

**Speech of Mamata Banerjee
introducing the Railway Budget 2010-11
on 24th February 2010**

1. Madam Speaker, I rise to present my second Railway Budget of the present UPA Government, within a span of less than eight months. I deem it a privilege to present the Budget Estimates for the year 2010-11 to this august House.

2. I am grateful to the Hon'ble Prime Minister for his wise counsel and his encouragement to me. I am obliged to my fellow colleagues in this House, all MPs, Chief Ministers and political representatives, Chambers of Commerce and the common people for bringing to me invaluable suggestions on new lines and projects.

3. I am proud of the 14 lakh members of my railway family - officers, staff, gangmen, each member who are working day and night. With their cooperation and support, I am presenting this Budget.

4. Madam, while formulating my proposals, which I shall discuss later, I had **two considerations**. **First**, I looked into the **economic viability** of the projects, in the conventional way of rate of returns, etc. Most of the projects proposed by me fall in this category.

5. But there was another consideration which I had to weigh while taking a decision and that consideration was **social responsibility**. Railways, being the lifeline of the Indian economy, has to provide connectivity to most parts of the country. Should commercial viability be the only criterion to judge this need of connectivity? Or, should social responsibility be an important consideration? I prefer the latter. Our objective is inclusive growth. Growth for all is not possible, if there is no connectivity. If we cannot include all in the ambit of our growth process, then growth will remain just a statistical expression. We do not want that type of growth.

6. We cannot and should not have a myopic view of viability. **What is not viable today, if connected, will become viable tomorrow.** I believe, Railways cannot ignore this responsibility of making investments for future growth.

7. Now I want to say that we must not waste our time and opportunities any longer. We must try to do our best to bring out what we have and not go from year to year and display our poverty before others. Our vision is our strength. Our mission is country's development. Our action is constructive and innovative. Idea is our creativity. Our goal is to unite the country through rail connectivity.

8. **Vision 2020** spells out:

“Indian Railways shall provide efficient, affordable, customer-focussed and environmentally sustainable integrated transportation solutions. It shall be a vehicle of inclusive growth, connecting regions, communities, ports and centres of industry, commerce, tourism and pilgrimage across the country. The reach and access of its services will be continuously expanded and improved by its integrated team of committed, empowered and satisfied employees and by use of cutting-edge technology.”

9. Madam, I appreciate the Hon'ble members for their high expectations from the railways. This is quite natural, because Railways is the lifeline of the nation and a major catalyst that triggers socio-economic growth.

10. I want to help everybody within limited infrastructure facilities. I believe that in everyone's right to demand. India is a democratic country. Every voice should be respected. Our dilemma is that we have received more than 5,000 requests.

*Hamara dard hamara dard nahi hai
Hum apne saath hazaron ki baat karte hain
(My pain is not my suffering alone
I voice the agony of the millions along)*

11. All the proposals have been scrutinised. It is not possible to accommodate all the requests due to operational and technical constraints. Railways would face enormous difficulties in meeting these demands. Even the current services

are being run with great difficulty. There is shortage of rakes. All these cannot be achieved overnight. Even then, we have tried our best. It is better to do something than nothing at all. Please pardon me if some proposals could not be considered for operational, infrastructural or financial reasons. Planning being a precondition for meeting these demands, we have prepared Vision 2020, which is to be realised in a decade.

12. The goals have been broken up into short, medium and long term ones. The short term goals we can do now. For the medium and long term, we have to plan and arrange funds. This will take time but within five years of UPA government, I think larger section of population will get connectivity, if we get special support.

13. Madam, I would like to bring the attention of the august House to the information that the route-kilometres of the Railways was 53,596 kms in 1950. **After a span of 58 years, we have now reached only 64,015 kms, adding just 10,419 kms, an annual average of only 180 kms.** Looking at the world, you find that both developed and developing nations are spending hundreds of billions of dollars each year, adding more and more route- kilometres of new lines. This is why we have to move faster, to connect peoples and places across this nation.

14. Ever since independence, it is a fact, Madam Speaker, that the population has increased; so has the economy grown. However, the acute needs of the common people for proper infrastructure, particularly rail infrastructure, have remained unfulfilled. That is why we are going for innovative financing, which we have strongly pursued for the last six months. Yes, we need connectivity for industries, ports, tourist centres, universities, religious places, coal mines and other places, but with the limited funds available we cannot meet all the demands.

15. That is why our target is to add 25,000 kms of new lines in the next ten years, as outlined in Vision 2020. This has to be achieved by breaking the shackles of constraints. We have to make a beginning.

16. The time has come for **the business community to come and join hands to build partnerships with the Railways**. Sometimes they have problems. They are keen to invest, but their proposals are unduly delayed by a “typical negative approach”. Please pardon me for saying so. But it is a fact that administrative and procedural delays, external and internal, do take place, discouraging prospective investors. We need to overcome this situation. I believe a business culture needs to be developed. I will discuss with the Hon’ble Prime Minister, the Finance Ministry and Planning Commission regarding early clearance of projects. I have decided to set up a **special task force to clear proposals for investments within 100 days. Our policy guidelines will be made easy, simple and investment friendly**. In creating infrastructure with private capital we will create wealth for all, and we will be benchmarked with the best.

