

Not for Publication
For Members only

LOK SABHA

SYNOPSIS OF DEBATES
(Proceedings other than Questions & Answers)

Tuesday, March 15, 2022 / Phalguna 24, 1943 (Saka)

ANNOUNCEMENT BY THE SPEAKER

HON. SPEAKER: I have to inform the House that I have received the following message from the hon. President :

"I have received the expression of thanks expressed by the Members of the Lok Sabha for the Address which I delivered to both Houses of Parliament assembled together on 31st January, 2022".

RESIGNATION FROM THE MEMBERSHIP OF LOK SABHA

HON. SPEAKER: I have to inform the House that I have received a letter from Shri Bhagwant Mann, an elected Member from Sangrur Parliamentary Constituency, Punjab resigning from the Membership of Lok Sabha with immediate effect. I accept his resignation with effect from 14 March, 2022.

STATEMENT BY MINISTERS

(i) *Re: Inadvertent firing of Missile on 9th March, 2022*

THE MINISTER OF DEFENCE (SHRI RAJ NATH SINGH) : I would like to brief this august House about an incident that took place on 9th March, 2022. This incident relates to inadvertent release of missile during inspection. During routine maintenance and inspection, a missile was accidentally released at around 7 p.m. It was later learnt that the missile had landed inside the territory of Pakistan. While this incident is regretted, we are relieved that nobody was hurt due to the accident. I would like to inform the august House that Government has taken serious note of the incident. A formal high level inquiry has been ordered. The inquiry would determine the exact cause of the said accident. I would also like to state that a review of the Standard Operating Procedures for operations, maintenance and inspections is being conducted in the wake of this incident. We attach highest priority to safety and security of our weapon systems. If any shortcoming is found, the same would be immediately rectified.

(ii) *Re: Situation in Ukraine*

THE MINISTER OF EXTERNAL AFFAIRS (DR. SUBRAHMANYAM JAISHANKAR) : I rise to make a statement to this august House on the situation in Ukraine and the implications that it has had for India, including for our nationals resident there. Despite the challenges posed by a serious ongoing conflict, we have ensured that about 22500 citizens have returned home safely. The House would recognize the complexity of the various endeavours that made it possible. Allow me to share them in some detail.

As Hon'ble Members may be aware, a tense situation between Russia and Ukraine erupted into conflict on 24 February 2022. The root causes for this are complex, going back to a range of issues including the security architecture, political governance and inter-state politics. To that was added the challenges of implementing understandings reached earlier. What is pertinent to note is that the hostilities placed the Indian community of 20000 plus in direct danger. Even while we were participating in the global deliberation of this evolving situation in the UN Security Council, the pressing challenge was to safeguard our citizens and ensure that they were not in harm's way.

At the direction of the Prime Minister, we launched Operation Ganga, thereby undertaking one of the most challenging evacuation exercises during an ongoing conflict situation. Our community was dispersed across Ukraine, posing its own logistical challenges. The exercise was undertaken at a time when military actions including air

strikes and shelling were underway. It involved movement in a war-torn situation in a large country, at times over a 1000 km. And it required exiting borders clogged by an estimated 2.6 million refugees.

The entire exercise involved a 'whole of Government' approach with Prime Minister himself chairing review meetings, almost on a daily basis. At the MEA, we monitored the evacuation operations on a 24x7 basis as well. We got excellent support from all concerned Ministries and organizations, including Ministry of Civil Aviation, Ministry of Defence, National Disaster Response Force, Indian Air Force and private airlines. There was effective coordination with the State Governments in ensuring that arrangements were made by them for return of Indian nationals to their respective States once they landed in Delhi and Mumbai.

Let me apprise members of the steps taken in advance of the actual conflict situation. As tensions increased, the Embassy of India in Ukraine had started a registration drive for Indian nationals in January 2022. As a result, around 20,000 Indian nationals registered with our Embassy in Kyiv. Most of the Indian nationals were students who were pursuing medical studies in Ukrainian universities dispersed throughout the country. More than half of the students were in Universities in Eastern Ukraine that borders Russia and has been the epicenter of the conflict so far. The students hailed from 35 States and UTs of India with more than 1000 students each from States of Kerala, UP, Haryana, Tamil Nadu, Gujarat, Maharashtra, Bihar and Rajasthan.

In view of the continued build-up of tensions in February, the Embassy of India in Kyiv issued an advisory on 15 February, 2022 advising Indian nationals in Ukraine, whose stay is not essential, to leave the country temporarily. It also advised Indian nationals not to travel to Ukraine or undertake non-essential movements within Ukraine. Members will appreciate that such advisories are extremely unusual and their very issue is itself a serious caution. Further advisories were also given on 20 February and 22 February pressing students to leave Ukraine. Air-bubble restrictions then in force were immediately lifted in consultation with Ukrainian side to increase the number of direct flights. As a result, around 4000 Indian nationals departed from Ukraine by direct and indirect flights till 23 February 2022.

Despite our efforts, however, a large majority of students elected to continue staying in Ukraine. We must understand their predicament in this regard. There was a natural reluctance to leave educational institutions and affect their studies. Some universities actively discouraged and showed reluctance to offer on-line studies. Many of them received conflicting advice regarding safety. The challenges of travel back may

have also been a factor. In the period leading to 24 February, the political signals were confusing as well. Public urgings not to be taken in by alarmism and reports of force withdrawals created a confusing picture. The net result was that about 18000 Indian citizens were caught in the midst of conflict when it began.

The Ministry had started reinforcing the strength of our Mission in Ukraine in anticipation of a difficult situation. Additional Russian-speaking officers were deputed to Kyiv on 22 February to our Embassy. To keep in constant touch with distressed Indian nationals in Ukraine and their families in India, a Situation Room was established in Delhi on 16 February. The Embassy took parallel measures. The MEA Situation Room was ramped up to over a hundred personnel, allowing them to respond to over 13000 calls and over 9000 emails till date.

The strategy for evacuation was to take out Indian nationals from the western neighboring countries of Ukraine — Poland, Slovak Republic, Hungary, Romania and Moldova. This was necessitated due to closure of the Ukrainian airspace on 24 February. To carry this out, we were required to strengthen our Missions in these countries so that they could deploy teams at the border points, set up transit camps, operate effective control rooms and facilitate the large number of air flights. Along with that, they also handled incoming humanitarian assistance. 47 additional MEA officials were dispatched to ensure these objectives, supplementing a pre-existing Embassy strength of 58.

Hon'ble members should appreciate that along with our Embassy personnel, these officials have gone to extraordinary lengths in difficult circumstances to ensure that Operation Ganga is successful. Their constant intervention at border check-points helped to address the severe challenges posed by over-congestion. Their liaison with local governments and community organizations was responsible for the boarding, lodging and medical attention of evacuees. And, of course, they handled the complexity of flight operations on the ground so that the return home was a smoother process.

Under Operation Ganga, 90 flights have been operated, out of which 76 were civilian flights and 14 were Indian Air-force flights. The evacuation flights were from Romania, Poland, Hungary and Slovakia. While Indian Air-Force rose to the occasion, most of the private air-lines, that includes Air India, Air India Express, Indigo, Spice Jet, Vistara, Go-Air and Air Asia, also participated enthusiastically.

During this period, Prime Minister himself spoke to Presidents of Russia and Ukraine on multiple occasions. He specifically took up the issue of safe evacuation of Indian nationals, especially from Kharkiv and Sumy. PM also spoke to the Prime

Ministers of Romania, Slovak Republic, Hungary and President of Poland to seek their support for facilitation of entry of Indian nationals to their countries.

I was in constant touch with my counterparts from Ukraine, Russia, Poland, Romania, Hungary, Slovakia and Moldova for similar reasons. Foreign Secretary maintained contact with the Ambassadors of Ukraine and Russia in New Delhi, while our Ambassadors in Kyiv and Moscow followed up in their respective capitals.

Prime Minister deputed four Union Ministers as Special Envoys to Romania, Hungary, Slovak Republic and Poland to facilitate Operation Ganga. This included Shri Jyotiraditya Scindia to Romania, Shri Kiren Rijiju to Slovak Republic, Shri Hardeep Singh Puri to Hungary and Gen (Retd.) Shri V.K. Singh to Poland. Their personal supervision of the evacuation process'es made a substantial difference in the ease of border-crossing and the care taken of our citizens thereafter.

The most challenging part of the evacuation exercise was that of evacuating Indian nationals from Kharkiv and Sumy. Both the places witnessed heavy shelling and air strikes. Many options were worked out to evacuate students through buses and trains. A team from our Embassy in Moscow had also been sent to the Russia-Ukraine border to facilitate the possible evacuation of Indian students through Belgorod and Kursk. Many students from Kharkiv were moved to Pesochin in view of anticipated escalation of hostilities. While our efforts were able to stave off the more extreme scenarios, their presence in a safety zone allowed for subsequent ferrying through buses to the western borders. The Sumy evacuation, which was the last one on a significant scale, was also extremely complex as our students faced the prospect of being caught in a crossfire. Their evacuation from the city needed a credible ceasefire, a daunting challenge in the current situation. This finally materialized due to the personal intervention of the Prime Minister himself with the Presidents of Ukraine and Russia. Noting the extraordinary challenges before us, we also dispatched a special team of senior officers to the vicinity of Sumy. Their coordination with the military forces deployed there, with the ICRC and arrangement of logistics was responsible for the final outcome.

During the entire period, our Embassy in Ukraine has been working incessantly to contact Indian nationals, arranging and facilitating transport, coordinating with local authorities, providing food etc. Throughout the evacuation exercise our Embassy was in constant touch with the Ukrainian authorities. We appreciate their positive response to our requests during this period. Their intervention was responsible for the running of additional trains needed in the evacuation exercise. The Embassy also provided travel documents within a short time in cases where Indian nationals had lost their passports.

They also partnered with the neighbouring Embassies to resolve challenging situations at the border. On 13th March, in view of the rapidly deteriorating security situation in Ukraine, including attacks in western parts of the country, it was decided to temporarily relocate the Indian Embassy in Ukraine to Poland. The situation will be reassessed in light of further developments.

Hon'ble Members should also recognize the great contribution made by NGOs, civil society representatives and volunteers in the evacuation exercise. Equally noteworthy were the efforts of community organizers and Indian businesses in the countries neighbouring Ukraine, and indeed, in Ukraine itself. In numerous ways, they assisted in the transport, shelter and sustenance of the evacuating students. The nation owes them a debt.

In line with India's principle of 'Vasudhaiva Kutumbakam', foreign nationals were also evacuated from conflict zones and brought to India. They included about 150 citizens of 18 countries, among them our immediate neighbours like Bangladesh and Nepal. Many of the Ukrainian nationals that are family members of Indian nationals have also been evacuated. We also provided free passage to Ukrainian nationals from India to Poland in our evacuation flights.

In response to the emerging humanitarian situation India has provided relief supplies to Ukraine and its neighbouring countries of Poland, Romania, Slovak Republic and Moldova. A total of 90 tons of relief material comprising medicines, tents, blankets, sleeping mats, tarpaulin, surgical gloves, protective eye goggles etc were provided.

Hon'ble Members are aware that at Kharkiv, Naveen Shekarappa Gyanagaudar, a final year medical student of Kharkiv Medical University, lost his life. He succumbed to injuries received when he had gone to fetch groceries from a shop. We deeply mourn his untimely demise. Our prayers are with his family and loved ones. Our Embassy in Ukraine is diligently pursuing the repatriation of his mortal remains to India.

I would also like to mention the assistance our Embassy provided to another Indian national, Harjot Singh, who suffered bullet injuries on his way out from Kyiv. His medical expenses were taken care of and arrangements were made for his movement from Kyiv to the Polish border. He was brought back in IAF flight to India accompanied by a doctor arranged by our Mission in Poland.

The unfolding developments in Ukraine have simultaneously played out at the United Nations, in particular at the UN Security Council, where India is presently serving as a non-permanent member. India's position on the Ukraine conflict has been steadfast

and consistent. We have expressed deep concern at the worsening situation and called for immediate cessation of violence and end to all hostilities. Our statements at the UN Security Council and UNGA have urged an urgent ceasefire and ensuring safe passage for stranded civilians. We have also highlighted the humanitarian assistance extended by India to Ukraine and its neighbouring countries at this hour of crisis.

We have reiterated at the highest levels of our leadership to all parties concerned that there is no other choice but the path of diplomacy and dialogue. We have emphasized to all member States of the UN that the global order is anchored on international law, UN Charter and respect for territorial integrity and sovereignty of states.

The Ukraine conflict has major economic implications. Its impact on energy and commodity prices is already visible. The disruption of the global supply chain is expected to be significant. India has substantial dealings with both Russia and Ukraine. An assessment in this regard by the Government is underway. However, the House will appreciate that there is all the more need for an Atmanirbhar Bharat.

Operation Ganga is a testimony of our commitment to ensure that Indians in distress situations abroad can count on their Government. We have shown this on numerous occasions before, but rarely in one as challenging as the ongoing conflict in Ukraine.

I am confident that Hon'ble Members of this House would join me in commending the efforts of Government of India, the officials of Ministry of External Affairs, particularly the concerned Embassies, Ministry of Civil Aviation, Ministry of Defence, NDRF, the Indian Air Force, private airlines and all those who have worked tirelessly and selflessly for the safe return of our nationals from Ukraine. I would also like to convey our sincerest appreciation and gratitude to the local Indian community, civil society, volunteer organizations etc in Ukraine, Poland, Romania, Slovakia, Hungary and Moldova. However, what is most noteworthy is the courage and determination of our young students in Ukraine, some of whom had to face difficult situations in active conflict zones.

These are undeniably challenging times. But the House may rest assured whether it is our approach to the political situation, the implications for the economy or the welfare of Indians abroad. Our Government will respond with the confidence, diligence and responsibility that has been our hallmark.

***MATTERS UNDER RULE 377**

- (1) **SHRI JAGDAMBIKA PAL** laid a statement regarding need to address the problem of rising cement and steel prices.
- (2) **SHRIMATI RAMA DEVI** laid a statement regarding need to set up a Post Office at Hansaur Village, Sitamarhi district, Bihar.
- (3) **SHRIMATI RANJEETA KOLI** laid a statement regarding need to address the problem of shortage of drinking water in Sikar district, Rajasthan.
- (4) **SHRI SANJAY SETH** laid a statement regarding need to stop the practice of dividing people along caste and religious lines during election time.
- (5) **SHRI RAVINDRA KUSHAWAHA** laid a statement regarding need to set up an office in Salempur Parliamentary Constituency, Uttar Pradesh to facilitate export of fruits, vegetables and flowers grown in the region.
- (6) **SHRI RAHUL KASWAN** laid a statement regarding need to give Nohar and Sidhmukh region of Churu Parliamentary Constituency, Rajasthan its allocated share of water from Bhakra Main line.
- (7) **SHRI KRISHNAPALSINGH YADAV** laid a statement regarding need to establish a Central University in Guna, Madhya Pradesh.
- (8) **SHRI AJAY NISHAD** laid a statement regarding construction of bridge on river Bagmati in Muzaffarpur Parliamentary Constituency, Bihar.
- (9) **SHRI SUNIL KUMAR SINGH** laid a statement regarding need to accelerate the pace of implementation of Jal Jeevan Mission in Jharkhand particularly in Chatra Parliamentary Constituency.
- (10) **SHRI VISHNU DAYAL RAM** laid a statement regarding need for electrification of villages in Palamu and Garhwa districts of Jharkhand.
- (11) **SHRI MOHANBHAI KUNDARIYA** laid a statement regarding need to convert Jasdan-Botad metre gauge railway line into broadgauge.
- (12) **SHRI RAJU BISTA** laid a statement regarding Ropeway projects in Darjeeling.

* Laid on the Table as directed by the Chair.

- (13) **GAURAV GOGOI** laid a statement regarding youth joining insurgent groups in Assam.
 - (14) **SHRI RAJMOHAN UNNITHAN** laid a statement regarding construction of a RoB at Kottikkulam Railway Station.
 - (15) **SHRIMATI KANIMOZHI KARUNANIDHI** laid a statement regarding fate of Ukraine returnee medical students.
 - (16) **SHRI P. VELUSAMY** laid a statement regarding provision of 1st class coach in Tutcorin Express and also increase in its frequency.
 - (17) **SHRIMATI VANGA GEETHA VISWANATH** laid a statement regarding reforms in medical field.
 - (18) **PROF. SOUGATA RAY** laid a statement regarding future of Ukraine returnee medical students.
 - (19) **SHRI KRUPAL BALAJI TUMANE** laid a statement regarding implications of technological shift on employees of Doordarshan and Akashvani.
 - (20) **DR. ALOK KUMAR SUMAN** laid a statement regarding train facilities at Thawe Junction.
 - (21) **SHRI KOTHA PRABHAKAR REDDY** laid a statement regarding review of existing guidelines relating to lease of lands in cantonment areas.
 - (22) **SHRI KESINENI SRINIVAS** laid a statement regarding financial situation of Andhra Pradesh.
 - (23) **DR. M. P. ABDUSSAMAD SAMADANI** laid a statement regarding likely hike in fuel price by Petroleum companies.
 - (24) **SHRI HANUMAN BENIWAL** laid a statement regarding devolution of power to Consumer Courts for redressal of complaints pertaining to power companies.
 - (25) **SHRI THOMAS CHAZHIKADAN** laid a statement regarding wild animals menace in Kerala.
-

THE UNION BUDGET- 2022-23

DEMANDS FOR GRANTS

MINISTRY OF RAILWAYS

SHRI KODIKUNNIL SURESH *initiating said:* This Budget publicised as revolutionary is nothing but a jugglery of allocation. The internal revenue of railways of 2022-23 is estimated at Rs. 2.40 lakh crore. While this increase in internal revenue might seem high, the ground reality is that no action is being taken sincerely to achieve the targets set in the Budget. Regarding passenger revenue, I want to ask the Government how target will be achieved when the Indian Railways is not doing anything to revive the passenger revenue. The services that were cancelled during Corona period are yet to be normalised and the special trains are yet to be converted to regular services. So, this claim of railways going to be radically transformed within this financial year is nothing but fake. The intention of this Government is to privatise the Indian Railways also. I would like to ask Government whether the Indian Railways will be in the hands of the Government or to some corporate houses. Similarly, there is a very terrible situation in the Indian Railways regarding filling up of the vacancies. There are number of posts lying vacant which are reserved for the Scheduled Castes and Scheduled Tribes. The reserved category posts have not been filled up in Indian Railways for a long time. The Railway Recruitment Board has become totally defunct now. Indian Railways is the biggest organisation which provides employment opportunities for unemployed youth belonging to the Scheduled Castes and Scheduled Tribes. But when recruitment ban is continuing in Indian Railways also, where will they get employment? Now I come to railway development works of my State Kerala. Kerala is always neglected by Indian Railways. All the States in the country have a railway zone. But Kerala has no railway zone. Only 5 kms of Angamali and Sabarimala line has been constructed so far and rest of the work has not even been taken up. So, I would request the Government to rethink this proposal from the Railways Board to fully fund this project. Similarly, development of Kochuveli Platform and various other proposals are still pending in Kerala. The proposals have been sent to the Railway Board but the Board has not yet sanctioned them. Another important project is 'Silver Line Project' in Kerala. I would like to know whether the Ministry of Railways has approved this project and whether the Ministry of Railways has given financial assistance for this project, which is proposed by the Government of Kerala. The entire people of Kerala are now against this 'Silver Line Project'. In my Parliamentary Constituency, the condition of Chengannur Railway Station as well as other stations is very poor. On many occasions, I had raised the issue before the Railway Ministry but so far nothing has been done. I would like to request the

Government to consider the Chengannur Railway Station for redevelopment. I request you to kindly consider three demands.

