strict adherence to time schedules for completion.**

New Lines

86. Madam, target of 250 km has been fixed for construction of new lines in 2009-2010. Some prominent sections are as follows:

1. Ghoramara-Dumka of Deogarh-Dumka
2. Bishnupur-Gokulnagar of Tarakeshwar-Bishnupur
3. Lanjigarh-Bhawanipatna of Lanjigarh-Junagarh
4. Quazigund-Anantnag of Udhampur-Baramulla
5. Rewari-Jhajjar of Rewari-Rohtak
6. Kottur-Harihar
7. Churaru Takrala-Amb Andaura of Nangal Dam-Talwara

Gauge Conversion

87. During 2009-2010, a target of completion of gauge conversion of about 1300 km has been fixed including the following sections:

1. Pandharpur-Miraj of Miraj-Latur
2. Saharsa-Dauram Madhepura of Mansi-Saharsa- Purnea
3. Sitamarhi-Bairgania of Jaynagar-Narkatiaganj
4. Parlakimidi-Gunupur of Naupada-Gunupur
5. Mathura-Achnera
6. Aunrihar-Jaunpur
7. Fakiragram-Dhubri
8. Ratangarh-Degana of Sadulpur-Bikaner-Degana
9. Madanapalle Road -Dharamavaram of Dharmavaram-Pakala
10. Quilon-Punnalur
11. Baripada-Bangriposi of Rupsa-Bangriposi
12. Daboi-Chhota Udepur of Pratapnagar-Chhota Udepur
13. Wansjaliya-Jetalsar
14. Ajmer-Phulera
15. Bhildi-Samdari
16. Haibargaon-Mairabari
17. Vellore-Villupuram

Doubling

88. During 2008-09, 363 km of doublings were constructed whereas for 2009-10, target for doubling of 700 km has been fixed. The work of doublings of Phaphamau-Allahabad, Mansa-Bhatinda, Ghutiarisharif-Canning, Dakshin Barasat-Lakshmikantapur, Lohta-Badhoi, Jirat-Ambika Kalna, Magrahat-Diamond Harbour, Yesvantpur-Yelahanka, Yelahanka-Chennasandra, Brundamal-Jharsuguda Flyover, Gandhidham-Adipur, Gandhidham-Kandla Port and Nalikul-Tarakeshwar have been proposed in the Budget.

89. Madam, in this budget time for preparation has been very short. **Being an election year, expectations are very high.** There has not been enough time to

process cases for approvals of Planning Commission. However, we will shortly be sending the major projects for necessary approvals. However, the House will appreciate that “Small is Beautiful”. Therefore, in order to continue the pace of creation of infrastructure, I propose to process the following rail connectivity proposals.

a) New Lines:

1. Shahganj-Unchahar via Sultanpur, Amethi, Salon
2. Bongaon-Bagdaha
3. Banspani-Bimalgarh-Barsuan
4. Dankuni-Jorgalpara-Furfura Sharif-Jangipara-Bargachia
5. Chikballapur-Sri Satya Sai Prashanthi Nilayam
6. Balurghat-Hilly
7. Alamatti-Koppal
8. Salboni-Jhargram via Lalgarh, Belpahari
9. Bolangir-Nawapara Road
10. Digha-Jaleswar-Puri
11. Yadgir-Shahapur-Shorapur-Muddebihal-Alamatti
12. Bishnupur-Mukutmonipur
13. Gadag-Haveri
14. Samsi-Dalkhola
15. Krishnanagar-Beharampore via Chapra, Karimpur
16. Gadag-Wadi
17. Tarakeshwar-Magra restoration
18. Shimoga-Harihar
19. Kaliyaganj-Buniadpur
20. Madhuban-Giridih
21. Panskura-Ghatal-Chandrakona and Ghatal-Arambagh
22. Anekal Road-Bidadi
23. Namkhana-Bakkhali
24. Pune-Nasik