17. Madam, I would like to inform that Railways is taking this issue seriously. Railways’ core competence is operations and management. Its 14 lakh employees are performing their job day and night with full dedication. However, no business models have been developed within the railways for commercial utilisation of land, air space and other assets and leveraging our services to generate revenues. The need of the hour is to develop new business models and invite domestic investment through PPP mode in areas like new lines to world class stations, auto hubs to ancillary industries, manufacturing units of rolling stock to multi-modal logistic parks, high speed train corridors to port connectivity and multi-level parking to mine connectivity etc. Domestic investors have tremendous scope in Railways and that will be our hope in the future. It will facilitate large quantum of investment in Railways and provide ready business to investors. Therefore, it will be a win-win option for all.

18. A separate structure will be created within the Railways for implementation of the business models, so that operations and management is not disturbed. I will take care of both the parts and I would like to take guidance from our Hon’ble Prime Minister in this matter. At this point, I would like to assure my Railway family that we are not going for privatisation of the Railways. It will remain a government organisation.

Abhi to Shuruaat hai. Lambaa aur suhana safar baaki hai
(This is just the beginning. A long and pleasant journey lies ahead)

19. Madam, the budget proposals will bring out our seriousness. In line with our Vision, for the **first time ever we are planning a major jump to complete 1,000 route-kms of new lines in one year with our limited resources**. This is a path-breaking step, considering the annual average of 180 route kms of new lines in the last 58 years and 219 route-kms in the last five years. If we can achieve this target of 1,000 route-kms, we can also reach the Vision 2020 goal of 25,000 kms. **I appeal to the House for your support. Standing here, I am raising the voice of the people.** If it is not heard, we cannot achieve our dream of inclusive growth and a developed India.

20. I had presented the last Railway Budget on 3rd July 2009 and had made several announcements. Our commitments have been fulfilled to the maximum **in a span of only seven months**. I would briefly mention some of them.

- i. The House would be glad to know that of the 120 new trains, extensions and increase in frequencies announced, **117 would be flagged off by the end of March 2010**. The remaining three would be started on completion of gauge conversion works.
- ii. As assured, the **recruitment policy of the Railway Recruitment Boards (RRBs) has been reviewed** and several measures initiated. Besides, waiving of the examination fee for woman candidates and those belonging to minority and economically backward classes having annual family income less than Rs 50,000, all question papers will henceforth be set in Hindi, Urdu and English as well as in local State languages and examination for a particular post will be held on the same date simultaneously by all RRBs.
- iii. The Izzat Scheme, concessions to press correspondents and extension of students' concessions to madrasas, higher madrasas and senior madrasas were implemented within three months of announcement.
- iv. Work has been initiated in all the **67 Multi-functional Complexes (MFCs)**. Development of **Adarsh Stations** has also started in phases.
- v. The announcement regarding issue of tickets from post offices could not be taken forward because of financial reasons but we are compensating that by expanding the scope of **Mushkil Aasaan mobile vans**.

Passenger Amenities/Services

21. Madam, you will be happy to note that I have spared no effort to give a major thrust to the **development of passenger amenities**. Financial powers of field officers have been increased for quick execution of works. Railways is projected to **spend a record Rs 1,302 crore in 2010-11** on passenger amenities.

22. We are going for a special drive for improving passenger amenities and cleanliness. We have already introduced **Janata Ahar**, economically priced food in many stations. Since we have received several complaints, we have decided to provide catering departmentally in selected trains. The **Catering Policy is under revision** and will be finalized as early as possible.

Upgradation of Stations

23. Keeping in view our continued focus to enhance passenger comforts, facilities, ambience and aesthetics, the **following 94 stations have been further declared as Adarsh Stations:**

Alappuzha, Aluabari Road, Ambalapuzha, Andal, Angul, Ausgram, Badarpur Jn., Bagalkot, Bally, Ballyghat, Basti, Belpahar, Bethuadahari, Bhadreswar, Bhatar, Birshibpur, Bobbili, Chakda, Chandauli, Chandrakona Rd., Changanacheri, Changrabandha, Chas Road, Cherthala, Chhapra Jn., Chhatna, Chikballapur, Radhamohanpur (Debra), Dahod, Dantan, Debagram, Devanahalli, Dhanuvachapuram, Dinhata, Dodballapur, Doikallu, Domohani, Fuleswar, Galsi, Garbeta, Gauribidanur, Ghatera, Gokak Road, Gourinathdham, Gudur, Haldibari, Haripad, Hijli, Himmatnagar, Jagdispur, Jakhopura, Jamalpur, Jamnagar, Jamuria, Jharsuguda, Kalaikunda, Karuvatta, Kashinagar, Kayankulam Jn., Kochuveli, Kotdwara, Kulgachia, Lanjigarh Road, Lapanga, Lingampalli, Mavelikara, Maynaguri, Meramandali, Miraj, Narasaraopet, Nasik Road, Ochira, Parbhani, Purna, Raghunathpur, Ramnagar, Ratlam, Rengali, Sangli, Shankarpalli, Siddharth Nagar, Solapur, Sonamukhi, Sultanpur, Taldi, Tandur, Thiruvarur, Thiruvizha, Tikiapara, Titlagarh Jn., Vayalar, Vikarabad, Vishrambaug and Yelahanka Jn.

24. I have also **identified 10 more stations** to be converted to **World Class Stations**. They are Ambala Cantt, Bolpur, Ernakulam, Gorakhpur, Jammu, Jhansi, Kharagpur, Kota, Surat and Thane.