COL. (RETD) RAJYAVARDHAN RATHORE: I would like to thank this Government for presenting this budget because it has not put any fare burden on ordinary passengers. Many efforts have been made by this Government so that ordinary railway passengers may get better facilities. Also, in the year 2021, this Government has completed the task of transporting 1,200 million metric tons of freight carriage. This Government has also completed 500 projects and commenced the work on 51 thousand kilometers of railway line. During the tenure of this Government, gauge conversion of six and a half thousand kilometers of railway line was executed. Similarly, work pertaining to the doubling of 23,900 kms of railway line was also done by this Government. Also, electrification of 18 thousand kilometers of railway line was executed. Thus, both India and Indian Railways are developing together and rail lines are reaching every nook and corner of India and the whole country is being connected by rail. Moreover, 93 percent of mail and express trains were running even during the Corona period. Similarly, Kisan Rail Seva has been commenced to help the farmers. Attention has also been paid to the Dedicated Front Corridor. About 1100 kms of the Eastern and Western Dedicated Front Corridor have been completed. Under the Self-Reliant India Mission in the field of signaling, a security system designed in the country has been commissioned. Indigenous Automatic Train Protection System, named as 'Kavach' is being installed. Also, Ease of Doing Business has been introduced in the Railways. Under this, a single window clearance mechanism has been put in place. Apart from this, Vande Bharat train has been started. Preparations are underway for Bullet and High Speed trains. The plan to connect 13 major cities with Bullet trains has been initiated. The Bullet Train Corridor is being executed between Ahmedabad and Mumbai. By the year 2023, 75 Vande Bharat trains will be running in the country. About 900 Oxygen Expresses were run during Covid. More than six and a half crore workers were safely transported to their homes. Railways has completed 370 infrastructure projects during Covid. Rail Vikas Kaushal Yojana has been started and under this scheme 50,000 candidates will be given free training. Modern trains with Vistadome coaches are being run. I would also like to say that earlier there used to be 200 accidents, but in the year 2021 only 35 accidents happened. Thus, Indian Railways has become the pride of every citizen today.

SHRIMATI KANIMOZHI KARUNANIDHI : None of us deny that there has been improvement but there is so much more to be done. The Economic Survey says that if we invest one rupee in the railways, it generates five rupees in the economy. It is a clear advantage of investing public money in the railway infrastructure. Yet the Union

Government has been neglecting the railway sector time and again. The financial performance of the Railways during the past three consecutive years reveals that even the reduced allocation at RE stage could not be fully utilized. I would like to know when there is so much to be done, why have the funds not been fully utilized. Today we are talking about privatization of Railways. But we have seen an example of privatization and what happened to the Delhi Metro-IGI Airport project. Air-conditioned trains are the profit-making trains and you want to privatize them. The loss-making second-class passenger trains will only be left with the Railways which will increase the losses to Railways. Now, I come to the issue of jobs in the Railways. At least, in this sector, when there are vacancies, you can definitely fill them up. South Indians do not get job opportunities these days in the Railways. It looks like there is an effort to keep us away from these jobs. Regarding the accessibility of the railway stations for the differently-abled, there is so much more to be done for them.

Before COVID, there were coaches for differently-abled people, but quoting COVID as a reason, these coaches had been stopped. I think, this is high time that these coaches are restored and differently-abled people are allowed to use them. Moreover, the Union Government has removed four per cent job reservation for the differently-abled persons in many of the jobs like IPS, Railway Protection Force etc. The hon. Minister has said that there will be 100 per cent electrification by 2023 and that is next year. You have hardly reached 73 per cent. What plans do you have to achieve 100 per cent electrification? I will quote the example of my constituency, Thoothukkudi, but there are more than 1,368 railway under-bridges in this country which face the problem of waterlogging. Every year, there is waterlogging in all these places, but we deal with this problem only by pumping out water. So, there is a need to find a permanent solution. So far as the railway safety is concerned, more than 13000 train accidents across the country have killed nearly 12000 railway passengers last year. We have seen so many accidents at railway crossings also. So, I am sure the Government will take action so that this does not happen again. During Covid times, many trains were cancelled, many trains were withdrawn, and many of the stoppages were cancelled. Even in my constituency, three trains, namely, Thoothukkudi-Coimbatore Link Express, the Thoothukkudi-Vanchimaniyachi train; Thoothukkudi-Chennai Link Express; and Thoothukkudi-Tiruchendur Express, have not been restored to what they were before. The stoppages have been cancelled. So, it is not just the case in one place. This is the situation in many places. I would like to raise which many people have noticed and even observed that there is a big difference between the coaches in the northern part of India and the southern part of India. Our coaches seem to be worn out and in a very bad, dilapidated condition. The budget allocated for 2022-23 for new lines to the Southern Railway is

only Rs. 59 crore and for the Northern Railway it is multiple times more than that. In the last four years, the Centre has made 101 times higher budgetary allocation for new railway line projects in Northern Railway as compared to the Southern Railway. The budgetary allocation for new railway lines in the Southern Railway in the last four years from 2019-20 has been merely Rs. 308 crore only, but for the Northern Railway it is Rs. 31,008 crore. The new line project is 17.2 kilometres and they have only given an outlay of Rs. 59 crore. The outlay for Madurai-Bodinayakanur doubling project is only Rs. 125 crore. The gauge conversion project between Tiruchchirappalli-Nagore-Karaikal with extension of Velankanni-Tiruturaipundi including new material modification of Karaikal-Peralam (23 km) new line is allotted only Rs. 121.80 crore. We have all given them a list of representation and requests from our constituencies, but hardly anything has been done. So, I request the Minister to look at the disparities and differences between what is being given to the Northern Railway and how the South is being treated. The trains which have been stopped and the stoppages which have been stopped have to be revived because people are suffering a lot.

SHRIMATI SATABDI ROY (BANERJEE) : According to the expenditure profile of the Ministry of Railways, it appears that under budgetary support, an amount of Rs. 79,398 crore was allocated as a special loan from general revenues in 2020-21. If this observation is true, it will be equally important to know from the Government what was the reason behind the loan arrangement in the Revised Estimate pertaining to GBS. Also, when in 2020-21, the Government has pegged Rs. 1.08 lakh crore, it came down to GBS of Rs 1.07 lakh crore in 2021-22. The Budget Estimate shows GBS of Rs.1.17 lakh crore for 2022-23. So, the increase in GBS is not substantial over the past two years. The Indian Railways is driven by a social obligation to provide basic transport facilities to people and lays the foundation for several small and medium scale economic activities. So, privatising the Railways means privatising profit and burdening the public sector with losses. It so appears that the Government wants public money and public good to be utilized for private good. So, will the Government make it clear as to what the Railways will earn from privatisation in the first place? Bengal has been the victim of step-motherly attitude. Nothing has been provided to Bengal. Is the Bullet Train possible in India? Ground condition of India is not set for high-speed trains. The projects of our parliamentary constituency continue to remain pending for a long time. This causes difficulties for the common people. Hence, those projects should be completed at the earliest. People are facing a lot of difficulties in getting compensation in the cases of accidents happened during the last three years. People have to move courts for this. They have to produce a number of proofs even after being victims of the accidents. It would be better if the process is completed at the earliest. The people to whom the Indian Railways

is being handed over in the process of privatization do not have any expertise. Then what are the priority and credibility on the basis of which these are being handed over to them. It would be better to complete the projects which are lying pending for 10-20 years than that to introduce new projects.

SHRIMATI CHINTA ANURADHA: I would like to bring to your kind attention some important points and I hope that the Government will take these points into consideration and act for the benefit of the people and especially for my State of Andhra Pradesh. The IRCTC is not offering attractive packages to promote tourism in South India. Affordable railway tour packages to Andhra Pradesh will immensely benefit the tourism of the state as well as the railways. I appreciate the government for allocating Rs. 6500 crore for construction of Road Over Bridges (ROBs) and Road Under Bridges (RUBs) in the Budget Estimate of 2022-23. The Ministry must consult the State Government and identify the railway crossings that require construction of Road Over Bridges (ROBs) and Road Under Bridges (RUBs). The hon. Minister must also allocate necessary funds to finish the pending ROBs and RUBs in the State. The State Government of Andhra Pradesh had requested the Ministry of Railways to set up a container manufacturing unit in the land allotted to NTPC and BHEL in the Chittoor district of Andhra Pradesh. It looks like the Ministry has completely ignored this demand from the Andhra Pradesh Government. A separate Railway Recruitment Board is surely needed to cater to the requirements of the new South Coast Railway Zone as well as to increase job creation in the country. Moreover, a special drive for the recruitment of SCs and STs is essential. The main demand of the people of Andhra Pradesh is to retain Waltair Division with South Coast. I would request the Central Government to operationalize the South Coast Railway Zone at the earliest as there is an inordinate delay in operationalizing the Railway Zone. Moreover, the Central Government must be mindful of the retention of Waltair Division and a new Railway Recruitment Board while granting funds. The Kotipalli-Narsapur railway line project in Andhra Pradesh is pending since 2000. It is a long-cherished dream of the people of my Constituency Amalapuram. I would request the Railways Ministry to take up this project. Amalapuram generates a lot of revenue through export of paddy, coconut, coir, cocoa. Being a hub of aqua industry and oil industry, export revenues are in large quantities. Therefore, a railway line is very essential to my Constituency. The issues raised by me in this House are crucial and necessary for the growth of Andhra Pradesh. I would request the Government to consider the issues raised by me.

SHRI GAJANAN KIRTIKAR: Mumbai being the commercial capital of the country and the most important metropolis, calls for substantial care in the Annual

Financial Statement. For example, the demands of Mumbai in respect of transport services, shipping, civil aviation and railways should be given priority. Many slums in Mumbai are situated on railway land. The issue of permanent rehabilitation of these slums, which have been settled for many years, has not been fully resolved till date. Many settlements are being forcibly demolished there. Slums were declared eligible for rehabilitation by conducting a survey for laying railway lines. A few of them were rehabilitated and the rest are awaiting rehabilitation. The slums should be removed and rehabilitated. The work of extension of the sixth line from Mumbai Central to Borivali and Goregaon to Borivali Harbour line is also going on at a very slow pace. If the requisite funds are released immediately, the work may gain momentum and the burden on the Mumbai Suburban Railway is also likely to be alleviated. There is so much parcel of land in Mumbai which is economically valued land which is encroached upon and jhuggis come up there. Why is it not considered as to how to make commercial use of that parcel of land for the Railways? 19 crore is yet to be paid for construction of Jogeshwari Terminus on Western Railway land. If 19 crore rupees is given in this budget, then we can use this terminus. Apart from this, there is a need for laying down three-kilometre railway line near Juchandra railway station. If it is built, the train running under Western Railways will reach all the religious destinations. All the railway lines of Mumbai railway and Mumbai suburban railway are open on both sides. Both these railway lines pass through the major settlements of Mumbai. Finally, I would like to say that boundary walls should be built on both sides of the 122-km long railway line passing through Mumbai. This can prevent accidents.

SHRI MANOJ TIWARI: I think the kind of presence that is here, shows that there is no need for much discussion on the Railways grants. It is very good and may be passed as soon as possible. Our rail is called the lifeline. The governments before 2014 did not understand this. I would like to thank the present Government that all the coaches are equipped with bio toilets in this country. I want to draw everyone's attention while speaking on the railway grants that the 20-20-hour rail journey has been reduced to 8-10 hours. What I want to say is that in a country where the construction of new line, doubling of line, gauge conversion, etc., has increased by 66 per cent, where electric engines are almost double produced, it can be understood as to how much growth would have taken place. We will bring down the consumption of 2.4 billion litres of diesel to just 2 billion litres by 2029-30. The unique railway bridge of the world is going to be built to connect Jammu to Srinagar through rail. After seeing that bridge, we will be proud of not only the Jammu-Srinagar link, we will also be proud of Indian Railway's capability to do such a great job. The work of constructing Meet nagar halt in my Lok Sabha constituency, North-East Delhi, was pending for years, which has now been

completed. We have seen a station in Banaras, which was earlier known as Manduadih. When we saw that station, we thought we had landed at an airport. There are several railway stations that look like airports today. The Rajdhani Express is running from Tripura today. Work has been done, but there is a lot to be done. There used to be a railway crossing to enter Gorakhpur city from the airport. It took as much time to cross that crossing as it took to go from Delhi to Gorakhpur. As soon as this Government came, an underpass was also constructed there.

SHRI SUNIL KUMAR PINTU: Whatever we may appreciate for the work that is being done in the field of railways all over the country, it would be far from being complete. The entire country is connected by the Railways. There are many places where roads have not yet reached, but the railway has reached there. I come from Sitamarhi, the birthplace of Sita ji. Sitamarhi station has been selected for being developed as world-class station but so far no work has started on it, which is quite apparent. I want to request for the commencement of work on this front. There is Mehsaul railway crossing no. 56 in our area. There is need for construction of ROB and the funds for that ROB has been lying pending for a long time. No one applied for tender to undertake the said work. I would request to get the tender invited again and allotted it to someone, so that the work starts. Because of that, there is a traffic jam there every day. The patients have died due to non-construction of ROB. Trains run from Sitamarhi to Patna. For a journey of 150 kilometers, the trains take six to seven hours. Where on one hand there are bullet trains, Vande Mataram trains and on the other hand, for 150 kilometers, the train is taking seven hours. Something needs to be done in this regard. Runnisaidpur falls between Sitamarhi and Patna. There were two stations here namely Runnisaidpur and Runnisaidpur halt. Earlier, intercity trains used to stop at these two stations. Since Covid, it has been stopping at only one station and stoppage at another station has been discontinued. The train should stop at both the stations. Earlier system should be retained. I urge upon you that if the north-east bound trains are brought to Delhi via Samastipur, Darbhanga, Raxaul, Sikta, Narkatiaganj, Gorakhpur, a minimum of three hours of time will be saved for the north-east trains and the route will also be shorter and trains running from Jaynagar, Darbhanga should also run via Sitamarhi. I would like to make one more request to the Minister that we receive reply to our letters addressed to him on email immediately. It is a very good thing. If it bears my reference number, I will come to know which letter has been responded to. I extend my sincere thanks to hon. Prime Minister and to you for introducing a special train from Ayodhya to Sitamadhi. Recently railway exams were held, about two lakh candidates completed the whole process of exam together with medical tests. However, still about 1.5 lakh posts of technician are lying vacant. The department should give jobs to those youth.

SHRI BHARTRUHARI MAHTAB: I have participated in several Railway Budget deliberations for the last 23-25 years. Out of 30 districts of Odisha, still six districts are yet to see a rail line. I think that all these six districts will also be covered in future projects. Today, Indian Railways is also adopting indigenous new technologies such as Kavach. Vande Bharat trains and redevelopment of stations will have safe and better journey experience. With the Government giving extra thrust on PM Gati Shakti, the Indian Railways is set to see its highest ever capital expenditure of Rs. 2.45 trillion for the year 2022-23. The hon. Minister of Railways had recently stated that he is targeting 96.98 per cent operating ratio in the coming year. This means that the Railways aims to spend Rs. 96.98 for every Rs. 100 it earns in financial year 2023. Every year the plan size of Railways has been increasing radically but they are not able to utilize it. Therefore, the Railways should adhere to structural reforms which have been initiated during the previous years to utilize the maximum allocation for projected expansion, upgradation and modernization of Railway network. Our Chief Minister has been writing repeatedly to the Prime Minister that Jharsuguda and Raigarh should be declared as Divisions. I would say that what was historically denied to Odisha needs to be corrected. For the Sikh community and the Shia community of Odisha the train that actually comes up to Delhi, needs to be extended up to Amritsar and it should start from Cuttack Railway Station. The Cuttack Railway Station was established in 1901. There is a need to have a third bridge for the third railway line which comes from Bhubaneswar side and Howrah side.

SHRI SHYAM SINGH YADAV: Railway is the only transport system available to the poor people. However, I feel that railway will not remain the transport system of the common people in the times to come. The manner in which the rail fare is being increased by your department and the pace at which the railways is being handed over to the private companies, it will not remain in the reach of the common people any longer. The fare of the railways should be within the affordable limits of the poor people. I would like to make some submission to the hon. Minister of Railways. Your department has set in motion the process of recruitment. There are so many unemployed youth in my area. Please expedite the process. I want to make another request to you. There are seven, eight railway crossings in Jaunpur, please get the flyovers constructed on all of them. Besides, there are Khetasarai, Shahganj and Mungra Badshahpur railway crossings. These crossings also witness traffic jams and there is a need to have flyovers on these crossings as well.