25. Joynagar-Raidigi
26. Rajkharswan-Ranchi
27. Hasnabad-Samshernagar
28. Medak-Akkanapet
29. Arambagh-Khana
30. Dantewara-Malkangiri
31. Canning-Gosaba via Basanti
32. Vishnupuram-Venukonda
33. Kakdweep-Sagar-Kapilmuni
34. Dullabcherra-Cheraji
35. Mandir Bazar-Ramganga
36. Sambalpur-Behrampur
37. Chalsha-Jhaldhaka
38. Madurai-Ernakulam (Cochin)
39. Ghatakpur-Minakhan
40. Bilara-Bar
41. Baruipara-Furfura Sharif-Arambagh
42. Ratlam-Banswara-Dungarpur
43. Krishnanagar-Nabadwipghat extension to BB loop
44. Ramnagar - Chaukhutiya
45. Machhlandpur-Swarupnagar
46. Erumeli-Pathanamthitta-Punalur-Thiruvananthapuram
47. Ajmer-Sawaimadhopur via Tonk
48. Sainthia-Chowrigacha via Kandi
49. Yamuna Nagar-Chandigarh via Sadhaura, Naraingarh
50. Nanded-Bidar
51. Singur-Nandigram
52. Dabwali-Kalanwali via Sirsa
53. Mirik-Gangtok

b) Gauge Conversion

1. Chhindwara-Nainpur-Mandla Fort
2. Ahmedpur-Katwa
3. Nagbhir-Nagpur

c) Doubling

1. Tala-Princepghat-Majerhat
2. Secunderabad-Mahboobnagar
3. Sahibganj-Bhagalpur
4. Mokama-Ara
5. Rampurhat-Ghumani 3rd Line
6. Rewari-Hissar
7. Dankuni-Bally 3rd line
8. Bibinagar-Nallapadu
9. Krishnanagar-Lalgola
10. Rajkot-Viramgam
11. Bandel-Saktigarh 3rd line
12. Jhansi-Kanpur

Railway Electrification

90. The target for electrification during XI Plan is 3500 Route Kilometers with an outlay of Rs.3500 crores. In the first two years of XI Plan, 1299 RKMs has been electrified. Survey for electrification will be carried out for

1. Jaipur – Sawaimadhopur
2. Khana – Farakka Phase I upto Rampurhat
3. Guntakal – Guty - Bangalore

91. There have been demands from various quarters for making the **Tatkal Scheme** more user-friendly. I have decided to do just that. The period of advance booking under the Tatkal Scheme will be reduced from 5 days to 2

days, Tatkal tickets will be made available destination-wise instead of from end to end thereby reducing the financial burden on passengers. Tatkal charges will now be levied as a percentage of the fare subject to a minimum of Rs. 100 instead of minimum of Rs. 150 at present.

92. Madam, **there are considerable delays in project execution and implementation by the Railways.** All the initiatives indicated in the Budget and the projects taken in hand would have to be strictly monitored for implementation in line with fixed target dates. **I propose to develop a project monitoring mechanism** by setting up a project monitoring committee, so that time lines are strictly adhered to and there is no slippage in project delivery. With this, I hope to achieve substantial savings in cost associated with faulty planning and time over runs.

93. Madam, I am deeply conscious of the need to bring about a perceptible improvement in the travel experience of our passengers. Through this Budget, I am committed to several initiatives which I hope will bring highest satisfaction to the travelling public. I am also aware that the recession in the economy has caused much economic burden among the poorer section of our society. Therefore, **I do not propose any increase in the passenger fares of any class or category of trains. Similarly, I do not intend to increase freight tariffs.**

94. Before I conclude, I would humbly submit to the House that I have had an extremely short time to prepare and present this Budget, in view of the election year. Therefore in the limited time, I have tried my best to cover the major facets of Railways. However I would like to inform the House that I will frame a suitable strategy and road map for the coming years. I propose to take **concrete steps to make Indian Railways a strong, responsive and vibrant organization, with higher levels of capability and effectiveness.** 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 5 years and develop a **Vision 2020** along with short **terms and long terms strategy and plan of action to realise it.**

95. I draw strength from these words of Gurudev;

**“And it shall be my endeavour to reveal thee in my actions,
Knowing it is thy power gives me strength to act”**

96. Madam, everyone likes to live life in a humane manner. The Railways is an organization with twin responsibilities - commercial and social. It **will be** our **endeavour to render all commercial services with a human face.** Here I would like to quote a couplet.