25. I propose to take up construction of **another 93 Multi-functional Complexes** in the coming year at Abu Road, Agartala, Anara (Adra), Asansol, Aurangabad, Balasore, Ballyganj, Bankura, Bareilly, Barrackpore, Bathinda Cantt., Bellary Jn., Belughat, Belur Math, Bharatpur Jn., Bhavnagar, Bhilai, Bishnupur, Brahmapur, Davangere, Dhakuria, Dhanbad Jn., Dharmavaram (near Puttaparthi), Dibrugarh Town, Dimapur, Durgapur, Erode Jn., Gondia, Gorakhpur, Gulbarga, Hisar Jn., Jamalpur Jn., Jhargram, Jharsuguda Jn., Jhusi, Junagadh Jn., Kalyani, Karimnagar, Kasaragod, Katihar Jn., Kishangarh, Korba, Krishnanagar City Jn., Kurnool Town, Lokmanya Tilak Terminus Mumbai, Ludhiana, Madarihat, Majerhat, Malda Town, Mavelikara, Miraj Jn., Murshidabad, Nabadwipdham, Nadiad Jn., Nagercoil Jn., Naihati, Nellore, New Farakka, New Mal, Nizamabad, Orai, Patiala, Patna Saheb, Raigarh, Raja-Ki-Mandi, Ramnagar, Raxaul Jn., Rayagada, Rewa, Salem, Sambalpur, Sanchi, Sawai-Madhopur Jn, Shegaon, Shimoga Town, Sikar Jn., Siuri, Somnath, Sonipat, Srikakulam Road, Tarakeshwar, Tatanagar, Tiruchi Fort, Tiruttani, Tumkur, Udampur, Vasai Road, Vijaywada, Vizianagram Jn., Wardha, Yesvantpur and Zahirabad (Medak).

26. Madam, air-space at stations in large cities will be leveraged to build **multi-level parking complexes through the PPP route**. A few pilot projects will be taken up during the year.

27. As the House is aware, that 1.8 crore passengers need water, food, toilets, cleanliness, safety and security. To provide basic facility of **clean drinking water**, I propose to start six bottling plants at Ambala, Amethi, Mal, Nasik, Farakka and Trivandrum through the PPP route with the mandate that **bottled Fresh Water will be provided at stations at much cheaper rates**.

28. The following initiatives for improving passenger and customer satisfaction are being taken:

- i. **SMS updates of reservation status and punctuality of trains** to passengers,
- ii. **SMS updates on the movement of wagons to freight customers**,
- iii. **Double-decker train-sets** matching the best in global standards, in two trains each from Delhi and Kolkata as a pilot project,

- iv. **RFID technology for tracking of wagons** carrying coal and iron ore on three zonal railways.

29. Railways propose to **introduce modern trolleys** at all important stations which will be handled by uniformed attendants to assist senior citizens and women passengers in boarding and alighting from coaches, along with their luggage comfortably.

30. We have received many complaints about allotment of rakes. The procedure will be streamlined. To start with, **allotment of iron ore rakes** would be made on a scientific basis and this would be accessible through the web to ensure **transparency**. This system will be personally monitored by Member Traffic.

31. Madam, to expand the scope of **Mushkil Aasan**, I propose to **induct e-ticket based mobile vans** for issuing reservation tickets in government medical college hospitals, High Courts, Districts Courts, university campuses, IT hubs, IITs and IIMs. To give more facilities to the common people, Railways also propose to open **ticket centres at district headquarters and village panchayats** with infrastructure support from local government/semi-government authorities and private organizations.

Safety & Security

32. **Safety and security never sleeps** and zero tolerance for accidents is our vision and mission. Madam Speaker, 17,000 trains run every day, carrying 18 million passengers over 64,015 route-kms. In such a vast operation, and due to technical problems, sabotage, fog, rail roko, natural disaster and human failure, there are some unfortunate incidents of accidents and a few precious lives are lost. We the Railway family deeply value every life of our passengers and employees and sincerely care for their total safety.

33. To address this, we have placed before you a **twin strategy** of adopting the highest level of technology and pressing into force well-trained manpower, as emphasised in Vision 2020.

34. Madam, we have to go in for new, cutting-edge equipment to prevent accidents. **Anti-collision device (ACD) and train protection warning system**

(**TPWS**) are two such devices. The former has already been installed on NF Railway and is now proposed to be extended to three more zonal railways. Four projects of TPWS covering 828 route-kms for improving safety and preventing collision accidents will be implemented during the year. Railways are also developing **crashworthy coaches** and locomotives, and will provide **automatic fire and smoke detection system** in 20 pairs of long-distance trains as pilot project.

35. Madam Speaker, accidents at **unmanned level crossings** are a source of deep concern to all of us. Even now, there are about 17,000 unmanned level crossings. The House will be happy to know that manning of around 3,000 level crossings was approved in 2009-10 and a further 1,000 level crossings will be taken up next year. A special drive in this regard is being launched so that in the coming five years, all the unmanned LCs are manned.

36. Madam, it is observed that people do not use foot over-bridge and walk along or cross the track, resulting in loss of lives. Therefore, Railways would construct more **under-passes, limited height sub-ways besides ROB/RUBs**.

37. Railways will explore the possibility of using **jute geo-textiles** wherever the soil formation of the railway track is unstable and weak.

38. Intensifying **security of passengers** and property is a matter of grave challenge. General impression of the people is that Railways is solely responsible for this task. Hon'ble members are aware that law and order being a state subject, security cannot be ensured without the whole-hearted cooperation of state governments. In fact, Railways bear 50% of the cost of State government railway police (GRP).

39. Madam, **Railways is a soft target as it is very visible**. We lose substantial revenue due to frequent rail-rokos on various issues where there is no connection with the railways. If any local issue happens, grievances find their outlet on railways. As a result, passengers suffer, business suffers, and our economy suffers. Our operations are also disrupted resulting in loss of revenue.