SHRI KOTHA PRABHAKAR REDDY: I would like to say that many requests pertaining to various railway projects in the State of Telangana were submitted by our

hon. Chief Minister. The Centre did not consider the requests of the State of Telangana relating to many new railway lines. There was no announcement with regard to Kazipet Coach Factory. There is no mention of bullet trains and high-speed trains for metropolitan cities like Hyderabad. There is an urgent need to expedite development of Satellite terminal at Cherlapalli Station. There is a need to expedite the work on railway line of Patancheru-Sangareddy-Jogipet-Medak which is 95 kilometres long and covers the most prominent industrial area. There is a need for construction of a new RUB at Tellapur Village in Ramachandrapuram Mandal. There is also a need for construction of a new platform at Chegunta and Wadiyaram railway stations. The pace of work of Manoharabad-Kothapally railway track should be expedited. Nagulapally railway station needs to be redeveloped. There is also a need for new ticket booking counters at Chegunta and Wadiyaram railway stations. There is a dire need to construct a Rail Over-Bridge (RoB) at Level Crossing Number 228. Ministry of Railways is making a step-motherly treatment to the railway projects in Telangana for decades. We strongly demand the Centre to end this discriminatory policy and step-motherly treatment towards Telangana. There is a lot of traffic in Chegunta, Wadiyaram, Akarnapet and Nagulapalli and it is very difficult to construct underpasses there. At many places, due to stagnation of water beneath the underpass, the roads remain closed for four to six months. Please keep this in mind as well and devise a special design for underpasses. Let the Railway Minister complete all the pending projects of Telangana paying special attention to it.

***SHRI SUNIL DATTATRAY TATKARE**

DR. MOHAMMAD JAWED: This Railway Budget is very disappointing. Sadly, there is nothing in this budget for Bihar. During 2004-09, when we were in Government, there was no increase in railway fares anywhere. I would request to take care of the poor people. The way the price of platform ticket has been increased from five rupees to fifty rupees, it needs to be reduced and the rail fares also need to be reduced. The Railways had proposed to set up three locomotive manufacturing units in Bihar. A diesel locomotive was to be set up at Marora, an electric locomotive was to be set up at Madhepura and the coach factory was to be set up at Chhapra. I want to know whether the Government is using the said facilities or not? Youth from Bihar, who work in different corners of India, will get work here. If Hon'ble Minister wants, there can be a little bit of progress in Bihar. No funds have been released for the project from Galgalia to Jalalgarh. The work on this project should also be commenced. Likewise, a project to lay the Galgalia-Araria railway line is in progress. The compensation which was to be given to the land owners is not being paid properly. My request would be that these

* Please see supplement.

people should be paid fair compensation. At the same time, Kishanganj station needs to be further upgraded. I would like to request that a train should be run from New Jalpaiguri (NJP) to Patna. Similarly, 'Vande Bharat' trains should be run from NJP to Howrah and from Katihar to Guwahati. There is a National Highway adjacent to the Kishanganj railway station and a lot of accidents take place there due to the absence of a flyover. My request is that there should be two flyovers in the city.

SHRIMATI RAMA DEVI : The Railways not only connect the country from one end to the other, but it also integrates divergent cultures of the country. In addition, railways also work towards balanced development of the country by removing backwardness. Even during a global pandemic like Corona, the reforms that have been carried out in the railway network, the expansion that has been done, is quite commendable. The Railways completed the task of delivering 2,087 full tankers and 36,840 metric tonnes of oxygen to the states through 901 Oxygen Express journeys during the Covid. Apart from this, the railways also undertook the task of transporting 6.3 million people from one place to another through 4,621 Shramik Special trains. There has been an unprecedented increase of 66 per cent in railway line construction work during this Government. To promote 'Make in India' and to reduce the cost of rail transportation, an 1110 km long corridor from East to West is being constructed, this is a welcome step. In the next three years, 400 new Vande Bharat trains will be operated in the country. Under this Government led by the Hon'ble Prime Minister, efforts have been made to improve the lifestyle of every section of the society. In order to facilitate divyangjans, ramps are being constructed by the government today at important railway stations under the 'Sugamya Bharat Abhiyan'. This will facilitate divyangjans to travel by railways. The NDA Government has also done a lot of work for railway electrification. Railways has launched the 'Rail Skill Development Scheme' with an objective to impart free training to the youth, under which 50 thousand youth will be trained by the year 2024 at more than 75 training centres in the country. on an average there has been 135 accidents per annum during 2009-14, this number has come down to 79 during 2014-21 and it is only 21 in the current year. The aim of our Government is to bring it to zero. Railways have so far worked to transport 7.15 lakh tonnes of agricultural products from one place to another through 2137 Kisan Rail services. It is a very big achievement of the Railways in the interest of the farmers of the country. Dozens of new rail line projects in Bihar have been pending for years. These should be taken care of. On the lines of Metro, rail coaches should also be reserved for women travelling alone and women personnel of the Railway Protection Force should also be deployed in the said coaches. The railway estates belonging to the Railways, which are also encroached upon, are likely to generate a lot of income. I am happy that the Government is serious about this issue. There is a lot of

railway land which can be used commercially to earn a hefty income. In my Parliamentary Constituency, an ROB or underpass should be constructed in public interest at the eastern level crossing gate 12C of the Ghodsahan Adarsh railway station, for which I have already requested in the past too. Keeping in view the larger demand by the public, the stoppage of express trains passing through Ghodsahan and Bairgania stations on Darbhanga-Sitamarhi-Narkatiaganj railway section of my area should be ensured. Sitamarhi has a mythological history as it is the birth place of Mother Janaki, yet this place has been neglected by the Railways for quite a long time. Sitamarhi needs to be developed from the point of view of tourism. My request to the Hon'ble Minister of Railways is that train no. 02557/02558 Saptakranti Express, 03419/03420 Jan Seva Express, 01061/01062 Pawan Express and Train No. 02565/02566 Bihar Sampark Kranti should be made operational via Sitamarhi and automatic washing plants should be set up at Sitamarhi or Riga.

SHRIMATI APARUPA PODDAR: Since the discontinuance of a separate Railway Budget in 2017, the Indian Railways and its annual Budget have lost significance and spotlight. Indian Railways had budgeted a gross traffic revenue of Rs. 2.17 lakh crore and ordinary working expense of Rs. 2.08 lakh crore in this fiscal year. The Revised Estimate has already been lowered to Rs. 2.01 lakh crore, whereas, the trends show that it would not exceed Rs. 1.9 lakh crore. This year's Budget has allotted another Rs. 2.45 lakh for Capex, whereas it would have been prudent to cut back on this front. The Operating Ratio of the Indian Railways has worsened to Rs. 98.93 per cent in the RE of fiscal year 2022. Railways need to assure fiscal discipline. The deadline for construction of the bullet train from Mumbai to Ahmedabad was 2023 but till now nothing has been initiated. East West Corridor project in West Bengal is going on but full amount has not been allocated for that. The railways could complete the Kamarkunadu flyover only because the Government of West Bengal rehabilitated small shopkeepers from there. We want that Takeshwar to Vishnupur rail project should be completed. There is an underpass at Rishara for which tender has already been floated but the work has not started yet. I urge the hon. Minister to start this work at the earliest.

DR.BEESETTI VENKATA SATYAVATHI: There are hundreds of Buddhist sites and monuments dotting Southern States of India. A special Buddhist Tourist Package organized by IRCTC to Southern, States covering some key Buddhist sites in Andhra Pradesh will strengthen the outreach to Buddhist population within and outside India. A bullet train from Visakhapatnam to Hyderabad would not only reduce the travel time drastically but would boost the economies of both Telangana, Andhra Pradesh and that of the nation. Passenger amenities in many small railway stations across the State

are in bad shape. There is an immediate requirement to identify such stations across the State and grant them funds to ensure basic amenities for the passengers. The Ministry of Railways cancelled hundreds of passenger trains across various States in the country including Andhra Pradesh. So, these trains should be started again. I would like to request the Government to operationalize the South Coast Railway Zone at the earliest and also to retain the Waltair Division with the South Coast Railway Zone.

SHRIMATI RANJANBEN BHATT: The work on Mumbai Ahmedabad bullet train project is going on. The railways has completed numerous works in the year 2020-21 despite the covid pandemic. 400 new Vande Bharat trains will be manufactured in the next three years. This is likely to increase the profit and income of the Railways. 'One product, One Railway station' scheme has been envisaged in this budget. This scheme will give a unique identity to each station. 'KAVACH' technology is a collision avoidance system for the safety of trains. An announcement has been made in the budget to develop 100 PM Gati Shakti cargo terminals in the next three years. Besides, focus will be on connectivity of urban transport system with the railways. A sum of Rs. 462.89 crore has been allocated for the Western Railway including that of Vadodara division. I would like to make a demand from the hon. Minister that all narrow gauge lines in Vadodara and those in Gujarat be converted into broad gauge lines. I thank the hon. Prime Minister and the Minister of Railways for making Pratapnagar station and Chhayapuri station the satellite railway stations. Hon. Prime Minister has made the country proud by erecting the Statue of Unity. Different trains from six different states have been introduced for Kewadiya so that people can reach the Statue of Unity conveniently. For this, I am grateful to the hon. Prime Minister and the Railway Minister. I demand that one train each to Amritsar and Haridwar be introduced from Vadodara.

SHRI E. T. MOHAMMED BASHEER: With regard to Silverline Project, providing solid walls on either side is a sure environmental disaster, as it will block natural drainage. I would humbly request the hon. Minister not to give permission for that. Nilambur-Nanjangud railway line and Thalassery-Mysore railway line should be extended up to Wayanad. Minimum essential amenities should be there at all the railway stations. To expedite implementation, decision making should be entrusted at the DRO level. I request the Government to restart especially Passenger trains because ordinary passengers depend upon only Passenger Trains. There are many proposals for new railway projects in my constituency. I request the Minister to kindly look into it and do justice to all these reasonable demands.

SHRI ARVIND SAWANT: The first train in the country ran from Mumbai to Thane. Nana Shankar Sheth had dedicated his life for that train. The name of Mumbai Central Terminus should be changed to Nana Shankar Sheth Terminus. The work of Karjat-Kasara line is going on a very slow pace, it should be expedited. There is a lot of space in Wadala where a terminus can be built. This will generate more income for the Railways and will also provide convenience to the people. The tracks of Mumbai Port Trust remain empty. I suggest that you use it as freight corridor at night, and for passengers during the day. There is a rail, there is a port; there is a lot of vacant land lying in the middle and warehouses are lying vacant. It would be great, if you would use them. The doubling work of Konkan Railway track is progressing very slowly. Bed roll facility in railways should be re-introduced. I welcome Kavach and Vande Bharat. Toilet facility should be provided in the Ladies compartment of the Local train running from Chhatrapati Shivaji Terminus. The work of ROB at Lower Parel station should be completed as soon as possible. There is one Nana station on the Bandra-Bikaner-Ranakpur line. Train stoppage should be provided at this station.

SHRI JUGAL KISHORE SHARMA: The Ministry of Railways has made a huge contribution during the Corona period. The train continued to run during the Corona period. The more important thing was that the railways provided ration to every state so that no poor would go hungry. Provision has also been made in this budget for laying new railway lines and doubling of tracks, so that our country will move forward.

**

**

**

**

UTPAL KUMAR SINGH
Secretary General

** Supplement covering rest of the proceedings is being issued separately.

© 2022 BY LOK SABHA SECRETARIAT

NOTE: It is the verbatim Debates of the Lok Sabha and not the Synopsis that should be considered authoritative.

English and Hindi versions of Synopsis of Debates are also available at <http://loksabha.nic.in>.

Not for Publication

For Members only

LOK SABHA

**FIRST SUPPLEMENT TO SYNOPSIS OF DEBATES
(Proceedings other than Questions & Answers)**

Tuesday, March 15, 2022/Phalguna 24, 1943 (Saka)

THE UNION BUDGET- 2022-23

DEMANDS FOR GRANTS

MINISTRY OF RAILWAYS

**

**

**

**

ADV. A.M. ARIFF : I wish to register a strong protest on behalf of my Party against the move by the Union Government to privatize Indian Railways slowly in the name of modernizing it. Indian Railways is one of the major employers in the public sector even in the world. But a total of 2,63,370 vacancies are remaining unfilled in Railways. If these vacancies are filled it can function efficiently. The Railways have not resumed the services of hundreds of passenger trains which were a respite for the common travellers for their daily commutation. In my Constituency, there are atleast four passenger trains having huge demand among daily commuters, but the Railways have not started their services. As regards Kerala, even now the doubling of Railway line across Kerala is lagging for years. The proposal for RoBs are pending before the Board and projects already sanctioned are not yet started. I would request the hon. Minister to scrutinize as to why these projects are pending before the Board. Even though a part of the funds were sanctioned last year for doubling of Kayamkulam-Ernakulam stretch via Alappuzha no progress could be made till date and the remaining part of the work is not

** The business transacted before this in the House has already been included in the Synopsis (Main).

yet sanctioned. This Government is showing a step-motherly attitude towards Kerala in Railway development by purposefully putting hurdles for the K-Rail dream project envisioned for modern Kerala by the LDF Government.

DR. AMAR SINGH : Railway is the mode of transportation for poor people. Due to privatization it should not be made dearer. I request the hon'ble Minister to prepare a comprehensive plan for the revival of railways. We do not want privatization logistic trains should be upgraded to world standard. Fatehgarh Sahib is a religious place for Sikhs. The trains passing through this route should not be withdrawn or diverted. The trains running between Amritsar to Nanded Sahib and to Hemkund Sahib have been discontinued and Dehradun Express and Mumbai train going to Bandra have been diverted, they should be plied on their old routes. New railway line should be laid at Raikot, backward area and between Mullapur to Barnala. A stoppage should be given at Sanewal, Govindgarh and Kharna station.

SHRI CHANDESHWAR PRASAD: In the Budget of 2022, 1lakh 40thousand 367crores rupees have been allocated for the Ministry of Railways and special emphasis has been given on the Railway infrastructure. One thing which I would like to request to the hon. Minister is that the letters that the MPs write to him need to be considered seriously. Unemployment and backwardness are connected with each other. Vacancies in Railways are not being filled, due to which backward classes, SCs and STs are not getting the benefit of reservation. A large number of population resides on both sides of the railway line between Patna and Gaya but there is no crossing or underpass there. So, I request the Minister to construct an underpass or a flyover there. During the Corona period, the movement of trains was stopped at many stations on Jehanabad-Gaya route but now these should be re-started without any delay. The train for Patna-Gaya Junction via Jehanabad, which was earlier running at night, should be restarted. Directions should be issued to give stoppage to Patna-Hatia Express and Palamu Express at Tehta Railway Station on Patna-Gaya rail line under Danapur rail division immediately. The work of laying a 50 km long railway line from Islampur to Manpur to connect Nalanda with Gaya should be started immediately. Patna-Dhanbad-Ganga Damodar Express between Jehanabad to Kolkata should be extended upto Kolkata. Mahabodhi Express which starts from Gaya should be started from Jehanabad.

SHRI N.K. PREMACHANDRAN : It is an admitted fact that Indian Railways is the lifeline of the nation. But the gradual privatisation of the Indian Railways is not good for a country like India because most of the people mainly depend on the Railways for transportation. Hence, I would urge upon the hon. Railway Minister as well as the Government to stop privatisation of the Indian Railways in an indirect way. The

Demands for Grants pertaining to the Ministry of Railways is Rs. 2,45,800 crore for the Financial Year 2022-23 which is one of the best amounts. The Gross Budgetary Support is Rs.1,37,300 crore. But during the last three years, the Budget Estimates have continuously been lowered at the Revised Estimate stage. The Revised Estimates are lower than the Budget Estimates, and the actual expenditure is even lower than the reduced Revised Estimates. It shows the inefficiency, incapability, and incompetence of the Indian Railways administration. During the COVID-19 pandemic, the Government of India has given a special package to the Railways even that has not been utilized by them. The factor which determines the incompetence of the Indian Railways is its operating ratio. I urge upon the Minister to observe strict fiscal discipline to bring down the operating ratio so that much efficiency can be accrued by means of that. I do appreciate the steps taken by the Indian Railways during COVID-19 in meeting the disaster but at the same time I would like to oppose the way by which it has exploited the poor passengers. I demand that all the ordinary trains may be restored immediately, and the special train status should be withdrawn. I appeal not to give sanction to the Silver Line project in Kerala because it is disastrous for the State of Kerala. I fully support the Government and the Indian Railways with regard to new proposals for 'Vande Bharat Trains'. There are so many issues related to my constituency. The Punalur-Sengottai line, has one of the best terrains and has significant area with regard to tourism. I had demanded for the Vistadome coaches. But that has not been allocated to my district, Kollam. The Kollam Railway Station has been selected as a model railway station to be developed in the international mode. I want to appreciate the positive things done by the Government, especially with regard to the appointments of Class-IV category workers. The poor, downtrodden, marginalised sections of the society, poor families, and students are now getting admissions without any corrupt means. So many meritorious students from the local and rural areas are getting employment without any recommendation.

SHRI THOMAS CHAZHIKADAN : Sufficient provision has not been made for modernisation of the Railways. Old ICF coaches of trains should be replaced with modern LHB coaches particularly in Kannur to Trivandrum and Calicut to Trivandrum Jan Shatabdi. Concessions to the senior citizens, disabled persons or differently abled persons, should be re-introduced. Stoppage of train No. 16791/16792 should be given at Ettumanoor. The services of Kanyakumari-Mumbai CST train and Ernakulam to Velankanni should be reinstated. Kochuveli Lokmanya Tilak Superfast Express should be converted into a daily service. The modernization of the Kottayam Railway Station and doubling of the Railway line should be executed as per schedule. Central Government should consider K-Rail project in the State.