**Roshni chaand se hoti hai sitaron se nahin,
Kamyabi manvikta se hoti hai, zulm se nahin”**

97. Madam, with these words I commend the Railway Budget 2009-10 to the House.

Major thrust areas of the Budget 2009-10

- Theme of the Budget*
- To attain the objective of “Inclusive Growth”, the focus will be on commercial operations with a human face.
 - To continue to address the critical needs of **modernization and induction of high end technology**, availability of rolling stock, safety of track and other railway assets etc.
- Passenger Amenities*
- To achieve a perceptible **improvement in deteriorating state of travel experience of passengers** by improving services like cleanliness, catering, supply of bed rolls and basic station facilities like drinking water, sanitation, accommodation, information systems etc.
 - To **improve station facilities** through public private partnership. Monitoring of outsourced service will be strengthened and an effective

feedback system will be evolved.

- To **expand PRS, UTS systems and e-ticketing** to facilitate easy access to ticketing for passengers. Concept of introducing mobile vans for ticket disbursement is also under consideration.
- To develop a new business model for providing **multi functional complexes at stations** and on surplus lands.

Security

- To give special focus for **security at stations and on trains**. Integrated security package proposed to provide CCTVs and other surveillance equipment at important and vulnerable stations.

Parcel services

- To run **Superfast parcel express trains** on select routes to provide premium parcel services with assured transit times.

Technology

- To continue focus on critical needs of modernization of the rolling stock through induction of high end technology for new design higher capacity wagons, higher horse power locomotives, stainless steel coaches and wagons etc.

Railtel

- Railtel Corporation to develop a plan, so that the optic fiber cable network of Railways that runs past various small stations and villages can be leveraged to take information technology up to the door steps in remote areas.

Plan Targets

- Capacity augmentation through adequate allocation for new lines, gauge conversion, doubling etc.

New Lines 250 km Doubling 700 km

Gauge Conversion 1300 km Electrification 1000 km

Production Targets

- Production Units will maintain full capacity utilization to produce coaches. Some shortfall in requirement being made good through market.

Locomotives 500 Coaches: 3655

EMU/ MEMU 935 Wagon: 18,000

DFC

- Dedicated Freight Corridor – DFCCIL has been asked to expedite submission of detailed cost estimates and business plan.

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- To run **Superfast parcel express trains** on select routes to provide premium parcel services with assured transit times.
- To introduce a new **special train service for rural migrant youth** working in large cities and metros.
- To continue focus on critical needs of modernization of the rolling stock through production of **high capacity wagons and high horse power locomotives**.
- Railtel Corporation to develop a plan, so that the optic fiber cable network of Railways that runs past various small stations and villages can be leveraged to take information technology up to the door steps in remote areas.

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New Lines	250 km	Doubling	700 km
Gauge Conversion	1300 km	Electrification	1000 km

- Production Units will maintain full capacity utilization to produce coaches. Some shortfall in requirement being made good through market.

Locomotives	500	Coaches:	3655
EMU/ MEMU	935	Wagon:	18,000

- Induction of technology through new design higher capacity wagons, higher horse power locomotives, stainless steel coaches and wagons etc
- Dedicated Freight Corridor – I have asked for the final location survey from Sonenagar to Dhankuni to be expedited and talks are on with Calcutta Port and Ministry of Shipping for extending the DFC till the port in Kolkata area. The DFCCIL has been asked to expedite submission of detailed cost estimates and business plan.