I would therefore, appeal to the people not to target the railways because it is your own service. I seek your support and good wishes.

40. Madam, we have to strengthen our Railway Protection Force as an organisation. We need to modernise our RPF and we are giving full support. Railways will bring a comprehensive bill for providing security to our passengers.

41. Security of women passengers will be improved by raising 12 companies of women RPF personnel to be named '**Mahila Vahini**'. RPSF will also be strengthened. Priority will be given to women especially those belonging to minorities, SC/ST, OBC, and economically backward classes.

42. Madam, we are proud of our **brave jawans** who are performing an excellent job for the country. As security is an important area, I have decided to involve our ex-servicemen to strengthen RPF, who can give real protection to our people. We salute our brave jawans and we remember them every moment as they are the asset of our country

Jab ghayal hua Himalaya....

Jo shaheed hue hai unki

Zara yaad karo kurbani

(Let us remember the sacrifice of the martyrs)

Sports

43. We are proud of our sportspersons for their excellent performances. Indian Railways, a great patron of sports, is the first recipient of the newly instituted, prestigious *Rashtriya Khel Protsahan Puraskar*, awarded for the encouragement of sports. To strengthen the present sports infrastructure, I propose to set up **five Sports Academies** at Delhi, Secunderabad, Chennai, Kolkata and Mumbai. It is also proposed to provide **astro-turfs** for the development of hockey at more places. Railways **will provide increased employment opportunities.**

44. Madam, you will be happy to know that Indian Railways will be the **Lead Partner of the Commonwealth Games** being hosted by India this year. To

mark this event and also to spread the message, Railways proposes to run a **Commonwealth exhibition train**.

Culture & Heritage

45. The 14 lakh members of the Rail Parivar come from diverse cultures and social backgrounds. There is a need to bring solidarity amongst this vast group through intermingling and interchange. I propose to **set up a Railway Cultural & Heritage Promotion Board** which will be responsible for coordinating and supervising all related activities on the railways.

46. Madam, 2010 marks the **150th birth anniversary of Kabiguru Rabindranath Tagore**. In commemoration, I propose to set up a **Rabindra Museum at Howrah and Gitanjali Museum at Bolpur**, the place where Visva-Bharati international university is located, of which our Hon'ble Prime Minister is the Chancellor. I also propose to re-model Bolpur station, inspired by the architecture of Shantiniketan.

47. To provide state of the art infrastructural facilities for the promotion of culture, I propose to set up **Shambhu Mitra Cultural Complex** with performing arts and a music academy at Howrah.

Staff Welfare & Health

48. I am proud of the 14 lakh employees of Indian Railways – from officers to gangmen. This is a collective family which is dedicated to serve fellow countrymen. We also need to look after their welfare. They toil day and night to ensure that our nation moves. I sincerely thank all of them.

49. I propose a new scheme of **“House for All”**, that will provide residences to all railway employees in the next ten years with the help of Ministry of Urban Development.

50. We are grateful to the **Ministry of Health** and **Ministry of Human Resource Development** with whom the Ministry of Railways have recently signed **two Memorandum of Understanding for setting up of hospitals and educational institutions on surplus railway land**. With the cooperation of these ministries, it is expected that about **522 hospitals and diagnostic centres**,

50 Kendriya Vidyalayas, 10 residential schools on the pattern of Navodaya Vidyalaya, model degree colleges and technical and management institutions of national importance will be set up, which will benefit railway employees and their children in a big way.

51. Outpatient Departments (OPD) and diagnostic centres will be set up at Adoni, Agartala, Agra Cantt, Ahmednagar, Akbarpur, Akola, Aligarh Jn., Alipurduar Jn., Amethi, Amritsar, Amroha, Anantapur, Annavaram, Ara, Arrariya Court, Asansol, Aurangabad, Ayodhya, Azamgarh, Babina, Badnera, Bagaha, Bahadurgarh, Bahugaon, Bakhtiyarpur, Balasore, Ballia, Ballabgarh, Ballarshah, Balugaon, Banda, Bandel, Bangalore City, Bangarapet, Banmankhi Jn., Bapla, Barabanki, Barauni, Barh, Berhampur, Bareilly, Barkakana, Barrackpore, Barsoi Jn., Basar, Beas, Begusarai, Bellary, Belthra Road, Bettiah, Betul, Bhadohi, Bhadrachalam Road, Bhadrak, Bhadravati, Bhagalpur, Bharatpur, Bathinda, Bhatni, Bhimavaram Town, Bhimavaram Jn., Bhubaneswar, Bhusawal, Bidar, Bihar Sharif, Bina, Binnaguri, Birur, Bokaro Steel City, Bongaigaon, Brahmapur, Burdhan, Burhanpur, Buxer, Chakia, Chakki Bank, Chakradharpur, Chalisgaon, Chandausi, Chandigarh, Chandrapur, Chengalpattu, Chhapra Jn., Chirala, Chittoor, Cuddapah, Daltonganj, Damoh, Danapur, Daund, Dehradun, Delhi Cantt., Delhi Sarai Rohilla, Delhi Shahdara, Deoband, Devlali, Deoria Sadar, Deonagar, Dhanbad, Dharmavaram, Dhone, Dhupguri, Dibrugarh Town, Dildar Nagar, Dimapur, Diphu, Dornakal, Dumka, Durgapur, Ernakulam, Erode Jn., Faizabad, Falna, Faridabad, Faridkot, Fatehpur, Firozabad, Firozpur, Gadag, Gangapur City, Ganj Basoda, Garhwa Road, Ghaziabad, Ghataprabha, Ghatsila, Ghazipur City, Ghoradongari, Gomoh, Gonda, Gooty, Gorakhpur, Gudur, Gulbarga, Guna, Guntakal, Gurgaon, Gwalior, Hajipur, Hanumangarh, Hapur, Hardoi, Haridwar, Harihar, Hasanpur Road, Hatia, Hazrat Nizamuddin, Hindupur, Hoshangabad, Hospet, Hosur Town, Howrah, Itanagar, Itarsi, Jabalpur, Jajpurkeonjhar, Jaisalmer, Jalandhar Cantt., Jalandhar City, Jalna, Jamalpur, Jammu Tawi, Janghai, Jaunpur, Jhajha, Jhansi, Jhargram, Jharsuguda, Jind, Jodhpur, Kakinada Town, Kalka, Kalyan, Kalyani, Kannur, Kantabanji, Kaptanganj Jn., Karnal, Karur Jn., Kasargod, Kathua, Katihar, Katni, Katpadi Jn., Kavali, Kazipet, Kesinga, Khagaria, Khajuraho, Khalilabad, Khammam, Khandawa, Kharagpur, Khurda Road, Kishanganj, Kiul, Koderma, Kokrajhar Jn, Kolhapur, Kolkata Station, Kollam Jn., Kopargaon, Koraput Jn., Kota, Krishnanagar City Jn, Kumbakonam, Kurduwadi, Kurukshetra, Lakhimpur, Lakheesarai, Laksar,