SHRI HANUMAN BENIWAL: In this Budget, the Ministry of Railways has been allocated Rs.14, 0367.13crore and the North Western Railway got a budget of Rs.7, 565crore. But it is sad that Rajasthan has not yet received any major gift in this Budget. The stoppage of many trains, including Bhatinda from Jodhpur to Nagaur should continue as before. The cases relating to railway recruitment should be investigated. Every station of the railway should be made differently-abled friendly. The number of armed jawans in the Railways should be increased and at the same time an action plan should be prepared to check the increasing thefts in the Railways. It is the responsibility of the Department to provide quality food in the trains. Major railway stations, including district headquarters, also need to be connected to the path of development, and accelerators, lifts, drinking water, rest houses, coach indication systems, etc needs to be installed. All the candidates of waiting list of ALP CEN 2018/01 may be recruited by RRB Ajmer. Stoppage of train may be sanctioned at Kishorepura railway station while resuming the Parbatsar Makrana train service. Despite the announcement of Parbatsar-Kishangarh railway line, the work has not been started, it should also be taken care of. Sriganganagar- Tiruchirappalli, Humsafar Express should be given stoppage at Nagaur district headquarters station and other trains should be given stoppage at Chhoti Khatu Railway Station, Merta Road Railway Station, Nawana City Railway Station and Adarsh Gram Khajwana Railway Station. RoBs may be sanctioned at Railway Gate No. C- 80on State Highway- 39on Mundy to Khajwana Road and a Railway Gate No.C- 97at SH- 90 on Nagaur to Jaipur Route. Jodhpur Delhi Sarai Rohilla should be extended to Rishikesh and this train should be named after the Gau-rakshak lok devta Veer Tejaji. Bikaner Circular train should be run via Bikaner, Ratangarh, Ladnun, Degana, Merta Road, Nagaur, Nokha. Jaipur Circular train should be run via Bikaner, Ratangarh, Ladnun, Degana, Nokha, Sikar, new railway line may be given financial sanction. Extension of Ajmer-Rameshwaram Humsafar upto Ferozepur via Phulera, Tegana, Didwana, Lathan, Sujangarh, Ratangarh and Brahmaputra Mail upto Jodhpur via Rewari, Ratangarh, Sujangarh, Ladnun, Tidwana Chhoti Khatu Thegana Mehta Road and Jodhpur Gorakhpur train via Chhoti Khatu Tiddana Taadan, Sujangarh Ratangarh. The facilities at Merta Road bypass railway station may be expanded. The timings of The Lilan Express from Nagaur to Jaipur may be improved. Rajasthan Sampark Kranti should be run on regular basis and first class AC coaches should also be provided in it. The work of doubling of railway line from Merta Road to Bikaner via Nagaur may be sanctioned. Stoppage of passenger trains may be given at Jogimagara and Deshwal railway stations. A passage should be provided at platform no. 2of Ladnun railway station also for movement and exit of passengers. Necessary action may be taken at railway stations in Nagaur district for installation of escalators for elderly and differently-abled persons, construction of VIP

lounges and high class waiting rooms for passenger's stay. The height of the old main platform and entrance of the Kuchaman City Railway Station should be increased. Coach guidance systems should be installed on all platforms of all railway stations in Nagaur district. The long-stalled parcel service at Didwana railway station should be resumed. Proper arrangements may be made for provision of cold drinking water on the platforms. Modern washrooms should be constructed. ATMs and medical stores should be started. The Navan City Railway Station should be shifted from 5G category to 3G category. New railway lines to Falodi-Nagaur-Jayal-Didwana-Kuchaman and Pipad-Bhopalgarh-Asop-Sankhwas-Mundwa may be sanctioned. Free travel arrangements should be made for BPL families, differently-abled persons, critical patients, widows and ex-servicemen families by installing a separate coach.

SHRIMATI NAVNEET RAVI RANA : Amravati in Vidarbha is facing many difficulties and hence I demand that a new Vande Bharat train' should be provided to it. The work of rail wagon factory should be expedited. Installing of lifts in Badnera railway station should be completed so that elderly persons may not face difficulties. Further, this station should be beautified. Akot-Dhulghat-Dabka-Talai rail line, Melghat should be converted into broadgauge so that our tribal people maybe benefited. Pune-Amaravati Express had been discontinued during Covid. I request that a direct train for Pune should be introduced thrice a week. A new railway station should be set up at Ridhipur pilgrimage of Mahanubhav Panth on Amravati-Narkhed Maharashtra rail line so that pilgrims visiting there may not face difficulties. The MEMU train for Narkhed-Badnera-Narkhed in Shirala village should be restored. Stoppages of those trains should be restored which were discontinued during lockdown to facilitate passengers. We had demanded extention of Jabalpur Express from Amravati to Praygraj. It was not extended rather stoppage at Jabalpur had been discontinued. This train should be resumed. The general ticket should be restored which were discontinued during Covid. I request the Government to restore the time tables which were rescheduled during Covid. Attention should be given on cleanliness of trains. Fax facility should be provided at divisional offices including Bhusawal.

SHRI ANURAG SHARMA: The medical trains and hospitals that were opened in covid times should be upgraded and ayush departments should be opened in them. In place of Gatimaan, a Vande Bharat train should be started from Jhansi to Delhi. One Station One Product Scheme may be linked with ODOP. Bharat Gaurav Trains should be linked with Bundelkhand, Orchha, Chitrakoot and Ayodhya and Jain Tourism route. Kota is a centre of education. New railway line may be started from Lalitpur to Chanderi and Ashok Nagar to Kota. The Jhansi division has a very beautiful ground, a stadium should

be developed in it. In future, it can be upgraded to a national level stadium by combining it with the smart city project. Display boards should be installed in Mauranipur. A stoppage of Utkal Express, Chhattisgarh Express, Kushinagar Express, Andaman Express, Sabarmati Express at Babina, and of Amritsar-Dadar, Chhattisgarh Express, Jhelam Express, Jhansi-Itarsi Passenger train at Dhora, Chhattisgarh Express, Itarsi Passenger at Jakhlon, Sabarmati Express and Utkal Express at Talbehat, should be given. A multimodal hub should also be developed in Bundelkhand under PM Gatishakti multimodal hub scheme.

DR. A. CHELLAKUMAR : I urge the Government not to privatise the Indian Railways. In my constituency, Jolarpet to Krishnagiri railway line, laid down by Britishers, was dismantled during the Second World War. During the last 75 years, the people of my constituency have been demanding to restore this railway line and then extend it to Hosur. In my constituency alone, more than 150 multinational companies and heavy industries are there. The highest two-wheeler export is from my constituency. Moreover, more than 10 lakh tonnes of vegetables and mango pulp are exported to all over the world from my constituency. There is not only agricultural production but there is horticultural and sericultural production also. Everyday more than 20 lakh stems of roses are exported from my constituency alone. So, I request you to establish this railway line. The Ministry of Railways has informed that they will start new projects for efficient logistic services for small farmers and small and medium enterprises. There are more than 3000 MSME and small sector units in my constituency. Moreover, 'One Station, One Product' concept will be popularized to help local businesses and would strengthen the supply chains. Shri V. Thavamani Pandi an alumni from IIT Madras has developed an innovative system for construction of composite U-shaped reinforced girder bridge decks. The cost of the bridge can be reduced by more than one-third leading to savings of several thousands of crores of rupees to the country. I humbly request the hon. Minister to please consider it and check if it is viable for Indian Railways as well.

SHRI HASNAIN MASOODI : Budget allocations for this year to Railways has been increased 27.5 per cent in comparison to the last year. A provision has been made in this budget that more facilities should be provided to the passengers in the Railways. Railways is a mini India. It is not in the interest of the country to disinvest it or to privatize it. Internet facility should be made available at as many stations as possible. Facilities should be increased at Jammu railway station. Introduction of a bullet train from Delhi to Udhampur should be considered. The Kabalmushi, Udhampur-Baramulla rail project was started 50-40years ago. The Government has set a target of operationalising it by December 2022. I request that this dream should be realised. NH-

44has been closed for three months. Had there been train services it would be easier for us to transport our 6crore fruit box so that they reaches their destinations. We must focus on Poonch and Rajouri areas along our Line of Control and Jammu- Poonch railway line should be made operational. Qazigund and Pahalgam lines should be started. There is no superfast train between Qazigund to Baramulla. Nine Batkora, halt has been sanctioned three years ago but so far people have not got any facilities there.

DR. ALOK KUMAR SUMAN : I would like to draw the attention of the House to my constituency. The distance between Chhapra to Chhapra Kachahri junction in Bihar is only three kilometres, where NI and third line commissioning work is pending for years. Due to non-completion of third line commissioning work, Gorakhpur to Kushinagar, Gopalganj, Maharajganj and several border districts of Bihar are being deprived of this facility. Millions of people of these districts live in the Gulf countries. There is no train for these people to come to Delhi. A provision in this regard should be made in Demand for Grants of 23-2022so that the work of NI and third line commissioning can be completed. Thawe Junction at Gopalganj should be developed and train services from Thawe Junction to Delhi and various other metrocities should be provided. 05054/05053LNJ-CPR, 05084/05083Daily Special, 19410/19409, 09046/09045and 12596/12595trains should be extended upto Thawe Junction. Apart from this, Arunachal Express should be extended upto Gorakhpur via Siwan-Thawe-Gopalganj-Kaptanganj. Rajdhani Express should also be started on this route. Out of the 400 new 'Vande Bharat' trains that are planned to be introduced in the country this year, one Vande Bharat train should also be provided to Thawe, so that people of this area can get a train from Thawe Junction to Delhi.

SHRI LAVU SRIKRISHNA DEVARAYALU : The Budget gives a sanction of almost Rs. 9,000 crore to the State of Andhra Pradesh with regard to Railways. Kotipalli-Narsapur, Gudur Durgarajapatnam, Nadikudi-Srikalahasthi, Cumbum-Proddutur, Kondapalli Kothagudem, Kadapa-Bangaluru, Bhadrachalam-Kovvuru, Tumkur-Rayadurg and Marikuppam-Kuppam rail lines have been sanctioned before 2014, but most of them have not been progressing. The main reason is that the State Government is not able to give money for land acquisition. I propose that renegotiate MoUs regarding these projects so that the State's share can come down and the Centre's share can go up. The South Coast Railway Zone has been sanctioned almost three years back however, there is an inordinate delay in operationalization of this Railway Zone. Therefore, funds should be immediately granted so that the South Coast Railway Zone will see the operations happen as soon as possible. Remodelling work of the Guntur Railway Station has been stopped. I would request the hon. Minister to make sure the funds allocated to

this project is reallocated. During pre-Covid almost 14 trains were run between Guntur and Secunderabad with a stoppage at Nadikudi. But post Covid, it has come down to seven. The reason provided by the Railways is that enough revenues were not coming from this station. Unless, the Railways give a chance to book the tickets revenue cannot go up. I would request the hon. Minister to make sure that the Rs.9,000 crore that have been allocated to Andhra Pradesh are utilised properly.

DR. SHRIKANT EKNATH SHINDE: My Parliamentary Constituency, Kalyan is a very densely populated area. Lakhs of people travel daily from there. AC trains have been introduced there. It should run in peak hours and its fare needs to be reduced. Maximum number of ordinary local trains should be run in Central Railways. The fifth and sixth railway lines are limited to Kurla only. The work of extending the said railway lines should be done expeditiously. After the order of the Supreme Court, demolition notice has been served to all the people not only in Maharashtra but all over India. The Government should find a solution to this problem. The Government can implement SRA scheme or else opt for PPP model. The Government should bring schemes like Pradhan Mantri Awas Yojana or should implement SRA scheme of the State Government so as to provide housing facility to the people. If Panvel and Karjar lines are completed then it will facilitate the people traveling through the Savarband network. The work at Chikhloli railway station should be done expeditiously. It is necessary to find a midway for Kalwa-Airoli elevated corridor. Earlier, people were not ready to go other place for DFCC, then DFCC came up with a solution that cash compensation would be given. Similarly, as regards other projects, which are pending for 10-15 years, if the Union and State Governments unitedly find a solution then cost escalation can be reduced. The frequency of Diva-Vasai train should be increased. The work of Kalyan- Badlapur railway line should be done at the earliest. My constituency is Diva. If stoppage of all the trains heading towards Konkan, is provided at Diva then it will facilitate the people of that area. The work of Solapur-Tuljapur-Osmanabad railway line should be completed at the earliest.

SHRI SHRINIWAS DADASAHEB PATIL : The land of many peasants is being acquired during doubling and electrification of Pune-Miraj-Londa rail line in my Parliamentary Constituency Satara. Therefore, I desire that they should be provided jobs on priority basis. The construction of ROB in Masur and Rahamatpur may be expedited. ROB's should be constructed at Vathaar, Targaon and Padgaon. The slums on railway land near Lonad Municipal Town should be rehabilitated, should be given grace period and certain amount. The Centre and state borne cost of constructing ROB's at ratio of 50:50. It should be relaxed to 20:80 to expedite the work. The water pumping stations

should be set up. The kiosks to sell vegetables and milk should be offered to aggrieved persons. The stoppage of Kohlapur-Ahemdabad, Kohlapur-Dhanbad, Bengluru-Jodhpur, Sampark Kranti etc. trains should be provided at Lonad and Karad stations.

SHRI AJAY TAMTA: Earlier there was no rail connectivity in my Lok Sabha Constituency. For the first time, 6 trains have been introduced by converting Bhojipura, Tanakpur and Pilibhit railway line into broadgauge line. My request is that one Shatabdi and one Janshabdi train should be introduced from Tanakpur railway station to the Capital Dehradun so that people of bordering and hilly areas can get its benefit. Purnagiri Express originating from Tanakpur takes 10-12 hours to reach Delhi as it has many stoppages. I request that its time should be reduced. Ramnagar to Mumbai, Bandra train is being run once a week, it should be run thrice a week. Garib Rath running from Kathgodam to Jammu is also being run once a week, it should also be run twice a week which will facilitate movement of people in Uttarakhand, promote tourism and it will also save the time of army personnels travelling to Jammu by this train. Lalkuan to Howrah train should be run twice a week. So far, there is no train for South India from Tanakpur, Kathgodam and Ramnagar railway station. I request that a train should be introduced upto Bangalore. The work of survey is being carried out for laying railway track from Ram Nagar to Chaukhutia and Gairsain. If railway track is laid from Chaukhutia to Garur Bageshwar through tunnel and thereafter from Garur Bageshwar to Kapkot and then again from Kapkot to Munsiyari through tunnel where Asia's biggest Milam Glacier is located, we can extend its connectivity upto Dharchula-Jauljibi.

**

**

**

**

Utpal Kumar Singh
Secretary General

**Second Supplement covering rest of the proceedings is being issued separately.

© 2022 BY LOK SABHA SECRETARIAT

NOTE: It is the verbatim Debate of the Lok Sabha and not the Synopsis that should be considered authoritative.

English and Hindi versions of Synopses of Lok Sabha Debates are also available at <http://loksabha.nic.in>.

LOK SABHA

SECOND SUPPLEMENT TO SYNOPSIS OF DEBATES

(Proceedings other than Questions & Answers)

Tuesday, March 15, 2022 / Phalguna 24, 1943 (Saka)

THE UNION BUDGET- 2022-23

DEMANDS FOR GRANTS

MINISTRY OF RAILWAYS

**

**

**

**

SHRI P. RAVINDHRANATH: I wish to appreciate the Indian Railways for emerging as a beacon of hope during the Covid-19 pandemic. It is quite commendable that Railways is a key contributor to the drive towards self-reliance under our hon. Prime Minister. Another novel concept I wish to appreciate is the announcement of one station one product, which will help local businesses and supply chains. Nearly 70 per cent of the roads have been completed pertaining to the Madurai-Bodinayakkanur Broad gauge conversion project. The railway station until Theni was commissioned and the sanction for the services is awaiting approval of the Railway Board for which I request the intervention of our hon. Minister of Railways. This project may also be included in this year's budgetary target for the electrification of railway lines. I also wish to request that a new railway line from Dindigul to Lower Camp may be sanctioned. With regard to the recruitment of Southern Railways, I would like to request that candidates from Tamil

** The business transacted before this in the House has already been included in the Synopsis (Main).

Nadu should be given priority in all railway divisions in Tamil Nadu. I would also like to request the Government to also consider establishing large railway industrial units.

SHRI RAMSHIROMANI VERMA : My parliamentary constituency Shravasti is a very backward district. There is no railway line here yet. Due to which people of this district have to go to Balrampur district for rail travel. Therefore, I would like to request that the number of express trains from Balrampur be increased. Along with this, the trains cancelled during the Corona period should also be re-operationalized. It is necessary to have a gate at the railway crossing located in Bhanwaria of my Lok Sabha constituency. I would also like to know when will the Bahraich-Vasi rail project be completed. Also, there is an urgent need to build an underpass in Katehri Bazar.

SHRI JANARDAN MISHRA: First of all, I would like to thank all the Railway employees who played a positive role in the country during the Corona pandemic. An allocation of Rs 1,40,366.13 crore has been made in the current Railway Budget. Also, 400 new Vande Bharat trains will be started in the next three years. This will also attract private investment. Similarly, the concept of 'One Station-One Product' will benefit the farmers immensely. I would also like to say that our Rewa region is very backward in terms of railway facilities. I request that the work pertaining to the development of the Rewa railway station should be expedited. Also, a passenger train should be made available from Rewa to Mumbai. Apart from this, stoppages of Kashi and Kshipra Express trains should be provided at Dabhaura railway station.

SHRIMATI VANGA GEETHA VISWANATH: I would like to say that fast passenger trains were converted as Express trains. Due to this – students, small vendors, small farmers and employees are facing difficulties. So, I request that the Government may convert these Fast passenger trains to express trains but please continue with the stops that fast passenger trains had. There is a long pending demand to include Kakinada on the Mail line. So, I request Minister to consider connecting Kakinada to Mainline while surveying. I also request the Government to construct a second Foot Over Bridge in Samalkot Junction at the earliest. Similarly, Rail over Bridges should be constructed wherever necessary. I have a special request for the Annavaram railway station. This is a historical place as well as a place of pilgrim interest. On the West side, if booking counters and a waiting hall are provided, that will benefit all visiting pilgrims. I would also request to change old coaches. As far as our State Andhra Pradesh is concerned, South Coast Railway Zone with Waltair as Head Quarters should be set up at the earliest. I also request you to provide Recruitment Board in our State. Funds for South Coast Railway Zone may be released at the earliest.