Plan Outlays

- Plan outlay of IR has been steadily increasing
(Rs. in cr.)
 - 2007-08 28980
 - 2008-09 36336
 - 2009-10 40700
- Internal generation deployment increased from Rs. 14,948 cr in 2007-08 to Rs. 18,738 cr in 2008-09. This was despite a disbursement of Rs. 13,600 cr. by way of Pay Commission arrears and higher pay scales/pension. In 2009-10, internal generation deployment will be Rs. 15,675 cr. (including draw down of Rs. 500 cr. from Safety Fund. This reduced disbursement is primarily on account of the impact of payment of 60% arrears of Pay Commission recommendations in 2009-10 (Rs. 6600 cr.) and the impact of recessionary trends on Railway traffic.
- The Ministry of Finance has given Rs. 15,800 cr. as GBS in 2009-10. This includes Rs. 14,600 cr. for various projects and Rs. 1,200 cr. for safety works (ROBs and level crossings). The deployment of the GBS is focused on improving capacity augmentation. Plan heads where the GBS has been deployed new lines, gauge conversion, doubling, traffic facilities, railway electrification, workshops, investment in PSUs (RVNL, DFC etc.), MTP and rolling stock. This constitutes about 81% of the total GBS received. In addition, another Rs. 1900 cr. of additional GBS is being sought from Ministry of Finance for the national projects.
- About 2500 cr. have been earmarked for DFC and another 1400 cr. towards projects being implemented by RVNL.
- Thrust in this annual plan is towards expansion and strengthening of the existing network and also towards creating more capacity in both freight and passenger traffic.

- Adequate provision made for replacement of assets, Traffic facilities and lease charges to IRFC
- Focus is in stepping up allocation for Passenger Amenities, Staff Amenities and security provision
- Slightly less provision for S&T and Other Electrical Works

- Passenger Earnings in 2007-08 at Rs 19,844 cr represented a growth of 15 percent. This growth has come down to 10.5 percent in 2008-09 and is now pegged at 10.8 percent in 2009-10 based on the current economic scenario. The passenger earnings target is fixed at Rs 24,309 cr.
- The Goods earnings grew at 13.7 percent in 2007-08 and 12.6 percent in 2008-09. With the global recession impacting the railway's transport business the target for 2009-10 has been pegged at Rs 58,525 cr entailing a growth of 9.5 percent. The increment loading has been kept at 47 MT. This is down from the incremental loading of 66 MT achieved in 2007-08 but up from the incremental loading of 40 MT achieved in 2008-09.
- The Other Coaching grew at 5 percent in 2007-08 and 9.5 percent in 2008-09 and is now pegged at Rs 2750 cr entailing a growth of 39.5 percent. This is primarily based on the review in parcel rates and new schemes to be launched in 2009-10 for generating more parcel traffic.
- High growth in sundry earnings primarily depends on the revival in the real estate market and the ability of the railways to successfully tap this market through commercial exploitation of surplus railway land. The target for 2009-10 at Rs 2760 cr would be surpassed once the above two are fulfilled.
- There has been a quantum jump in the Ordinary Working Expenses from Rs 41,033 cr in 2007-08 to Rs 62,900 cr in 2009-10 primarily due to the impact of the 6th Pay Commission which has resulted in an additional outgo including on pension of Rs 28,200 cr in the two years of 2008-09 and 2009-10 with a permanently yearly increase of Rs 12,700 cr.
- The drop in the rate of growth of earnings coupled with the increase in growth rate of expenses in the years 2007-08 to 2009-10 has deeply affected our generation of Investible Surplus which has dropped from Rs 19,972 cr in 2007-08 to Rs 12,560 cr in 2008-09 and is further expected to drop to Rs 8631 cr in 2009-10.
- To fund our massive network expansion program, 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 drawdown from our accumulated Fund Balances which may not be possible in the future.