Lalgarh, Lalitpur, Lonavala, Londa, Lucknow, Ludhiana, Lumding, Machilipatnam, Madhepura, Madhubani, Madhupur, Mahaboobnagar, Mahbubabad, Mahoba, Maihar, Mairwa, New Mal Jn, Malkapur, Manchiryal, Manduadih, Mandya, Manmad, Mansi, Mantralayam Road, Matheran, Mathura, Mau Jn., Meerut Cantt, Meerut City, Merta Road, Midnapore, Miraj, Mirzapur, Mokama Jn, Moradabad, Morena, Mudkhed, Mughalsarai, Mumbai CST, Mumbai LTT, Muzaffarnagar, Muzaffarpur, Nadikudi, Nagarsol, Nagaur, Nagercoil Jn., Naihati, Nalgonda, Nanded, Nandyal, Nangloi, Narkatiaganj, Narsingpur, Nasik Road, Naugachia, Nellore, New Alipurduar, New Bongaigaon, New Cooch Behar, New Delhi, Nidadavolu, Nizamabad, Ongole, Orai, Pachora, Pakala, Palakollu, Pali Marwar, Palwal, Panipat, Parasnath, Parli Vajinath, Partapgarh, Pathankot, Patiala, Patna, Patna City, Phagwara, Pipariya, Prayag, Purna, Rae Bareli, Raichur, Raiwala, Raja Ki Mandi, Rajahmundry, Rajendranagar Terminus, Rajgangpur, Rajgir, Rameswaram, Rampur, Rampurhat, Ranchi, Rangapara North, Rangiya, Rani, Raniganj, Raxaul, Rayagada, Renigunta, Renukoot, Rewa, Rishikesh, Rohtak, Roorkee, Rourkela, Sagour, Saharanpur, Saharsa, Sahibganj, Sahibabad, Sainthia, Salempur, Samastipur, Sambalpur Jn., Sangli, Sasaram, Satna, Sawai Madhopur, Sealdah, Secunderabad, Sewagram, Shahganj, Shakurbasti, Shegaon, Shirdi, Shoranur Jn., Silchar, Siliguri Jn., Singrauli, Sirpur Kagaznagar, Sitamarhi, Siwan Jn., Solapur, Sonapat, Sonpur, Sri Satya Sai Prashanti Nilayam, Srikalasthi, Srirampur, Sugauli Jn., Sultanganj, Sultanpur, Suraimanpur, Tadepalligudem, Tandur, Tanuku, Tatanagar, Tenali, Tezpor, Thane, Thiruvananthapuram Central, Tinsukia, Tiruchirapalli, Tirunelveli Jn., Titlagarh, Trichur, Tumkur, Tuni, Udampur, Unahimachal, Vidisha, Vikarabad, Villipuram Jn., Virudunagar Jn., Visakhapatnam, Vizianagaram, Warangal, Wardha, Yadgir and Yashvantpur.

52. **Secondary-level General Speciality Hospitals** will be set up at Adilabad, Aligarh Jn., Ambala Cantt, Asansol, Aurangabad, Azamgarh, Ballarshah, Bally, Ballygunge, Bankura, Barasat, Barauni, Basar, Betul, Bhadrachalam Road, Bhadrak, Bhimavaram Jn., Birur, Bokaro Steel City, Brahmapur, Budge Budge, Burdhan, Canning, Chakki Bank, Chandigarh, Chandrapur, Coochbehar, Daund, Dharmavaram, Dharwad, Eluru, Gangapur City, Gaya, Gooty, Guwahati, Hapur, Hatia, Hosur Town, Hubli, Itarsi, Jadavpur, Jajpurkeonjhar Road, Jalna, Jhargram, Jharsuguda, Jind, Kakinada Port, Kanpur, Kantabanji, Katihar, Khagaria, Khandawa, Koraput Jn., Kota,

Kurduwadi, Kurukshetra, Lalgah, Lonavala, Machilipatanam, Mahaboobnagar, Malda Town, Mansi, Mathura, Mau Jn., Mecheda, Midnapur, Miraj, Nagarsol, Naugachia, New Bongaigaon, New Coochbehar, New Farakka, New Jalpaiguri, Paglachandi, Pakala, Palakollu, Palasa, Paliakalan, Partapgarh, Purna, Purulia, Raichur, Rampurhat, Ranchi, Rangapara North, Rayagada, Secunderabad, Siliguri Jn., Sitapur, Siuri, Solapur, Sonipat, Sultanganj, Sultanpur, Tanuku, Tiruchirapalli Jn., Tirupati, Udhampur, Uluberia, Vijaywada and Visakhapatnam.