SHRI RAJMOHAN UNNITHAN: My constituency Kasaragod has many aspirations related to the Railway. The traffic and engineering survey for the proposed Kanjangad-Kaniur line with a length of 90 kms. has been completed in 2015. But unfortunately, the project is still put in the back-burner. I request the Government that this project may be implemented. The Kumbala Railway Station has a large stretch of unutilized land. This land may be utilized for building a satellite terminal for the Mangalore Terminal. I also request that the RoB on Kottikulam is constructed as early as possible. I request the Railway Minister to kindly provide A Class facilities at Payyanur Station. I request the Minister to sanction two or three trains to Kannur and Mangalore during day time. I would also request the Government to restore all the concessions.

SHRIMATI NUSRAT JAHAN: The Indian Railways is the second largest transport system in Asia. But it is a matter of great regret that the fares of railway tickets have increased at every budgetary proposal of the present Government. The Solar power train can save us from pollution and main thrust should be given on modernisation and safety of passengers in the railways. There was a n assurance of new bullet train corridors. Why is the nation being bluffed? The Government have already sold Air India. I alleged that West Bengal has been deprived in this Railway Budget. It is true that one lakh group 'D' vacancies including Gangaman and more than 30,000 group 'C' vacancies exist. When will these vacancies be filled? There is no employment here.

SHRI ARUN SAO: Today, Indian Railways is recognised as the development line of our country. It has given its services during the challenges of Corona pandemic. The State Government of Chhatishgarh and the Ministry of Railway had the new rail lines from Katghora-Mungeli-Kavradha-Khairaghad-Dongargadh-Kharsiya, Barodha Bazaar, Durg, Barvadih and Chirmini as new rail line projects under the joint venture. These projects need to be expedited and implemented early. There is need to make the Bilaspur-Pandra road station as the world class station. There is need to build an under bridge and foot over bridge in Bilha. There is also need to provide stoppages of all the previous trains at Bilha.

SHRI RAHUL RAMESH SHEWALE: Mumbai local train is the life-line of Mumbai city. There is need for five hundred more coaches in Mumbai. The height of railway platforms in Mumbai is a big issue. A project was launched to increase the platform height of 36 railway stations but this work has not yet been completed. I also request the hon. Minister of Railways to provide medical facilities at all Railway stations. Mobile food vans should be permitted to provide job opportunities for the unemployed youths. When the Rail Land Development Authority had prepared the design of Dadar railway station, I had made a suggestion that hawkers should be accommodated in the

new design and should also be provided parking facilities. In Mumbai, signals do not work during rainy seasons. There is a Brimstowad project of the Ministry for Mumbai. If the railway tracks are designed under this project then the rainy water can be discharged and the problem of flooding can be resolved. I would also make a request to the hon. Minister about the CST Panvel Alleviated Corridor to complete early as it is very important for this area.

DR. SUKANTA MAJUMDAR: The Railway is preparing itself for the next 25 years which will take the country to new heights. It faced unprecedented challenges during Covid times. Even then it played its role quite responsibly. National Rail Plan has been formulated in the year 2021-22 for the development of infrastructure. There are 48 projects in West Bengal which are not progressing due to unavailability of land. Three projects have been stalled in my constituency which should be resumed. An ISKON Temple is coming up in West Bengal which would be the biggest temple in the world. I urge the Government to provide rail connectivity to this ISKON temple. North Bengal has always been a backward area so a high speed train should be given to this region. There is only one train to travel from Balurghat to Howrah that is 03063/03064. This up and down train has only one rake. I urge the Government to make it a double rake train and to start a Vande Bharat Train to my constituency.

SHRI GURJEET SINGH AUJLA: Today, sixty per cent railway staff comes under the new pension scheme. I demand that the New Pension Scheme should be scrapped and all the staff should be covered under the Old Pension Scheme. Around 1,000 railway quarters in Amritsar have been declared condemned. I urge the hon. Minister of Railways to construct new railway quarters and increase the staff strength. The Railway workshop at Amritsar is left with no work but has necessary staff. I want that the railway should allocate sufficient work to this workshop so that the staff can be utilised. An under bridge has to be constructed at kilometres 4/15 and 4/16 on Amritsar-Dera Baba Nanak rail line. I request the hon. Minister to construct the under bridge. Likewise, an over bridge should be constructed at Tapai gate on Amritsar-Tarantaran rail line. There are three level crossing gates on Amritsar-Atari rail line. Bridges are necessary over all the three crossings. Besides, I have several other demands related to the Railways which should be fulfilled.

SHRI AKSHAIBAR LAL: Huge funds have been allocated for various works in Lucknow division of North-Eastern Railway. A new rail line is proposed from Gorakhpur to Bahraich. If the same is extended upto Jarval railway station then its utility as well as significance will increase. The trains discontinued during the Covid time should be

restored. An over bridge or an under pass should be constructed at level crossing no. 41 at Bahraich.

SHRI VIJAY KUMAR: An allocation of more than Rs. 1 lakh 40 thousand crore has been made for Railways in this year's Budget so that different projects can be completed soon. An announcement for introduction of 400 new Vande Bharat Trains in coming three years has also been made. I urge the Government to consider the areas which need more trains. Construction of Gaya-Bodhgaya-Sherghati via Chatra rail line should be taken up on priority. Construction of rail over bridge at Bagheshwari Gumati in Gaya city is necessary. A weekly train runs from Gaya to Chennai. This train should be made a daily train. A direct train from Gaya to Mumbai should be introduced. Besides, I have several basic demands for extension of railway facilities in my constituency Gaya. I urge the Government to fulfil these demands on priority.

SHRI KALYAN BANERJEE: So far as employment scenario in Railways is concerned, permanent posts are being abolished. Lakhs of posts in the Railways including in safety related Departments like Signalling, Track Maintenance, etc., are left vacant. What are you trying to achieve by privatizing the Railways? I have no difficulty with privatization but I have difficulty with reduction in employment. The hon. Prime Minister, in 2019 had asked the Indian Railways to prepare a policy to review all the manned level crossings on the Golden Quadrilateral route, which connects metro cities on a priority basis. Today the Railways is failing to fulfil even the wish and instructions of the hon. Prime Minister which he stated on the floor of Parliament. Though the safety of passengers is the topmost priority of the Indian Railways, the train accidents continue to take place even during the last few years. The Ministry has sent alert about the rail fractures and weld failures which have become a threat to the safety of train operations and has called for an immediate intervention from the Zonal Railways to detect such failures, avert hazards, and to remove all such deficiencies. I would like to know whether the Government will place the recommendations or findings of such threats in the House. I have a request in respect of my constituency. It is really shocking that the trains are operating on Bargachia Station, HawrahAmta line of the South Eastern Railway but there is no level crossing, no ROB, and no RUB. This request was made at least 15 times but it has not been fulfilled. I would request the hon. Minister to kindly look into it and fulfil at least one of our requests. I would also request that all the pending projects of West Bengal be completed.

SHRI SHRIRANG APPA BARNE: Third and fourth tracks were announced to be constructed from Pune to Lonawala in 2017 by the hon. Minister of Railways but no headway has so far been made in this regard. If these tracks are constructed, the

employees, school children and the farmers will definitely be benefited from it. I made a demand to set up direct rail connectivity from Lonawala to Panwel station by constructing a tunnel there, then the fast train can also be run thereon. There is a historic Bhushi dam of the Railways at Lonawala where around 10 to 12 lakh tourists visit during rainy season. If the same is developed on the PPP mode, it will certainly attract more and more tourists there enabling the department of railways to generate more revenue therefrom. A toy train used to be run from Neral to Matheran and the same has been discontinued now. If the same is restarted with the improved version thereof, then it will definitely promote the tourism. I made a demand to construct a new rail line from Pune to Roh. A survey in this respect has also been undertaken by the railways but its construction is going on at a snail's pace. The Railways has developed around 11 stations in collaboration with CIDCO in my Constituency but there is lack of basic facilities which needs to be addressed to. It would be very nice if the status of sub-station is accorded to Chinchwad or Akurdi.

SHRI M.K. RAGHAVAN:I would like to make a few requests to the hon. Minister of Railways. Considering the volume of traffic and the profit it generates, Kerala needs a separate Railway zone. Two big projects of the Railways have not seen the light. One of them is Tirunnavaya – Guruvayur line and the other is the Sabari line. I request the Government to explore ways to make this a reality. In my Constituency no railways are connected to Beypore port as well as to Karipur airport. With respect to this, I request you to urgently consider Ferok – Karipur – Angadipuram railway line project which is pending with the Railway Board for some time. This will enable the development of both Beypore as well as Karipur. Given the present circumstances, I would like to request the Government to undertake a survey for the construction of a dedicated third line for cargo movement through Kerala on an urgent basis. Existing trains such as Yeshwanthpur – Kannur Express via Mangalore should be extended to Kozhikode Railway Station. Also, provision for a day express to Bangalore from Kozhikode is an urgent necessity. I also request you to expedite the elevation of Kozhikode Railway Station to International standards by immediate consideration of Kozhikode Railway Station Redevelopment Master plan and install the pitline at West Hill, Calicut. More MEMU and passenger train connectivity has to be provided between Kozhikode and Thrissur and between Kozhikode and Kannur. I would like to request the Railway Ministry to provide us with more Jan Shatabdi trains and to upgrade the existing ones to Vanda Bharat express trains. Moreover, my humble submission is that periodic recruitment has to be done in the Railways to make sure that required staff is always available. At last, I would like to request that the Railways should hold Division-wise Monitoring Committee meeting on a regular basis for timely implementation of projects.

SHRI RITESH PANDEY: Before I start my speech on the Demands for Grants for the Ministry of Railways, I would like to request for the various works that have to happen in my Constituency. I would like to extend my thanks to you for providing the stoppage of the Doon Express and the Ganga – Satluj Express trains in my Constituency. I would like to urge upon the hon. Minister for providing the stoppage of the Tatanagar – JallianwalanBagh Express, the ShradhaSetu Express, the Chhapra – Delhi Express, the Varanasi – Gonda Intercity Express trains in my Constituency as the cancer patients use these trains to reach Varanasi. Besides, the stoppage of the Ajmer – KishangarhGareeb Nawaz Express train should also be provided in my Constituency. Doubling of a railway line via Ambedkar Nagar is being undertaken in my Constituency and the works thereon is being going on for many years. Hence, it needs to be expedited. A flyover passes across the main railway tracks at Ambedkar Nagar headquarters, Akbarpur where building a foot bridge access is urgently required by breaking a part of the railway bridge and installing spiral staircase on either side of the bridge. You need to address to this demand.

SHRI RAM MOHAN NAIDU KINJARAPU: It has been our long-lasting demand for so many years to create a new railway zone under the name of South Coast Railway zone but it has not come into operation. There are seven stations in Khurda Road Division which need to be added to the new South Coast Railway Zone which are namely, Palasa, Mandasa, Summadevi, Baruva, Sompeta, Jhadupudi and Ichchapuram. The cancellation of creation of Waltair Division is the most illogical, insensible decision. Even the Railways agree that it is a very unjustified decision. A Railway Recruitment Board office should be opened at Visakhapatnam. Kottapalli-Narsapuram railway line has not been completed since 21 years. I request the Central Government to complete the important railway projects for the benefit of the people of Andhra Pradesh. There is a long pending demand for a new train from Varanasi to Visakhapatnam. An existing train from Tirupati to Visakhapatnam should be extended to Srikakulam. I strongly demand for starting a new train from Srikakulam district. Harishchandrapuram station is the only station connected to the NH-16, which runs from Chennai to Kolkata. This is a very important station which has a wonderful potential to grow in future. I request for some trains to stop here namely, Visakhapatnam-Gurupur, Visakhapatnam-Bhubaneswar Intercity, Puri-Tirupati and Visakhapatnam Express. This is a very important demand. Our district is a rice producing district and a wagon point is needed at Tilaru railway station. FoB at Jhadupudi station should be extended to the other side to avoid track accidents. Ichchapuram-Howrah-Yesvantpur stoppage and Rautupuram-Palasa-Gunupuru stoppage at Visakhapatnam is needed. A new railway loading point needs be constructed in Sitanagaram.

SHRI RADHA MOHAN SINGH: The Government has set up a National Railway Infrastructure Fund which is a non-lapsable fund in which Rs. 20,000 crore are infused every year. The results of the works done after the establishment of this fund are visible now and there has been a marked decline in train accidents. There were 135 train accidents in 2014-15 which declined to 22 in 2020-21. A total of 375 railway stations have been developed from 2014-15 to 2020-21 and bio-toilets have been installed in the trains which has given impetus to Swachh Bharat Mission. 100 per cent electrification of the railways will be completed by 2023. This will improve the environment. Solar energy panels are being installed along the railway lines and on the top of the trains. Now, the speed of freight trains is 75 km/hour which used to be 25-45 kms/ hour earlier. Locomotive production was 215 in 2015 which has tripled to 764 in 2020-21. Bihar will get Rs. 66.6 crore in this Budget from the Railways. A provision of Rs.100 crore has been made in this Budget for the construction of Hazipur-Sugauli railway line. The Government has completed electrification work from Muzzafarpur to Motihari, Narkatiyaganj, Valmiki Nagar in Champaran at the cost of Rs. 280 crore and Rs. 1185 crore for the doubling work of this railway section and Rs. 1215 crore for the second portion have been sanctioned. Approval has been granted for construction of lift and escalators at platform, two new AC and two new non AC waiting rooms, one reservation office, six dormitory rooms and a cloak room at the Bapudham-Motihari station. A lot of development work has also been done at Pipra station. RoB construction work is going on at unmanned level crossing no. 159 at Bapudham-Motihari station. Champaran Satyagrah train has been made bi-weekly from once a week.

SHRI SANTOKH SINGH CHAUDHARY: There is a lot of traffic in Phillaur city. An RoB should be constructed there. The railway crossing of Gauraya Town is inside the city due to which people face lot of difficulties. Therefore, an RuB should be constructed at the level crossing S-83. These are the two most difficult level crossings in my district. I request you to pay attention to them. Vande Bharat Express should be provided a stoppage at Jalandhar Cantt station. The halt of Amritsar-Dehradun Express, Amritsar - Chhattisgarh Express, Dadar Express and Katihar Express should be given at Kartarpur railway station in my parliamentary constituency. Stoppage of Hemkund Express, Sachkhand Express, Shan-e-Punjab and Paschim Express should be given at Phillaur railway station. A superfast train or express train in Nakodar sub division, which will connect Firozpur Delhi via Jalandhar, should be started. To ease the pressure at Jalandhar railway station, we want a second entry, on the other side.

SHRI BIDYUT BARAN MAHATO: Doubling of Tata to Badampahar railway section up to Keonjhar should be done so that people can get convenience in commuting. With this, it will be directly connected to Bhubaneshwar. Delhi - Purushottam Express

and Howrah - Jodhpur Express should be provided stoppage at Parasnath. I demand the status of Modelrailway station for theGhatshila railway station. The operation of Tatanagar - Bhagalpur Express should be resumed. Jammu Tawi train should be started from Tatanagar without delay. The Tata-Alleppey train should be run again. A MEMU train should be run between Tata to Digha. Howrah - Korapur Express should be run and Kharagpur local train should be run. A superfast train should be run from Tata to Goa. Ranchi Rajdhani train should be provided stoppage at Lohardaga.

SHRI BALUBHAU ALIAS SURESH NARAYAN DHANORKAR : I would urge the Hon'ble Minister of Railways to run Merry go round train to facilitate the people of my constituency. Alongside, all the trains running on Ballarshah- Nagbhid-Gondiya route should be made operational at the earliest possible. There should be construction of a platform on the other side of Chanda Fort local station. My Parliamentary constituency holds the distinction of large scale production of cotton and so is the case with the adjoining areas of Telangana, Andhra Pradesh, Madhya Pradesh and Chhattisgarh. With increase in communication and transportation facilities by the Railways, a textile park can be set up in Rajura Vidhan Sabha that would lead to increase in trade and of course, shall generate employment.

SHRI DHARMENDRA KASHYAP: The Hon'ble Minister of Railways has taken serious pains to increase the pace of speed and progress of Indian Railways. Having said so, I would like to request that the construction of an overbridge at Railway crossing number 252 B is urgently called for. Satyagrah Express bearing number 15273/74 , Triveni Express bearing number 5074/75 and the train number 54377/78 running between Bareilly and Prayagraj needs to be revived. Likewise, there should be stoppage of Sadbhawana Express bearing number 04010-04016 at visharatganj Railway station. In addition, I would urge upon the Minister to introduce a train originating from Badayun with its destination in Delhi.

SHRI HAJI FAZLUR REHMAN: I have to make an important submission. Sangam Express bearing number 14164 should be run from Saharanpur. Secondly, all the underpasses in place in the district Saharanpur is quite often witnessed to be reeling under the sustained problem of water logging and they need to be covered with a shade enabling the smooth passage of pedestrians as well as those moving in a vehicle. A direct train should be introduced from Saharanpur to Hyderabad, Secunderabad and Vasai to facilitate the residents of Saharanpur. The trains particularly passenger trains whose operation had been discontinued during Covid pandemic needs to be revived .

SHRI GOPAL SHETTY: I, on behalf of the residents of Mumbai, would like to compliment the Hon'ble Minister of Railways for making provision of Rs 577.5 crore rupees for various projects. A lot of work has been done in Mumbai over the last few years. The beautification of Railway stations is already underway at a massive pace and I am sure with the infusion of this much amount the pace shall invariably gain further momentum. Further, Matasyagandha train originates from Kurla, Mumbai. There is a proposal to run it via Vasai and work on a stretch of two kilometers is yet to be completed therein while budgetary provision has already been made on this count. If this work is completed, people belonging to Andheri, Bandra, Borivali and Vasai would be hugely benefitted. Besides, some system ought to be in place to facilitate those engaged in boot polishing without subjecting them to the tendering process. Rail Kawach technology should be given wide publicity. I must compliment all the engineers of the country through Parliament. The work relating to Bullet train should be undertaken at the speed of Bullet. Commercial complex should come up at all Mumbai based Railway Stations under PPP model which has been hanging fire for the last five to seven years. To conclude, I would like to submit that you had better announce some relief package for those settled in clusters adjoining railway lines in the North and it would be in the interest of fairness and justice to them prior to the celebration of Azadi Mahotsav.