- This drawdown has left the available fund balances at Rs 8,361 cr in 2009-10 from Rs 22,279 cr in 2007-08.
- The operating ratio has deteriorated from 75.9 percent in 2008-09 to 92.5 percent in 2009-10.
- In the coming years the growth rate of earnings is expected to pick up with global recession easing out and the railways being able to complete its capacity enhancement works resulting in carrying more traffic. Moreover it is expected that productivity levels in the railways will improve further through selective technology inputs to carry heavier and faster trains, infusion of more reliable and efficient technologies in operation & maintenance and improved maintenance practices.
- Passenger earnings and PKMs have grown at at a CAGR 9.62 and 8.41 percent respectively from 2000-01 to 2008-09.
- During the same period goods earnings have shown a CAGR of 10.90 percent. The NTKMs have shown a growth rate of 7.04 percent. The loading has increased from 474 MT to 833 MT an increment of 359 MT in the period.
- The total earnings of the railways have shown a CAGR of 10.74 percent. The ordinary working expenses have grown at a rate of 8.87 percent.
- This difference in growth rates, with the earnings growing at a much faster pace as compared to the expenditure has facilitated the railways in generating large surpluses.
- During the same period the plan size has also almost quadrupled from Rs.9335 cr to Rs.36336 cr reflecting a CAGR of 18.42 percent.
- This high growth in investment expenditure has enabled railways to provide better facilities to its passengers, expand its network, upgrade technology and increase reliability of its assets thus improving safety.
- The railways have been able to absorb the impact of the 6th Pay Commission on account of the robust growth by the railways in the current decade. Additional outgo in 2008-09 due to increase in salaries, allowances and pension is Rs13,600 cr and the anticipated additional outgo in 2009-10 is Rs14,600 cr. The total impact for the two years being Rs.28,200 cr.
- Out of this permanent impact due to increase in salary, allowance and pension would be around Rs. 12700 cr.

- Further due to global economy melt down there has been a fall in the demand for iron ore for export and exim containers impacting the earnings of the railways. It is expected that in spite of global recession the growth rate of our economy would be healthy resulting in demand for transportation of commodities particularly coal, cement, fertilizers and foodgrains etc.
- For the railways to return to high growth and generate sufficient surpluses would take time, till the world economy comes out of recession and the payment of arrears of the pay commission is completed.
- Due to the above twin effects the investible surplus of the railways available for investment has been impacted. Therefore in the coming few years railways would require increased budgetary support as a percentage of the total plan outlay.
- A number of new projects have been taken up by the railways for the expansion of its network and enhancing its throughput capacity so as to meet the demands of our growing economy.
- An extensive exercise to identify critical bottlenecks that need to be removed to achieve the target of carrying 1100 Million tons of freight by the terminal year of XIth Plan has been carried out. 7 main routes identified as High Density Network (HDN) routes are critical for carrying the targeted traffic. These routes are essentially what are called the Golden Quadrilateral and its diagonals connecting the four metros. The HDN routes account for 28 percent of IR's total route kilometres and carry 76 percent of the total Gross Metric Tons (GMT). These routes are highly saturated having line capacity utilization over 100 percent. 124 works like construction of second line, third line, fourth line, IBS, yard remodelling, bypasses, fly overs, crossing stations, automatic signalling etc are required to be completed expeditiously.
- A green field project of Dedicated Freight Corridor for the Eastern and Western Sectors requires massive investment for construction. These corridors will bring a fundamental change in the way railway's operates. DFC will enable complete segregation of passenger and freight traffic leading to more efficient, cost effective and customised services to both the segments of customers.
- Railways also require investment for development and production of high axle load wagons and high horse power locomotives as well as concurrent

upgradation of the track and bridges to cater to this high axle load. At the same time new improved coaches of higher capacity are also being inducted into the system to increase throughput. Investment is being made for increasing the speed of rolling stock. This will result in reduction of unit cost operation.

- A target of 250 km has been fixed for construction of new lines, 1300km for gauge conversion and 700km for doubling.

The railways have performed well from 2000-01 to 2008-09. passenger earnings and PKMs have grown at a CAGR 9.62 and 8.41 percent from 2000-01 to 2008-09. During the same period goods earnings have shown a CAGR of 10.90 percent. The NTKMs have had a growth rate of 7.04 percent. The loading has increased from 474 MT to 833 MT and increment of 359 MT in the period. The total earnings of the railways have shown a CAGR of 10.74 percent. At the same time the ordinary working expenses have grown at a rate of 8.87 percent.