53. **Tertiary-level Multi-speciality Hospitals** will be established at Asansol, Bandikui, Bharatpur, Bhuj, Bhusawal, Bina, Bokaro Steel City, Chalisgaon, Chandigarh, Dankuni, Garden Reach, Guwahati, Haldia, Howrah, Kanchrapara, Kantabanji, Katihar, Kharagpur, Kota, Krishnaraja Nagar Old Station, Malda Town, Miraj, Mughalsarai, Nalgonda, New Bongaigaon, New Farakka, New Jalpaiguri, New Mal, Paglachandi, Purna, Rajkot, Rampur, Rampurhat, Ranaghat, Rangapara North, Rewari, Sawai Madhopur, Siliguri Jn., Vijayawada and Wardha.

54. Madam, **we care for our 80,000 women employees.** It is, therefore, proposed to set up **50 crèches for children** of women employees and **20 hostels.** Railways will also provide more numbers of community centres and stadiums.

55. Hon'ble members would be happy to know that Railways has decided to **enhance the contribution to Central Staff Benefit Fund** from Rs 350 per employee to Rs 500. The increased allocation will be used for welfare of gangmen and similar categories and their families.

56. The scope of **safety-related retirement scheme** is proposed to be expanded to cover all safety category staff with a grade pay of Rs 1800.

57. In fulfilment of our corporate social responsibility, I propose to extend the **Rashtriya Swasthya Bima Yojana** to **all licensed porters, vendors and hawkers,** who are from the unorganised sector and are socially challenged.

Training

58. To strengthen the skills and abilities of loco pilots, a **state-of-the-art advanced loco pilot training centre** is proposed to be set up at Kharagpur. It is also proposed to open an **advanced railway track training centre** at Belehata for training of gangmen and gatemen. The railways will also set up four **multi-disciplinary training centres** at Cuttack, Coochbehar, Malda and Jabalpur.

Railway Research

59. Madam, I am well aware that the Indian Railways' ambitious vision of expansion and modernization requires for its fulfilment a strong emphasis on developing indigenous research and development capabilities. I am not happy with the functioning of **RDSO** (Research, Design and Standards Organization). I have, therefore, decided to **revamp it and bring it in line with modern research organizations**.

60. A **Centre for Railway Research** is proposed to be set up in Indian Institute of Technology, Kharagpur for research in key areas of railway technology and to give a thrust to indigenisation. A Memorandum of Understanding (**MoU**) has already been signed **with IIT, Kharagpur** on 13th February 2010. Railways will establish strong research partnerships with premier institutes like IITs, NITs, CSIR and DRDO.

Industrial Relations

61. We are proud of our workforce. Industrial relations have remained peaceful and cordial during the year. I want to assure my Rail Parivar that I do not believe in privatisation or corporatisation. Railways will continue to be a government department.

62. We have the best of relationship with our recognized unions and associations, of both employees and officers. We **involve our unions in policy-making and management** of railways. They are equal partners in development activities and have also been co-opted in the Expert Committee on investments.

Modernization of Chittaranjan Locomotive Works (CLW)

63. We are proud of CLW. We want their expansion and modernisation. I, therefore, propose to **modernize and augment the capacity** of CLW from its present level of 200 locomotives to 275. In addition, a centre for excellence in

the design, development and evaluation of new technology required for electric rolling stock will also be set up here.

Coach Production

64. With the upsurge in the economy, there has been an unprecedented growth of passenger traffic during the last five years resulting in increased requirement of passenger coaches. While other goods and commodities are readily available in the market, **coaches and wagons are not available off the shelf**. Our manufacturing capacity is less and we have to plan years in advance. We also need to develop **special types of coaches for the physically challenged and senior citizens**.

65. To overcome the shortage of coaches, steps are being taken to set up new coach factories at Rae Bareilly, Kancharapara and Palakkad. Progress on setting up of coach factory **at Rae Bareilly will pick up during the year** and a range of activities will be initiated. The **establishment of coach factories at Kancharapara and Palakkad is in process**. Work on the **loco factories at Madhepura and Marhora is also progressing**. A **Diesel Multiple Unit (DMU) factory** in JV/PPP mode would be set up at Sankrail.

66. Railways has received a request from the Government of West Bengal to set up a **coach factory in Singur**. Ministry of Railways has conveyed its willingness, provided the State Government hands over the requisite land to the Ministry of Railways after returning 400 acres of land to the unwilling farmers.

67. In addition, **Integral Coach Factory, Chennai would be further modernised and expanded by installing a second unit** so as to equip it to manufacture a larger number of technologically upgraded coaches from its present level of about 1500 coaches per year.