SHRI B. B. PATIL: There is a great need for a Rail Over Bridge (ROB) on the railway line in Kamareddy under my Parliamentary Constituency. If the bullet train from Mumbai to Hyderabad will run via Zahirabad, then the Railways will definitely benefit a lot and at the same time, three lakh people will get employment directly and three lakh people get it indirectly. Bodan-Bidar in our area is a very long-pending subject of Railways. I want to remind the government about it once again. There is a great need for a ROB on the railway line at Kohir. Along with that, a RUB is also required at gate number 214/A, on the Jangampalli to Medak line. A RUB is also needed at level crossing no. 2018 in Kamareddy district. Due to the accumulation of water beneath underpasses, people are facing a lot of problems. Because of low height, sugarcane trucks also have a lot of difficulty in commuting under them. This problem should be resolved.

SHRI ANIL FIROJIYA : In my State of Madhya Pradesh, Rani Kamalapati Railway Station has been made a state-of-the-art railway station and it has been designed on the lines of an airport. It is one of the best railway stations in the country. I would like to thank the hon. A provision of Rs.100 crores has been made in the Budget for doubling of Ujjain-Indore railway line, for which I would like to thank the hon. Minister. The stoppages of some trains, which used to stop at Mahidpur Road, Vikramgarh Aalot and

Tarana railway stations in my Parliamentary constituency, were discontinued due to COVID-19. Those passenger trains may again be allowed to stop now at all these stations. A new MEMU train should be run between Ujjain and Chittorgarh at the earliest. It is very necessary to start with immediate effect the passenger trains and mail-express trains in Ratlam Division of Western Railway which were discontinued due to COVID-19. Stoppage of Train No.12415/16, New Delhi-Indore Intercity Express may be provided at the famous Jain Shrine Shri Mahavir Ji Station. If the frequency of the MEMU train between Indore and Ujjain with two trips in a day will be increased, then the people there will be benefitted. The concession in fares being given to senior citizen rail passengers was discontinued due to COVID-19. It should be restarted as soon as possible. Due to COVID-19, normal tickets were discontinued in many trains. Those normal tickets should be introduced in all the trains as before. The demand for Ujjain-Jhalawar railway line in my Lok Sabha constituency is a long pending demand. Once it is completed, the people there will be able to commute to Delhi easily. The operation of Indore-Nagda passenger train is very important for farmers and students in my Lok Sabha constituency.

SHRI PRINCE RAJ : In the fight against the global pandemic Corona-19, our scientists manufactured vaccine in the country and more than 90 percent of the people were given the first dose under the leadership of our Prime Minister. We need to pat ourselves on our back for this achievement. We should never forget the important contribution of the Railways towards this achievement. We thank the Government very much for providing funds for various railway projects in Bihar. Work on Harnagar to Kusheshwar Asthan railway line has been stopped, this work should be completed. We have a demand for an ROB near Bhola Talkies Gumti in Samastipur for a very long time. Please pay special attention to this. There is a long pending demand for an RoB at Rosra-Gandhi Chowk too. Trains that used to run before Covid – 19 have not been re-introduced after the Covid pandemic was over. Please take cognizance of this matter also. Train no. 13238 runs from Patna to Kota. Many students from Bihar study in Kota. If it is extended to Samastipur, the public at large will be benefitted.

SHRI C.P. JOSHI : Whether it is the issue of doubling of tracks, electrification or new railway line or gauge conversion, we are fortunate that the work that was not done in the last so many years in Rajasthan, this government has undertaken those works. Today, work on Mavli to Bari Sadri railway line is about to be completed. I thank the Government for this. The people of this area will be greatly benefitted when the gauge conversion work from Mavli to Marwar is completed. The doubling of railway line from Chittorgarh to Nimach is almost complete. I want to thank the Government for this.

Udaipur to Ahmedabad railway line track was sanctioned in the year 2008. That track is going to be completed now in the year 2022. The stoppage of some trains was discontinued during the Covid-19 crisis. I humbly urge the Government to resume these stoppages. If the train from Patna to Kota is extended to Udaipur, it will facilitate the people of Kota and Udaipur, which are important places in the field of education and tourism, to connect with Bihar. A train was introduced to Haridwar. It only runs three days a week. If that train runs for six days, the people of the area will be greatly benefited. The train to Bandra runs only three days a week. This train should run throughout the week. The Government of India had set up a container depot at Khemli during its previous term. If a flyover is built there, it will be very convenient. There should be a train from Amritsar to Udaipur to go to Beas ji and there should also be a separate train for Vaishno Devi. If Jodhpur-Jaisalmer train is run from Udaipur, the people of Udaipur will get a lot of relief.

SHRI UTTAM KUMAR REDDY: I would like to inform the Railway Minister that an assurance had been given to the State of Telangana in the Andhra Pradesh Reorganisation Act, 2014 that a railway coach factory would be set up in Kazipet. I have raised this issue many times in Parliament during the last eight years. But a new coach manufacturing factory in Kazipet has not been set up till date. I would like to appeal to the Railway Minister that the assurance was based on creating additional employment in the hinterland of Telangana. It would be very appropriate if the government could think of setting up a manufacturing factory of Vande Bharat Express trains at Kazipet. There was another assurance that the road and rail connectivity between the cities of Hyderabad and Vijayawada would be improved. I have represented to the Railway Ministry several times that a bullet train from Hyderabad to Vijayawada would probably be more financially feasible and viable than the one between Ahmedabad and Mumbai. I request the Railway Minister to get a feasibility survey done for the introduction of a bullet train between Hyderabad and Vijayawada or a Shatabdi train on a shorter new route. There is an existing railway line from Motumari to Vishnupuram via Mellacheruvu, Mattam Palli, and Janpad. In this route, only goods train is being operated now. I request to run passenger trains also on this route. The concerned officials of your Ministry have not taken my representation in this regard seriously. If a few railway platforms are built passenger trains can be run in this remote area. I request to the Railway Minister to kindly take up construction of the railway line from Dornakal to Miryalaguda via Nelakondapalli, Kodad, Huzur Nagar, and Nereducherla as this is a highly viable route because the entire cement manufacturing belt of the country and a significant rice milling industry are based in this area. The Railways have a priority - one is the Quadrilateral route which runs along the borders of the country and another is the Diagonal route

which is running through the country. Now, for the Railway Ministry Hyderabad is not a priority because it is neither on the Quadrilateral route nor on the Diagonal route. I request the Minister to kindly re-examine this and put Hyderabad on one of the routes because it is the fastest growing city in India and needs to be a priority for the Railways. I appeal to the Railway Ministry to introduce a Shuttle Train from Mellacheruvu to Hyderabad via Miryalaguda and Nalgonda.

SHRI SUBHASH CHANDRA BAHERIA: I have a request that the stoppages of trains before Corona should be restored again. If anywhere the RUB or ROB is being built by the railways, then before closing that crossing there, the consent of the MP of the area must be taken, because the RUB is made in such a way that no one can get out there. Because of that, there is a lot of trouble. We have Barundani station between Chittorgarh and Kota. The height of its platform has to be increased and it has been sanctioned. But that work hasn't started. Hamirgarh is a station between Chittorgarh and Bhilwara, where there is a dire need for a foot overbridge, because the entire city is on other side. For this reason there is a problem in crossing there. In the year 2012-2013, the then Prime Minister laid the foundation stone of a MEMU coach factory in my area. But nothing has happened there. The factory is closed. I urge upon you that it should be replaced by whatever new factory is proposed by the Railways. Land is lying there, another factory should be set up in place of MEMU coach factory, which will give relief to the people there. A lot of work has been done in my area. The electrification work has been done there. Due to this, there has been a lot of saving in the journey time of trains. I urge that wherever there are no stoppages of the trains and there is demand for stoppages, those stoppages should be given. The train arrives at every station about 10-15 minutes in advance. The train stands everywhere for 10 minutes. If there is a demand for stoppage somewhere, it should be fulfilled or the time should be reduced. Earlier, there was a system in railways that if any MP demanded, temporary stoppage was given for 6 months. After that, keeping in view the revenue, it was decided whether that stoppage was economically viable or not. The earlier system of giving temporary stoppage once for four or six months should be started.

DR. S.T. HASAN: I have come from Moradabad Parliamentary constituency, which is known as Brass City and is a very big business centre. A train from Moradabad should be run to Mumbai, because all the work like shipment etc. is done from Mumbai. Apart from this, there is business from Moradabad to Aligarh, Agra, Firozabad, all of them are business centers and export centres. There is demand for a train from Moradabad to Agra. There are big localities like Burhanpur, which are mini cities, but till date there is no facility of train here. There is also Thakurdwara, which is a very big city, with no train facility. Kanth is a place where surgical bandage and cotton are supplied through India. There is a train which runs via Kanth even today – Sealdah- Jammu Tavi

express, which used to stop at Kanth, its halt has been discontinued there. Let it be restored again. The underpasses that have been built in our area have shades on them, but earlier when it rained those underpasses were flooded. I would like to say that if rainwater harvesting is done at the place where the underpass is being constructed, then people will be facilitated and it will also give a boost to the ground water. I would request the Railway Minister to restore the concession given earlier to the patients, the disabled people and the senior citizens. Some time ago there was a big problem in my area when we ran out of containers. All the containers got stuck in China. People's orders have been delayed. I would like to request the Minister to facilitate indigenous manufacturing of containers. The freight rate that we have in India is very high in comparison to other countries. Concessions are given to exporters in freight in other countries. It will be very good if that concession is provided to our exporters also and there is no shortage of containers in future .

SHRI DEVENDRA SINGH 'BHOLE': Under my parliamentary constituency, the metro service was introduced in Kanpur Nagar, which is the biggest gift for the people of Kanpur district. The option of replacing the railway line from Mandhna to Anwarganj, which is the main cause of severe jam in Kanpur Metropolitan City, with Mandhna to Panki may be considered. The railway line from Anwarganj to Mandhna divides the city into two parts. The busiest locality in the city is G.T. road, where dozens of educational institutions, universities, polytechnics, ITIs, sugar institutes, medical colleges, cardiology, J.K. Cancer, Hallet Hospital and Vikas Bhawan etc are situated due to which, there is heavy public pressure and traffic in the said area causing often a jam situation. Due to the movement of all goods trains and passenger trains on the said railway line, most of the railway crossings are closed most of the time, which makes the jam situation worse. In order to overcome the problem of jam in the said area, a budget of Rs.1,789 crore was proposed for construction of overhead railway line from Anwarganj to Mandhna in the Budget 2017-18, but due to some reasons, the said work could not be taken up. If rail line from Mandhna to Panki is laid, the route of goods trains and other trains can be diverted, which is likely to address the problem of jam in the said area due to reduction of vehicular traffic. It is very important to expedite this work in the public interest. The railway underpass constructed against the norms is filled with water for a number of reasons, but due to some reasons, that problem has not been solved so far. So, my submission is that it is very necessary to address these shortcomings. Bhimsen station in the rural areas of Kanupar town is very important. Due to the narrow passage of the overbridge at the said station, passengers have to cross the railway tracks risking their lives and go to other side. Due to non-stoppage of Jhansi-Lucknow Intercity at the said station, the passengers travelling to and from Urai, Kalpi and other stations have to face a

lot of inconvenience. Due to this, there is a great need for stoppage of train no. 11109 and 11110 Jhansi-Lucknow Intercity at Bhimsen station and construction of overbridge for convenience of the passengers . Ghatampur railway station being the major centre of utility and movement in Kanpur district, it is very important to declare it as a model station. In Kanpur district, Kathara, Patara and Dohru halts should be developed for the convenience of passengers. Kathara, situated in Kanpur under my parliamentary constituency, has a mythological and politically glorious history. I request that action should be taken to accord the status of Katharadham to Kathara station being a mythological site. From Kanpur most of the rail passengers have to travel to Pune, but there is no train to go there. One has to go 250 km away from Jhansi to catch the train. The government is requested to run a train from there to Pune. There is a need for construction of an underpass near the sanctioned overbridge at Rura Cabin in my area. I request for stoppage of Avadh Express there. The youth of the area have to go to Kota, Ratlam, Surat, Vadodara, Ahmedabad, etc. for jobs. Due to non-stoppage, they have to wander at Agra or Mathura stations. Train no.64592 Purvanchal Memo Passenger, which operated between Kanpur and Fatehpur, is requested to be reintroduced. I request to open gate no.80A located on Kanpur to Banda railway line. There is no overbridge at the railway crossing near Ghatampur railway station. Stoppage of the trains going towards Ghatampur and Jhansi may be stopped at Govind Nagar.

DR. JAI SIDHESHWAR SHIVACHARYA SWAMIJI: India is celebrating the Amrit Mahotsav of Independence this year. On this occasion, the Government has announced the introduction of 400 Vande Bharatam new trains. The number of people coming to and from my Parliamentary Constituency, Solapur to Mumbai is in the thousands. So I request the Minister to introduce Vande Bharatam train from Solapur to Mumbai. There is only one train running from my parliamentary constituency Solapur to Delhi. So, I pray for the introduction of a new train from Hubli to New Delhi via Solapur . There are many pilgrimage centres at a distance of 40-50 kilometres from my parliamentary constituency Solapur. From here, the number of people going to Dwarka, Varanasi is increasing day by day. So, I request for introduction of a new train from Solapur to Dwarka and Solapur to Varanasi. I pray for the stoppage of Baswa Express and Hassan Express at Akkalkot station on the trial basis. Tikekarwadi station should be converted into a terminal station. A survey has been conducted to start a bullet train from Mumbai to Hyderabad, the work should be started at the earliest and the demand for Solapur-Trivandrum Kisan Rail has been there for a long time, it should be processed at the earliest.

**

**

**

**

Utpal Kumar Singh
Secretary General

**Third Supplement covering rest of the proceedings is being issued separately.

© 2022 BY LOK SABHA SECRETARIAT

NOTE: It is the verbatim Debate of the Lok Sabha and not the Synopsis that should be considered authoritative.

English and Hindi versions of Synopses of Lok Sabha Debates are also available at <http://loksabha.nic.in>.

Not for Publication

For Members only

LOK SABHA

THIRD SUPPLEMENT TO SYNOPSIS OF DEBATES

(Proceedings other than Questions & Answers)

Tuesday, March 15, 2022 / Phalguna 24, 1943 (Saka)

THE UNION BUDGET- 2022-23

DEMANDS FOR GRANTS

MINISTRY OF RAILWAYS

**

**

**

**

SHRI SAPTAGIRI SANKAR ULAKA :It is unfortunate that the project related to extension of Naupada - Gunupur broad gauge line up to Therubali is still in the backburner with no progress. I request Central Government to not delay it further. I would further request Ministry of Railways to kindly expedite the approval for land transfer related to construction of Koraput bypass so that the work can be restarted immediately. I would like to thank the Government for sanctioning Rayagada Division.

** Speeches made by other hon. Members have already been included in the Synopsis (Main).

There is strong demand for construction of rail underground passages at near Narigaon between Darliput Railway Station and Gorapur Railway Station and at Musuriagudaneer North and Manbar Station on Koraput Vishakhapatnam Rail line. Rail Underground passages should also be constructed at Kerandiguda — Chancharaguda, Lataguda, Sana Brundabadi and near Mile No 308/17 at Majhihalma in Rayagada District. A Rail over bridge needs to be constructed at Muniguda town. I would like to request Ministry of Railways to ensure train stoppage at Laxmipur Road Station be restored at the earliest. A new day time train from Jeypore/Koraput to Bhubaneswar via Rayagada and Berhampur should be restored. A new Intercity train from Gunupur to Bhubaneswar/Bhadrak should be started. The Government should rehabilitate and reallocate displaced shop owners in front of Rayagada Railway Station. All train services that were discontinued during Covid-19 crisis need to be restored. Stoppage of Tirupati Biweekly Express (07481/07482) should be provided at Bissamcuttack. Korba Covid-19 Special Train (08517-08518) should be provided stoppage at Bissamcuttack and Jemadeipentho and stoppage of Samta Express (02887-02888) and Anantpur Exam Spl. (07243-07244) should be provided at Jimidipeta. Further, stoppage of Samaleshwari Express and Intercity Express should be provided at Sikarpai station. Construction of new platforms and foot over bridges is required at Laxmipur Station, Kakriguma Station, Damanjodi Station and Padua Station. Proper drinking water facilities should be provided at Laxmipur, Kakriguma, and Singaram stations. We need reservation ticket counters at Tikri, Laxmipur, Damanjodi, Padua and Kakriguma.

SHRI P. R. NATARAJAN : In the meeting held at Coimbatore, 180 organisations including members of Chamber of Commerce demanded for separate Railway Division at Coimbatore. Even after completion of Broad Gauge line work and electrification work between Podanur and Pollachi, the project is being kept idle without resumption of operation of trains from Coimbatore. People of Coimbatore and southern districts are in the dire need of these trains for their pilgrimage, business, health and educational needs. Hence, formation of separate Coimbatore Railway Division is the dire need of the hour.

DR. UMESH G. JADAV : The Budgetary provision in this Budget is the highest ever. Immense thrust is laid upon infrastructure development which is a welcome step in view of development of the Railway in our southern region. In February 2014, then Hon'ble Minister of Railways had announced the formation of Kalaburagi Railway Division but it is yet to become operational. Therefore, I request for the operation of Kalaburagi Railways Division. The government should formulate plans for utilization of Kalaburagi Pit line. Kindly restart Kalaburagi-Hyderabad Intercity (11307/11308) train as

early as possible. Solapur-Guntakal DEMU train should be restarted. Arrangements should be made to extend the Secunderabad-Chittapur MEMU (07759/07760) till Kalaburagi. Please provide stoppage for ADI-MAS Express (19419/19420) at Kalaburagi. I request to please restart the second pit line approved in year 2014. I further request to restart the work related to augmentation of administrative/office infrastructure, Solapur Division at Gulbarga. A new overnight train from Kalaburagi to Bengaluru should be introduced. Please restart the Train number 22155/22156 with extension at both ends by making it as Kalaburagi Kolhapur exp. at the earliest as it will help people in Karnataka as well as Maharastra. I request to start a new train from Latur to Tirupativia Udgir, Bhalki, Khanapur, Humnabad, Kalaburagi, Wadi and Guntakal because thousands of pilgrims from these areas visit Tirupati every day.