This difference in growth rates with the earnings growing at a much faster pace as compared to the expenditure as facilitated the railways in generating surpluses. During the same period the plan size has also increased from Rs.9335 cr to Rs.36336 cr has almost quadrupled reflecting a CAGR of 18.42 percent. This high growth in investment expenditure has enabled railways to provide better facilities to its passengers, expand its network, upgrade technology and increase reliability of its assets thus improving safety.

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Targets

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Toilets in MEMU/DMU Trains

At present the toilet facilities are not being provided in DMU and MEMU trains when the travel time is less than 4 hours or the distance of train travel is less than 160 kms. This has led to large scale dissatisfaction among travelling passengers.

It is now proposed that toilet facilities would be provided in the MEMU/DMU trains if the train journey is more than 2 hours.

Train Information and Announcement Systems

There are persistent complaints from the travelling public particularly on the suburban sections of not having definite information about the arrival of trains. The existing announcement system is not adequate to take care of this issue. In Mumbai, Train Information System with automatic announcements is already in the process of being installed. The similar train information with automatic announcement system would be extended to Kolkata, Chennai and Delhi suburban sections.

Status of Electronic In-motion Weighbridges

The electronic in motion weighbridges are used over Indian Railways for weighing of tare, gross and net weight of goods wagons while in motion both in coupled and uncoupled conditions. The weighing speeds can be up to 15 kmph. Up to 120 tons weighing of individual wagon is possible and the results are stored in a computer.

The status of installation of Electronic In-motion weighbridges is given below:

- Installed = 130
- Under installation & commissioning = 23
- Planned for installation = 66

Air conditioned double decker coaches for inter-city travel

Indian Railways have taken up a project of design development and manufacture of air conditioned high capacity double decker coach to world class standard to cater to demands of intercity travel. A prototype of high speed double decker coach with state-of-art interiors and furnishings, superior riding quality, aesthetics, comfort level and passenger amenities shall be manufactured at Rail Coach Factory, Kapurthala. This coach will be able to carry 130 passengers and will have four toilets, mini pantry and provisions of light luggage racks. The coach will have speed potential of up to 130 kmph.

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The Railways has become so deeply interwoven in our social milieu and our daily lives that we tend to ignore some of the yeoman services it renders. Fourteen million people work as an integrated team round the clock to ensure that there is seamless flow in movement of personnel, artillery and materials for our armed forces, coal reaches the power houses that are the primary source of energy in our country, fertilizer reaches the farmers in time for the sowing season, harvest produce reaches consuming points across the length and breadth of the country and so on. The Railways is virtually the life line of the nation. This life line has to be strengthened and expanded to meet the demands of one of the fastest growing economies in the world. Through the annual plan, Railways have been seeking to augment capacity and replace assets to ensure smooth operations.

Jewels

Madam, Railway men and women toil round the clock, facing a multitude of adversities to serve this nation and run nearly 17,800 trains every day. We need to address their basic needs. I propose to increase allocation of Rs ___ cr for staff quarters , thereby increasing it by ___ % , so that provision of staff quarters is increased. improvement in in, and to and in all there is a dire need for providing basic facilities to our railway persons There are

Staff Welfare

3700 railway quarters were constructed during 2007-08. In addition, construction of 4100 quarters has been completed during 2008-09. During 2009-10, 6560 staff quarters are proposed to be constructed.

Corporate Welfare Plan

[Thrust will be given under the Corporate Welfare Plan](#) for improvement of staff quarters & colonies viz reconstruction, improvement and up-gradation of sub-standard quarters, major works of replacement of roofs, woodwork, etc., augmentation of water supply, sewerage system, road, drainage network and re-wiring of quarters, up-gradation of electrical fittings. [It is also proposed to set up model colonies in each zone for railway staff equipped with all functional amenities like parks, recreation facilities etc.](#)

In order to provide a small comfort to my staff, Shelters will be constructed at all major hospitals with toilet facilities for families accompanying the sick railway personnel or their wards.

Every major Railway hospital will be asked to provide a Burn unit and ITU.