Wagon Repair Shop

68. I propose to set up a **wagon repair shop** for undertaking periodic overhaul of wagons at **Badnera** to handle the maintenance work of the large fleet of wagons that will be acquired in the future. It is also proposed to develop **Centres of Excellence in Wagon Prototyping** in Railway Workshops. The first such Centre of Excellence will be set up at Kharagpur Workshop.

Rail Axle Factory

69. While Railways have made long-term plans for achieving self-sufficiency in wheels, similar plans have not been formulated for the enhancement of axle manufacturing capacity. I now propose to **set up a new Rail Axle Factory through PPP/JV** mode in New Jalpaiguri to achieve self-sufficiency in axle manufacturing, eliminating the present dependence on imports.

Setting up of Design, Development and Testing Centre of Wheels

70. In keeping with our long-term plan for achieving self-sufficiency in wheels, a Design Development and **Testing Centre for Wheels** will be set up at Rail Wheel Factory, Bangalore.

Coach Mid-life Rehabilitation (MLR) Workshop

71. Mid-life rehabilitation is an essential mainstream activity which breathes life into old coaches and contributes immensely to improving not only the residual service life but also rejuvenates the interiors. Presently, there is a shortfall in capacity to meet the demand for MLR. I, therefore, propose to set up a **new MLR workshop** at Anara (Adra) with an annual capacity of 250 coaches.

Wagon Manufacturing Factories

72. The procurement target for wagons in the next year has been set at 18,000. To augment the production capacity of wagons, I propose to set up **five state-of-the-art wagon factories in JV/PPP mode** at Secunderabad, Bardhaman, Bhubaneswar/Kalahandi, Guwahati and Haldia. This will go a long way in helping Railways meet the transportation demands of the economy.

IOH/POH Workshops for Heavy Axle Load Wagons

73. I propose to set up two workshops for POH of high axle load wagons required for moving traffic on the western and eastern Dedicated Freight Corridors in Maharashtra and Dankuni.

Refrigerated Container Factory

74. We are proud of our farmers. But it is unfortunate that about Rs 35,000 crore worth of produce perishes every year and they are forced to do distress

sale, and some even commit suicide. Railways will lend its small shoulder to this big cause of helping out farmers.

75. I am happy to inform the august House that the **Kisan Vision Project has been initiated** by identifying six locations, namely Dankuni, Mehheda, Nasik, New Jalpaiguri, New Azadpur and Singur for implementation as pilot projects. Railways do not own any refrigerated container. To meet the requirement, I propose to set up a **refrigerated container factory**, on a PPP mode at Budge Budge, to save the farmers' plight in the future.

Public Sector Undertakings (PSUs)

76. All the eleven PSUs under the administrative control of the Ministry of Railways have performed well in 2008-09 and achieved a combined turnover of Rs 13,641 crore, earning a net profit of Rs 1,328 crore. These PSUs paid a dividend Rs 286 crore to the Railways.

Freight Business

77. Madam, I will now present some new initiatives in freight business which is our bread earner.

- i. Railways will introduce a **modified wagon investment scheme** for high capacity general purpose and special purpose wagons. It will also cover iron ore, coal and cement. A detailed scheme will be notified shortly.
- ii. A policy to permit private operators to invest in infrastructure, on the lines of container train operators, and run **special freight train** for commodities such as automobiles, vegetable oil, molasses, chemicals and petrochemicals and bulk traffic like fly ash and cement will be notified shortly.
- iii. Taking further the concept of mega-logistics hubs announced in my last Budget, we have decided to set up **automobile and ancillary hubs** at 10 locations. The first such auto hub has been launched.
- iv. Madam, the **roll-on-roll-off** service which I announced as Railway Minister in 2000, is now proposed to be extended to zonal railways in a phased manner.
- v. In order to **provide multi-modal door-to-door service to our freight customers, one rake of road-cum-railer** vehicle will be introduced on trial basis.

- vi. A **premium tatkal service for parcel and freight movement** is under consideration.
- vii. Railways will also examine the need for **special wagons for iron ore, fly ash, automobiles etc.**

Reducing carbon foot-print

78. We have to take care of Nature and be sensitive to climate change. **It is our common and collective responsibility to take care of mother earth**, since she cares for all of us. Railways has always been environment friendly. Steps taken by the Railways include distribution of 2.6 million CFLs and setting up 10 eco-parks.

79. We also propose to **introduce at least ten rakes with green toilets** and install on diesel locomotives a **GPS-based optimised driver guidance system** which has shown 8-10% saving in fuel consumption. We will work closely with the Prime Minister's National Action Plan on Climate Change and the Bureau of Energy Efficiency.

80. Railways propose to set up **Rail Eco-parks** to conserve, protect and promote Railways' wetlands and forest areas. Ten are planned for the year including Naopara, which was recently inaugurated.

Dedicated Corridors

81. Dedicated Freight Corridor is our Prime Minister's dream project. I am concerned about the pace of progress and **DFCCIL will be revamped** within a short span of time to ensure timely implementation of the project. We will implement it in time. For western corridor of the DFC, agreement for main loan for Phase I would be signed with Japan International Cooperation Agency (JICA) next month.

82. We have given our guidelines that there will be no forcible acquisition of land. Sometime it leads to delays. We will negotiate with land owners and if required different options will be explored including overhead alignment so that there is minimum inconvenience to the people.

83. For eastern corridor of the DFC, negotiations for funding up to Sonnagar are on. I propose to start execution of Sonnagar-Dankuni section during the year. Funding for this section will be arranged through domestic investment on PPP mode.