SHRI K. SUBBARAYAN : Tirupur being a labour intensive township needs a bigger railway station now as the city has grown larger in size with rising population over recent years thanks to the booming textile and garment export business. The land on the eastern side of Tirupati station could be used to widen the access road and for car parking and other facilities. The goods shed operating on the eastern side of the station may be shifted to Koolipalayam and the vacated goods shed part can be used to develop the station to a more spacious one with additional buildings and newer blocks. New roads should be built on both sides of the station. The platforms of the station should be provided with new roofing to avoid rain water disturbing the waiting passengers. It must be ensured that water supply to the station is nonstop and uninterrupted. Stoppage time of all trains at Tirupur station should be increased. The platforms on both sides of Tirupur station are very narrow and they must be widened immediately. The reservation office at the station must be made bigger to handle huge number of people with more counters and staff. 'Wi-Fi' facility, bio-toilet and medical facilities should be provided at Tirupur railway station. Electronic Coach number indicators should be installed at both the platforms. Weekly train from Coimbatore to Rameswaram via Tirupur and Erode should operate on a daily basis. One more train on Coimbatore to Nagercoil route must be provided. The passenger train operating from Coimbatore to Salem before Covid-19 must be resumed immediately. Train No. 06617 / 06618, Train No. 06613 / 06614, Train No. 02475 / 02476 and all other trains discontinued during Covid-19 should be resumed now. Taking into account the importance of Tirupur as an industrial cum business zone, Train No. 02623/02624 Chennai-Thiruananthapuram, Train No. 07395/07396 Yashwantpur-Kochuveli, Train No, 02409/02410 Hatia-Ernakulam, Train No. 02660/02659 Shalimar Nagercoil, Train No. 02877/02878 Howrah-Ernakulam, Train No. 06320/06319 Banaswadi-Kochuveli, Train No. 02697/02698 Chennai-Thiruananthapuram and all other

trains passing through Tirupur station without having a stopover, must be directed to stop there.

SHRI RAJU BISTA: I want to thank the Government for taking active measure to help our Darjeeling hills, Terai, Dooars region and rest of North East with the railway network. I would like to draw the attention of the Government to some pertinent issue related to the Railways in the North Bengal Region. A number of posts in DHR, especially those in Tindharey Railway Workshop have long been unfulfilled for a long time due to which maintenance of DHR is getting delayed. Hence, the Government is requested to fill these vacancies at the earliest. Moreover, a Railway hospital needs to be constructed in Tindharey in order to cater to the healthcare needs of the retired railway employees. Silliguri is one of the historic railway stations to be established in North Bengal. It acquires much significance in terms of people travelling there from and hence it should be upgraded so that more national trains can depart from here. Besides, necessary arrangements are required to be made for the transfer of skills and knowledge from the existing employees to new local recruits in order to ensure the proper functioning of the World Heritage Darjeeling Himalayan Railway. Silliguri being the financial capital of North Bengal, two daily Vande Bharat trains connecting Silliguri to Kolkata are requested to be introduced. In addition, all my demands pertaining to Railways need to be fulfilled.

ADV. DEAN KURIAKOSE: In the last two years of this Government, precious little has been done to make Railways accessible and useful to the general public. Even in normal trains, the fare for sleeper classes have increased greatly in the recent years. I would also like to say how the Ministry has failed to check the brazen manner in which survey stones are laid for the K-Rail (Silverline) Project in Kerala. The safety of Railways is still a matter of concern. The modern electronic signaling system is not implemented in majority of the routes. This should be done immediately. The Indian Railways is pride to the nation. Unfortunately, the work done by the ministry has failed to meet the expectations of the people.

SHRI MITESH PATEL (BAKABHAI): I would like to urge upon the Government to convert the Nadiad-Bhadaran Railway line from narrow gauge to broad gauge and start the circulation of trains on this line as soon as possible as services on this line have been disturbed for different reasons and there is extreme resentment among the local people and traders of my constituency. Steps are required to be taken for the beautification of Tarapur station and approval for the construction of Tarapur-Anrej-Bhavnagar new railway line of 45 kilometer should be given. Khambhat DEMU needs to

be extended upto Ahmedabad. Moreover, budgetary provision is required to be made in the budget 2022-23 for the doubling of Anand-Khambhat section.

SHRI VIJAYKUMAR ALIAS VIJAY VASANTH: As in previous years the railway budget allocated for Tamil Nadu appears to be very less. I urge upon the honorable minister to revise the allocation by providing more funds for projects in Tamil Nadu where the completion of projects is running behind schedule. I would also like to urge upon the hon. Minister especially for certain works in my constituency Kanyakumari which include, inter alia, connecting railway lines which fall in Kanyakumari District with those in Madurai district, sanctioning of new rail lines, construction of over bridge at Kuzhiturai West, new Railway workshop at Kuzhitura, upgradation of Kanyakumari and Nagercoil, Kuzhital and Eraniel stations. Introduction of some new trains including Vande Bharat Express between Chennai and Kanyakumari. Besides, Mumbai-Nagercoil Trains (16339/16340) and 16351/16352 should be upgraded as Superfast trains and change their time of departure. I humbly request for stoppage of train No. 16729/16730 Madurai-Punalur Express at Kuzhithurai West and Paliyadi stations. Stoppage of other trains should be continued as previous at Kuzhithurai West, Paliyadi and Virani Aloor Railway stations. I also request extension of trains.

SHRI C. N. ANNADURAI: My demand is for modernization of Tiruvannamalai Railway Station with world class infrastructure, direct intercity express train between Tiruvannamalai and Chennai. Construction of Tindivanam to Tiruvannamalai railway line work should be expedited. Jolarpettai Junction and Tirupattur Railway Station in my constituency should be developed. I request to provide better passenger amenities and stoppage of some important trains at Jolarpettai Junction.

SHRI DILESHWAR KAMAT: First of all, I would like to express my gratitude to the hon. Prime Minister and hon. Railway Minister for inaugurating the Koshi bridge. Indian Railways has also developed an indigenous automatic train protection system called Kavach. I would like to request that trains should also be operated from Saraigarh to Patna, Delhi and Kolkata. Also, Vaishali Express and Poorbaiah Express should be extended up to Supaul. Apart from this, trains should be operated from Saharsa to Forbesganj and Darbhanga. It is also requested that the acquisition process of land pertaining to Supaul-Araria's new rail project should also be completed at the earliest. Lastly, I would also like to suggest that the Dibrugarh/Guwahati-New Delhi Rajdhani should be operated via Purnia.

SHRIMATI SUPRIYA SADANAND SULE: A recent CAG report noted that the Indian Railways operating ratio of 98.36% in 2019-2020 does not reflect its true

financial performance and its revenue surplus has decreased by more than 66%. There is a huge cost overrun of delayed railway projects. Staff Productivity of railways has also declined. While increase in capital expenditure is welcome. It is important to focus on the infrastructural problems that already exist. The railways have not been able to meet some key physical targets for expansion and modernization in recent years. Passenger traffic on the Railways has been consistently lowering in this regard, efforts must be made to make the railways more attractive to passengers. The Railways need to focus on passenger amenities and mechanized cleanliness. The railways needs to step up and provide our productive youth with new jobs, and access to existing jobs. The Railways should ensure that each train and each station is safe for women. Besides, other facets of safety water safety, child safety, and railway safety are also important. I request certain development works for the railways within the Baramati Lok Sabha constituency, like introduction of a MEMU train form Pune to Baramati, providing halt for some trains at Daund, Nira, Purandar, Bhigwan, Jejuri. An underpass be constructed at Nira, Purandhar. During expansion of Jejuri Railway Station, Primary School and Anganwadi centre sill be demolished. The railways should allocate alternate land for the same and also construct the primary school and anganwadi centre. I also request certain constructions, introduction of some other trains, expansion of stations, extension of some trains. Apart from other demands, I request the Hon. Minister to bring Daund Railway Station under the jurisdiction of Pune Division.

SHRI D.M. KATHIR ANAND: Tamil Nadu contributes richly for the Central Exchequer, but gets back very little from the Union Government. Southern Railway receives just Rs. 7,134.56 crore for 2022-23 of which Tamil Nadu gets a paltry amount which is inadequate for the pending projects. There are three main railway stations in my constituency viz. Gudiyattam, Vaniyambadi and Ambur. I request the Hon. Minister to provide stoppage of major trains at these stations.

SHRI JANARDAN SINGH SIGRIWAL: The announcement made regarding the operation of four hundred new Vande-Bharat trains by the Railways is a historic step. Along with this, the decision of the Railways to expand the metro and extend the rail network to two thousand kilometres will also be very beneficial for the public. Railway's plan to build 100 cargo terminals in the next three years is a very commendable step. I would also like to urge upon the Government to complete various works pertaining to the railways in my parliamentary Maharajganj Lok Sabha Constituency. A new Vande-Bharat train should be operated from Patna to New Delhi via Chhapra Junction. Similarly, a new Intercity or DMU train should also be operated regularly from Siwan to Patna. Apart, the Chhapra Siwan passenger train services should be resumed. I would

also request that a new train should be operated from Gopalganj to Patna. Apart from this, there is a need to construct a yard at Chainwa and Maharajganj railway stations of North Eastern Railway. Similarly, the work pertaining to the beautification of the Mahendranath halt station should also be completed. Also, the length of the platform of the Ekma railway station needs to be increased.

SHRI OM PAVAN RAJENIMBALKAR: There is a dire need to provide rail connectivity in my parliamentary constituency Osmanabad. Also, there is a need to build Rail Over Bridge on Latur-Osmanabad rail route. Apart from this, there is also a need for doubling of the Kudhevadi Junction on Latur rail route. Also, there is a need to introduce Latur-Mumbai via Osmanabad Intercity Express. Similarly , Hyderabad-Pune train should be operated at 8 A.M. Again, there is a need to release maximum fund for Osmanabad-Tulja-Solapur new rail route. Along with this, there is a need to construct a shed on platform number 2 at Osmanabad railway station. Onion is produced on a large scale in Osmanabad district. Therefore, Kisan Rail should be run to facilitate the farmers. There is also a need to run a train from Osmanabad-Latur to Tirupati. Similarly, Kendriya Vidyalayas should also be set up for the children of railway employees. Also, I would like to urge upon the Government to release the necessary funds at the earliest to provide compensation to the farmers having land adjacent to the Miraj-Latur broad gauge rail route.

SHRI KANKAMAL KATARA : Even after 70 years of independence of the country, the demand for Ratlam-Banswara-Dungarpur rail route has not been fulfilled yet. There is a massive unemployment in this area. Due to this , unemployed people have to go out of their area to get employment and for livelihood. Those people commute by private buses and other vehicles due to which they have to bear huge financial burden. Therefore, I would like to urge upon that this important railway project should be started by providing full budget in this financial year. At the same time, I would also like to request for the early completion of Dungarpur-Udaipur railway line. I would also demand that Maharana Pratap Railway Station Udaipur should be developed as a grand station.

SHRI SUDHAKAR TUKARAM SHRAMGRE: Our government has laid special emphasis on rail transport in the last seven years. This government has allocated Rs 1,37,000 crore for the railways in the budget, which will definitely help in the rapid development of railways. Similarly, 400 new Vande Bharat trains will be started in the next three years. This announcement will increase private sector investment in railways. One Product - One Station scheme will also prove helpful for the farmers. I would also like to draw the attention of the Government to certain railway related problems in my Latur Parliamentary Constituency. So, necessary substantial provision should be made in the upcoming budget to start the work pertaining to the doubling of Kujuvadi-Latur-

Latur road rail line. Simultaneously, Latur pit line also needs to be constructed. Therefore, provision of necessary funds should be made in the budget. Apart from this, there is a need to make provision for required funds for construction of goods shed at Harangul station. Provision of necessary funds should be made in the upcoming budget for the construction of Rail Under Bridge at the level crossing near Janwal station in Latur. Necessary funds should also be released immediately to meet all the demands of Latur parliamentary constituency so that all the above works can be completed on time.

SHRI V. K. SREEKANDAN: It is a welcome announcement that the Railways has increased Capex by 14 percent. However, no mention has been made in the budget about developmental projects in the State of Kerala. The foundation stone of the proposed Rail Coach Factory at Kanjikode in Palakkad, Kerala was laid long ago but that has not come up yet. I urge upon the government to take up this work on a time bound basis. A pit line at Palakkad Town Railway Station was sanctioned after a long struggle but that has been frozen due to paucity of funds. I urge upon the government to take up this work on a time bound basis. It is urged that the Sub Division Railway Hospital at Shoranpur be made a full-fledged hospital. Ottappalam and Pattambi railway stations should be renovated and Passenger amenities should also be provided at these stations. Many platforms at Shoranur and Palakkad junctions are without roof. Necessary steps should be taken to provide roofing over platforms. One km. rail route between Shoranur and Bharatha Puzha needs to be doubled. Concession on railway tickets was withdrawn on account of Covid-19 pandemic and the railways has also stopped issuing season tickets. Now the railways are coming to normal activities so it is requested that all concessions on tickets as well as the facility of season ticket be restored urgently. The Railways has increased demurrage charges. It is requested to withdraw the new pattern of demurrage introduced. Gauge conversion of Palakkad-Pollach railway route has been completed way back in 2016. Therefore, It is requested that new trains may please be introduced between Mangaluru and Tuticorin urgently. Uday Express should be extended up to Palakkad Town. It is requested that a stoppage for 12677/12678 Ernakulam-Bangalore-Ernakulam Intercity Express at Ottappalam Pattambi may be provided. There is a need for a new Inter City Express from Palakkad to Thiruvananthapuram in the morning hours. It is requested to restore all the trains which were running between Palakkad and Pollachi prior to gauge conversion. Apart from many other demands, I would like to request the hon. Minister that all discontinued trains coming under the Palakkad division should be restored.

SHRI RAM CHARAN BOHRA: Indian Railways has played an important role in the social and economic development of the country. Under the leadership of hon. Prime Minister, our Government has given a new dimension to the Railways. The

farmers, students, traders and entrepreneurs are getting the benefit of the rapidity with which our Government has developed railway infrastructure during the last seven years. Doubling and electrification of Jaipur-Sawaimadhopur rail route in my Jaipur parliamentary constituency needs to be completed at the earliest. Similarly, construction of ROB or RUB at Kalyanpura gate between Durgapura - Sanganer should also be done immediately. Along with the railway line in the city, the construction of the wall is also required. Apart from this, stoppage of express trains should also be provided at Sanganer station. There is also a need to make permanent arrangements for drainage during the rainy season in the railway underpasses located in Jaipur city. Similarly, new trains should be operated from Jaipur and stoppages of all trains should be provided at Jaipur station.

SHRI NIHAL CHAND CHOUHAN: Our Government has given a new dimension to the railways, under which modernization of railways is taking place with a great pace. Along with passenger amenities, cleanliness is also being promoted at our railway stations. The Rail network is being extended even in inaccessible areas of the country. Indian Railways has done extraordinary work for migrant labourers and farmers during the Corona period. The progress of the country is also linked with the progress of railways and at present, we have presented a new picture of the development of railways to the world. For the first time in history, on December 30, 2021, a Kisan special train was dispatched to Bangladesh from my parliamentary constituency Sriganganagar with a harvest of about 345 tonnes of Tangerine. I would also like to draw the attention of the Government to certain problems pertaining to the railway in my constituency. There is a dire need for train service from Sri Ganganagar to Amritsar. Apart from this, a washing line and solar energy panels should also be installed at Hanumangarh Junction. The stoppage of daily train service running from Sri Ganganagar to Tilak Bridge should be officially provided at Khinaniyan, TalwaraJheel and Dhaulipal railway stations.

DR MANOJ RAJORIA: I appreciate the way Indian Railways has been modernized by this Government over the years. In less than a decade, 24000 km of rail routes have been electrified. New tracks and doubling of existing routes have also been done. Apart from this, 400 new Vande-Bharat trains will also be operated. One station-one product scheme has also been launched for the farmers in this budget. I would also like to place some demands pertaining to the railways in my area. Similarly, Agra-Bayana Shuttle is to be extended up to Hindaun City Railway Station. It is also requested that stoppage of New Delhi- Rani Kamalapati Shatabdi Express should be provided at Dholpur Railway Station. Along with this, a stoppage of the New Delhi-Saugaria Express should also be provided at the Hindaun City railway station in the Karauli district.

DR. RAJDEEP ROY: I personally thank the hon. Minister of Railways for bringing Barak Valley in the VISTADOME map of the country. It happens to be the gateway to Tripura, Manipur, Mizoram and also to Bangladesh. Today it is important to upgrade Silchar/Badarpur stations as Silchar city is the 2nd largest city of entire NE. I would like to suggest to develop a DRM office in Silchar under NF Railway. Besides, ROBs are required to be built at 6 railway crossings in Barak Valley, mainly the ones at Badarpur, Kalhakal and Sakleshpur. I would like to urge upon the hon. Minister of Railway to expedite the establishment of an International Railway Terminus at Karimganj District which will be of immense commercial benefit for the Railways.