Arrangements will be made to provide Ambulance services on hire for passengers at Chennai, Bangalore, Delhi, Hyderabad, Mumbai, Kolkata,

All Railway stations will be upgraded in a phased manner to provide value added services like ATMs, Pay and use toilets, Mobile and phone cards, chemist shops, florists, stationary marts, book stalls, escalators/ lifts, ethnic food stalls etc

Howrah general hospital

Indoor stadiums will be developed in major railway divisions and zones

Budget hotels will be encouraged on railway land at pilgrim centres and hill stations

The commercial operation of Railways is required to be done with a human face.

Madam, the house will appreciate that 2009-10 is a year of great challenge for the Railways. While recessionary trends in the domestic and global economy continue, the Railways would also be paying about Rs 14600 cr towards implementing 6th Pay Commission recommendations. This is likely to impact the ability of the Railways to sustain the desired level of internally generated resources for investment. I am confident that the 14 million strong Railway family will rise to the occasion and surmount all challenges to maintain their journey of growth.

5. We are proud of our Railway family. They lead the Railways. It is satisfying to note that industrial relations over Indian Railways remained peaceful and cordial during the year. Federations, unions and associations play an important and constructive role in making Indian Railways a vibrant and effective system. I will ensure that mutual goodwill and harmony continues to prevail on the Indian Railways.

6. We all know that there are several parts of our country even today that have not seen rail services and are waiting for years to join the mainstream. People of these areas have to traverse long distances seeking access to the rail network and are eager for faster and inclusive economic growth. The Railways play a very vital role in providing remote area connectivity. Railway line implies access to jobs, medical facilities, education and so many other aspirations of the people.

7. Madam, 8. Madam, we need to strike a right balance. I have decided to make a comprehensive survey throughout the country to identify those parts that are detached from all infrastructure development and facilities. This will reveal the vast underprivileged sections of our society who feel isolated from the developmental process. To fulfil their electoral mandate I feel we should prepare a blue print for their development with a vision for involving agriculture and industry to create more infrastructure and employment generation. As I always say, industry and agriculture are like the two sisters- joy and happiness.

9. Speaker Madam, our hon'ble Prime Minister always emphasises on 'inclusive growth'. The Railways must set an example to promote 'inclusiveness' in their functioning keeping the needs of all sections of our fellow countrymen in our thoughts, decisions and deeds. This will be the core theme of my approach in development of Railways.

Since Railways have surplus land banks in Kolkata region, I propose to put these to good use in the service of the nation and also A wagon component manufacturing unit is being set up at Majerhat to produce the latest technology higher axle load bogies, couplers and draft gears. A repair workshop for undertaking mid life rehabilitation of 300 coaches per annum is also proposed to be set up at Naopara to address the shortfall in availability of such a facility in the North Eastern and Eastern region of the country. Currently, 2000 coaches per annum require MLR and we have only one facility in Bhopal.

A facility for manufacture of critical high technology components and sub assemblies of electric and diesel locomotives will be developed in Dankuni in the Eastern Industrial Corridor. This facility will manufacture electric locomotives shells, equipment for locomotive and traction motors for modern 3-phase electric locos, engine blocks under frame and bogies for high horse power diesel EMD locomotives etc. This facility at Dankuni will also have training facilities for artisans and supervisors to turn out young trained workers who will join the national talent pool.

a after assuming charge of the Railway Ministry I had announced that I would provide economic freedom to travel to the poorer sections of our society, particularly in the unorganized sector. I am launching a new scheme named Izzat Monthly Season Ticket (MST) under which, a uniformly priced MST of Rs 25 /- would be available free of all surcharges for travel up to 100 km, for members of the unorganized sector with monthly income not exceeding Rs. 1500. I believe that this MST will permit a far larger number of people to travel with dignity to earn their livelihood.

97.

Madam, this is the right time for the Railways to introspect, 'look back' and critically assess the overall performance in all major areas of its functioning. This exercise will pave the way to 'look forward', prepare for consolidation of our efforts to strategise for growth to attain Vision 2020.