SHRI GANESH SINGH: Modernization of 1201 Railway stations has been completed today. As many as 40 stations located in Madhya Pradesh have been equipped with all amenities. Lalitpur –Satna –Rewa- Singrauli has the stretch of 541 Kilometres involving the cost of Rs 16159 crore whereas Rs 1614 crore has been allocated and Rs 700 crore has been released this time. In pursuit of acquisition of land for the laying of Rail lines the farmers were assured that jobs would be offered to the persons owning the land. 1581 candidates have been offered jobs under this scheme and the rest of the candidates are loitering around and have been left in the lurch. A good number of applications for Job are being received from the candidates whose land had been acquired belong to Rewa and Satna, Satna and Devendranagar in my constituency. A large number of applications have been piled up and they need to be offered jobs on priority basis . This apart I would like to demand that district Satna gives maximum revenue to the Railways in terms of loading of cement, lime and bauxite but it is devoid of Rail factory. I would urge upon you that setting up of a zonal office at Satna is essentially called for. Over and above, Satna may be developed on the lines of Rani Kamalapati Railway Station. In my constituency third and fourth platforms be provided with exit facilities. Kamayani Express be given stoppage at Majhgaon, Sarnath Express, Jabalpur –Lucknow, Rewa- Indore and Mahakaushal be given stoppage at Uchehar.

SHRI PARBATBHAI SAVABHAI PATEL : My demand is that Bikaner Dadar express, Jodhpur Gandhidham Express, Bhagat ki kothi , Bandra Express, Badmer Yashwant Express, Jodhpur Sabarmati express had been given stoppage at Dhanera Railway station in the pre Covid era but its stoppage has been removed since the Covid pandemic was in currency to the huge inconvenience of varying kinds to the people living in the area as well as in its close vicinity . Therefore I would like to request you to provide the stoppage of these trains once again at this station. Alongside, the construction of new railway line should be expedited in my Parliamentary Constituency from Bhuj- Badmer via Tharad . There is no direct train from Palampur to Dwarka in my

Parliamentary Constituency. So a direct train service should be introduced on this line without delay. Since there is no direct train to Amritsar Bhuj Dadar Express running from Azmer to Amritsar via Ahmedabad should be provided with stoppage at Bhabhar Station. Bhuj- Bareilly express may be given stoppage at Bhabhar station. The construction of railway lines under Banaskantha Parliamentary Constituency may be expedited from Bhuj to Badmer via Tharad. There should be stoppage of Dada-Bikaner at Didsa in my parliamentary constituency. Dadar - Bhuj be run 4 days a week . Disa-Surat – Mumbai be run on daily basis.

SHRIMATI SHARDA ANIL PATEL : Very little amount has been allocated in the Budget for Gujrat including North Gujrat. No allocation has been made for conducting final survey of the terminal in taking care of the doubling of lines between Mahesana and Palampur. Out of 10 projects for North Gujarat only 4 projects have been covered in the Budget and for the rest of 4 projects only 10.46 lakh rupees has been sanctioned. Unless the funds are sanctioned work can't be commenced . Through this House I would like to urge upon the Minister of Railways to incorporate the said work of Railways for grants in the Union Budget 2022-23.

SHRI BHAGIRATH CHOUDHARY : Today we take pride in the fact that Railways is being equipped with the world class facilities. I would like to thank the Minister of Finance and the Minister of Railways that 400 Vande Bharat trains have been provided in the budget. This move shall turn out to be oxygen for developing logistics and the supply of local products. There is an urgent need for two railway stations in my Parliamentary Constituency. With the construction of Pushkar (Ajmer) and Medta rail lines the entire North India will find an easy rail access to Gujrat. Ajmer, Tonk-Sawaimadhopur and Kota parliamentary constituency particularly the legislative constituencies of Nasirabad, Kekdi, Deoli, Bundi, Hindoli and the residents of Kota, local traders and entrepreneurs shall be greatly benefitted with this move. Kindly provide the stoppage of Agra fort Ajmer Intercity, Ashram Express (New Delhi- Ahmedabad), Rajdhani Express, Bikaner-Indore (Mahamana Express , Garib Nawaz express (Ajmer-Kishanganj), Ajmer Hyderabad Express at Kishangarh Railway Station in my parliamentary constituency. Likewise, for Bandarnwada Chetak Express, stoppage of jodhpur Ratlam Express, Khajuraho- Udaipur city express at Vijaynagar railway station and the stoppage of Ajmer- Rameshwaram Hamsafar express , Ajmer- Hyderabad Express has been a long pending demand. Providing 2 minutes stoppage here shall benefit thousands of passengers. Construction of a few underpasses/ over bridges is very much called for in the public interest and this will benefit the lakhs of people.

SHRI SUMEDHANAND SARASWATI: Train No. 14021 / 14022 (Sainik Express) on Sikar - Delhi via Luharu railway line should be run regularly on daily basis. Sir, thousands of workers, farmers, students and traders of my Lok Sabha constituency Sikar regularly travel between Sikar-Jaipur. For them, a morning-evening DEMU train should be run between Sikar-Jaipur. Stoppages of long and short distance trains should be provided at Chaumu and Govindgarh stations. Khatu Shyam ji and Salasar are important religious places in my Lok Sabha constituency Sikar, where lakhs of travelers keep coming throughout the year. After surveying these places, a new railway line should be laid till there. Permanent solution should be found to the problem of water logging in various underpasses. Stoppage of Jan Shatabdi Express train number 12065 and 12066 should be provided at Shrimadhapur station and reservation counter should be opened at Shrimadhapur station and a parcel booking office and an A class waiting room should be made. I hope that the Hon'ble Railway Minister will definitely pay attention to my demands and will be pleased to fulfill these demands in public interest.

SHRIMATI RANJEETA KOLI: I request the Hon. Railway Minister that a clinker plant is operating in the railway yard at Bharatpur railway station of my Lok Sabha constituency, in which clinker is brought to make cement. The clinker is emptied in the railway yard and transported from there through trucks, which makes the clinker spread in the air there and the surrounding colonies have to face a lot of trouble. The local people are suffering from many diseases. In such a situation, if a Tin Shed is to be established in the railway yard Bharatpur by the Ministry of Railways and trees should be planted there by making some budget provision then, the railway income source will continue due to the operation of the clinker plant there and secondly, when the Tin Shed is built in the railway yard, then the local people will not have to face diseases. Due to this, the people there will also get employment.

SHRI R. K. SINGH PATEL: Train no. 11107 / 11108 (Bundelkhand Express) and Train no. 15159 / 15160 (Sarnath Express) should be given stoppage at Bargarh railway station as before. Train no. 11107/11108 (Bundelkhand Express) and Train no. 15205 / 15206 (Chitrakoot Express) should be given stoppage at Khurhand as before. In Jhansi - Manikpur railway line, at gate no. 476 of Atarra railway crossing in Banda district of my parliamentary constituency and on National Highway-35, gate no. 499 of Khoh Railway Crossing in Chitrakoot district, construction of an over bridge is very important. Jhansi - Manikpur and Banda - Kanpur rail lines have not been doubled yet. New railway line should be laid up to Banda - Kalinjar - Satna, Banda - Fatehpur and Chitrakootdham Karvi Rajapur - Sirathu. A new train should be started from

Chitrakootdham Karvi to Ayodhya - Prayagraj via Manikpur - Chitrakoot - Jhansi to Mathura.

SHRI JASVANTSINH SUMANBHAI BHABHOR: In the interest of the people of my area, Dahod Ratlam MEMU Train no. 69188/69187; Dahod Vadodara MEMU Train No. 69117/69118 and Dahod-Anand MEMU Train No. 69189/69190 should be restarted. Dahod Valsad Intercity 12929/12930 to be run from Dahod. By running this train till Dahod, people will get convenience and railways will also benefit from revenue. Firozpur-Mumbai Janata Express 19023/19024 should be restarted. The following trains do not have their stoppages at Dahod anymore: i Surat - Muzaffarpur Train No. 09059/09060 (Weekly) ii Okha - Guwahati Train No. 05635/05636 (Weekly) iii Gandhidham - Kamakhya Train No. 05667/05668 (Weekly) iv Bandra Terminus - Hazrat Nizamuddin (Garib Rath) Train No. 02909/02910 (Thrice a week) v August Kranti (Mumbai Central - H.Nizamuddin) Train No. 02953/02954 vi Shanti Express Train No. 09309/09310 at Limkheda. All these trains should stop at Dahod. Approval should be granted for stoppage of following passenger trains at Dahod: i. Mumbai - New Delhi - Rajdhani Express Train No. 02951/02952 ii Ernakulam - Ajmer (Marusagar Special) Train No. 02977/02978 (Weekly Train) iii Ghazipur - Bandra Special Train No. 09041/09042 (Twice a week operation) iv Okha - Varanasi Superfast Special Train No. 09069/09070 (Weekly Train).

SHRI KURUVA GORANTLA MADHAV: I would request to consider the speedy completion of following railway lines. The first one is Yelahanka - Penukonda line and the second one is Rayadurg - Tumkur line via Kalyandurg. Both of these lines are between Karnataka and Andhra Pradesh which are extremely helpful for the people of Andhra Pradesh. Two rail line projects namely Chikballapur - Puttaparthi and Srinivasapura - Madanapalli are pending with the Cabinet Committee on Economic Affairs. I would request the Central government to approve both the projects and bear the total expenditure. I also have a few suggestions. It is very difficult to pass through RUBs in the rainy season because of water stagnation and the width of RUB is not sufficient for the buses to pass. So it is requested to maintain the width of the RUB and provide drainage there and to induct GS coaches in all the passenger carrying trains. TrainNo. 12649/12650, Yesvantpur - Nizamuddin, Sampark Kranti Express runs via Haveri, the birth district of Shri Kanakadasa. This train's name should be changed to Kanakadasa Express as Kanakadasa is a popular saint and the people of both Andhra Pradesh and Karnataka are his devotees.

SHRI GAJENDRA UMRAO SINGH PATEL: My Parliamentary constituency Khargone - Badwani is a tribal constituency. A survey for new rail line from Khandwa to Dhaar via Khargone- Badwani was undertaken in regard to my constituency in the year

2010. But no train comes to my constituency till date due to wrong strategy of the preceding governments. The Narmada river flows through my constituency. It has pilgrim places of Maheshwar, Maa Ahilya and Bawangaza. Ultratech cement is produced there and it is the largest producer of jute in the country. The second largest chilly mandi is in my area. So many profitable businesses are in my constituency. On my request tender has been invited for undertaking that survey again which was conducted earlier in the year 2010. I would like to thank hon. Minister on behalf of the people of my constituency. A survey should be undertaken for the rail line from Khandwa to Nardana via Bhikangaon, Khargone - Sengaoon, Sendhwa so as to facilitate running of goods trains and convenient journey to Mumbai. The railway line comes to Alirajpur, a tribal district in Madhya Pradesh, and my constituency Badwani is 70 kilometers from there and both these places should be connected by the rail line. Khargone may also be connected with Selda, where a power plant is situated. Gauge conversion and construction of a bridge are also necessary in Sanawad . This budget is really good as it shows concern for the tribal areas.

SHRI MALOOK NAGAR: The progress in rail network and the railways is not as much as in case of road transport. The government should think seriously in this regard so that the Ministry of Railways may also progress in line with other ministries and play its role in the economy of the country in future. There should be a system for generating revenue from the properties of the railways, especially in metropolitan cities. A mechanism should be developed for giving the properties on lease or build, operate and transfer so that this ministry may earn as much monthly revenue as to fulfill the demands of all the MPs. Nothing has been done for a historical place like Hastinapur during the last 75 years as there is no train for Hastinapur till date. Survey has been conducted twice in this regard but somehow the process is derailed. I would like to request for connecting Hastinapur directly with Delhi so as to boost the economy of country and Uttar Pradesh, especially Western Uttar Pradesh. Revenue is also likely to be generated in the process. A flyover needs to be constructed at Chandpur level crossing in my Parliamentary constituency Bijnore as it takes several hours to cross the said level crossing. It should be connected with Hastinapur covering Shukrataal, a historical place.

DR. JAYANT KUMAR ROY: I would request the hon. Minister to upgrade the NJP railway station, which is one of the important stations of the country due to its strategic location and footfalls. It is also the gateway of the entire North East region. Upgradation of this railway station to world class level will not only result in providing additional employment to the people of North Bengal but will also provide additional revenue generation for the railways. I would also request to provide at least two Vande Bharat Express trains which will run between NJP and Sealdah or Howrah and NJP and Guwahati. I would request to increase the number of days of Haldivari Superfast train,

which currently runs for three days in a week, to at least six days in a week and to add additional sleeper coaches for the benefit of the local people. It would be good for us if Kisan trains are introduced from Dhoopgudi, Maynagudi and Belakova railway stations. Stoppage of Saraighat Express should be provided at Dhoopgudi railway station. The provision of concessional fare for senior citizens should be restored. The people of North Bengal would be very happy if Uttar Banga Express, which runs from New Coochvihar to Sealdah, should be dedicated to Veer Chilaroy.

SHRI KARADI SANGANNA AMARAPPA: I would like to thank hon. Prime Minister and the hon. Railway Minister for speeding up the work. I would like to draw your attention to my constituency of Koppal. Some works are to be done for my constituency. The first is the new 35 km railway line from Gangavathi to Daroji. The second is the restarting of Kolhapur-Hyderabad Express Train and Hubli-Tirupathi Train. The third is the two new BG projects from Gadag to Wadi and Munirabad to Mahabubnagar. I also request to start new trains between Ayodhya and Kishkinda, between Gangavathi and Hubli to Bider Via Ballary under the Vande Bharat Scheme.

SHRI BALAK NATH: I am fortunate that the first Kisan train has started from Alwar Station in my constituency. This train reached nook and corner of the country carrying onions. This Government can accomplish the works which have not been undertaken in the country in the last 75 years. There is a Rail Cooperation Department in Haryana. This department has prepared a feasibility report for a rail route Alwar to Rewari from Jhajjar to Kosli, Kanina, Nalol, Urwaya, Bahroad. This rail route will link up these five towns. I would like to request that stoppages of Delhi-Jodhpur Mandor express and Jaipur-Allahabad Superfast express should be provided at Alwar and Rajgarh. Likewise, Stoppage of Ranikhet express should be provided at Malakheda railway station in Alwar district. Stoppage of train Ranikhet express No. 15013 and 15014 should be provided at Harsauli railway station. The frequency of trains plying on Alwar-Mathura rail route should be increased. It is my humble request to hon. Minister that an underpass should be constructed at gate No. 96 on Alwar-Mathura rail line as this gate has been closed down. I also request you to construct a cemented platform and big shed at Ramgarh and Govindgarh railway stations for the passengers. A passenger train No. 04283 plies on Delhi-Rewari rail route should be extended up to Alwar.

SHRI UNMESH BHAIYYASAHEB PATIL: I represent Jalgaon parliamentary constituency. It is for the first time that my constituency has come on the rail map as a survey has been proposed. I on the behalf of Northern Maharashtra and the entire Maharashtra convey my sincere thanks. Besides, survey has also been proposed for second, third and fourth line from Manmad to Bhusawal, Bhusawal to Jalgaon or Udhna

to Jalgaon. This is also a welcome step. We have been demanding for last two years to introduce trains from Nandurwar to Pune or Jalgaon for the convenience of the students. If a passenger train is introduced from Bhusawal to Mumbai and Bhusawal to Nasik Road, it will be a good facility for students.

SHRI RAHUL KASWAN: This rail budget has many unique things with a new vision. The rail Kavach is an automatic train protection system of our country. I congratulate you as well as the whole rail department. As many as six new surveys were conducted in my parliamentary constituency three times but ROI is negative there because there is not enough freight here. How would we get connectivity? I request you that the government should formulate some VGF scheme on the line of Udan scheme of the ministry of Civil Aviation so that Tehsil headquarters could be connected. There should be focus to lay rail line to every Tehsil headquarters of the country in next 25 years. There should be a holistic approach on train stoppages. There are many cities in the country with more than 15000 population where there are no rail stoppages. This time Rajasthan has faced the scarcity of DAP and UREA. My constituency did not have rake point. It is therefore requested that rake point should be opened at Ratangarh, Nauhar and Bhadra to benefit the farmers. ROB and RUB is a big issue. Until we prepare a proper mechanism for it, we may have the Guard System in it.

DR. NISHIKANT DUBEY: The state I come from contributes 40 percent revenue to the railways. If there is no Jharkhand today, trains will not run. Railways is getting 40 percent of the money, of which maximum revenue is coming from coal. The day coal mines will be finished, thermal power plants will be closed, what will be the condition of railways on that day. So what is the mechanism with the Railways to deal with that situation? Waterways and civil aviation are giving competition to it in carrying passengers. But tomorrow, when there is no freight, what will be the rate of return and which railway will progress? The world's rail is sustaining, it is not sustaining through freight, it is sustaining through tourism. What plan have we made about tourism? Vikramshila gave this world the first Vice Chancellor. It is a major tourist destination, but there is no rail. Survey for the last 20 years for Parasnath Giridih railway line was done but the rail line is not being built. When building a railway line, where to build a bypass, where there is more traffic, where we can take the railway forward in tourism, these things need to be considered. In my Lok Sabha constituency Godda after 75 years of independence, for the first time in 2021, the railway line went there. I am very thankful to this government and hon. Prime Minister.

KUNWAR PUSHPENDRA SINGH CHANDEL: The Khajuraho - Kanpur Passenger train which is not running since the time of Corona period should be run immediately. It is the main train for traveling by rail in this area. Daily commuters and

especially small traders are facing lot of inconvenience due to non-operation of this train. A train should also be operated for Mata Vaishno Devi Katra via Manikpur, Banda, Mahoba so that devotees of these places can easily visit the holy place of Mata Vaishno Devi. Major trains do not have stoppage at local important stations like Belatal. Therefore, stoppage of major trains should be given at Belatal. Along with this, the construction of platform number-2 in Belatal is also very important. Hamirpur Nagar does not have any railway station. Therefore, a railway station should be built in Hamirpur. Along with this, to go from Mahoba to Kanpur and Lucknow rail route, one has to travel a lot via Banda, due to which the time of railways and passengers is also lost. Therefore, instead of running train from Mahoba to Kanpur via Banda, it should be run directly for Kanpur / Lucknow via Khairada.

Utpal Kumar Singh

Secretary General

© 2022 BY LOK SABHA SECRETARIAT

NOTE: It is the verbatim Debate of the Lok Sabha and not the Synopsis that should be considered authoritative.

English and Hindi versions of Synopses of Lok Sabha Debates are also available at <http://loksabha.nic.in>.