84. For the remaining four corridors, that is north-south (Delhi, Haryana, UP, MP, Maharashtra, Andhra Pradesh, Tamil Nadu), east-west (West Bengal, Jharkahnd, Orissa, Chhtisgarh, Maharashtra), east-south (West Bengal, Orissa, Andhra Pradesh) and south-south (Tamil Nadu, Andhra Pradesh, Karnataka, Goa), Preliminary Engineering-cum-Traffic Survey (PETS) will be taken up this year.

85. Madam, I had declared DFC as the “**Diamond Rail Corridor**” project of the Indian Railways. On the lines of DFC, we are now planning to go in for Dedicated Passenger Corridor (DPC), which I declare as the “**Golden Rail Corridor**” of the Indian Railways.

86. Construction of **high speed passenger rail corridors** is another transformational initiative that Railways will embark upon in the coming years. Indian Railways propose to invest in developing high speed corridors of 250 to 350 kmph speed. Already six corridors have been identified. These projects would require large investments and will be executed through PPP mode.

87. Madam, I am confident that high speed rail corridor will become a catalyst for India’s economic growth, a stimulus for the development of satellite towns and reduction of migration to metropolises. Therefore, I propose to set up a **National High Speed Rail Authority** for planning, standard setting, implementing and monitoring these projects.

International Cooperation

88. We maintain good relations with our neighbours. Railway systems in these countries are facing several problems due to their relatively small and isolated networks. The **Trans-Asian Railway** network provides a great opportunity for their integration. Our Prime Minister and the Prime Minister of Bangladesh recently agreed to undertake the work to provide rail link between

Akhaura on Bangladesh side and Agartala on Indian side. This link would also provide a shorter rail route between West Bengal and the north-eastern region via Bangladesh.

89. I have also decided to open our training institutions for the benefit of railway personnel from south and south-east Asian countries. I also propose to make available the facilities of the Research Design and Standards Organisation (RDSO) for cooperative research and standardisation undertaken through the Asian Railways' Association.

Progress on Accounting Reforms

90. Railways have already initiated an accounting reforms project that would enable it to move over gradually to an **accrual based accounting system**. On completion of this project, a road map for future will emerge enabling phased migration to a new accounting system within the broad framework as envisaged by GASAB (Government Accounting Standards Advisory Board).

Earnings from non-core business

91. The untapped revenue potential from branding/advertising of railway properties will be harnessed to significantly increase earnings. The **revenue is estimated to go up from Rs 150 crore to Rs 1,000 cr** and will support the plan investment of the Railways.

Performance during 2009-10

92. The august House is aware that the Budget for the current year was formulated in the backdrop of VI Central Pay Commission and slowdown of the economy. A loading target of 882 million tonnes was set for the year along with growth of 4.8% in the passenger segment. I am happy to report that Indian Railways will surpass the freight loading target by at least 8 MT. This performance has been heartening. However, passenger segment has been below expectations and adverse weather conditions during winter in the northern part of India and rail rokos and agitations have severely impacted passenger earnings.

93. Madam, the impact of VI Pay Commission has greatly affected the revenue generation capacity of the railways. The provisions made for meeting the arrears and enhanced salaries and allowances in the Budget Estimates have

proved inadequate. Railways have made efforts to absorb the additional requirements for staff expenses along with post-budgetary increases in diesel prices to a sizeable extent. This has been possible because of several austerity and economy measures implemented on the Railways to regulate and control expenditure. I believe in austerity and would impress on each railway employee to observe it strictly. Despite all our efforts to save, Railways had to provide additional funds of Rs 2,600 crore for meeting its mandatory liabilities of salaries and allowances against a higher requirement of Rs 4,590 crore. Pension liabilities have also been revised upward and are likely to be Rs 15,000 crore compared to Rs 14,000 crore in the Budget Estimates.

Revised Estimates, 2009-10

94. Madam, considering the revised loading target of 890 MT, the freight earnings have been increased to Rs 58,716 crore which is Rs 191 crore more than the BE, while passenger earnings have been scaled down by Rs 252 crore to Rs 24,057 crore. Along with revised Other Coaching earnings of Rs 2,526 crore and Sundry Other earnings of Rs 2,982 crore, the total gross earnings has now been fixed at Rs 88,281 crore. The budgeted target of clearing Rs. 75 crore from Traffic Suspense has been maintained in the Revised Estimates. Gross Traffic Receipts have been reduced marginally from the Budget Estimates of Rs. 88,419 crore to Rs. 88,356 crore.

95. Ordinary Working Expenses have been raised to Rs 65,500 crore from Rs 62,900 crore in the BE 2009-10. After providing for Rs 4,500 crore and Rs 13,440 crore towards Depreciation Reserve Fund and Pension Fund respectively in the Revised Estimates, the Total Working Expenses are likely to be Rs 83,440 crore. After accounting for Miscellaneous Receipts of Rs 2,357 crore and Misc. Expenditure of Rs 783 crore, Net Revenue of the Railways is now revised to Rs 6,490 crore. After meeting the full Dividend liability of Rs 5,539 crore, the 'Excess' comes to Rs 951 crore. This would be appropriated to Development Fund to meet the Plan requirement.

96. To meet the shortfall in earnings and higher working expenses, the plan expenditure has been regulated in such a manner as to ensure that the progress of safety and other targeted works is not allowed to suffer. However, to achieve this, additional market borrowing of Rs.350 crore by the Indian Railway Finance Corporation would be necessary. With this the total market borrowings

will increase from Rs. 9,170 crore to Rs. 9,520 crore. The revised plan investment is projected at Rs 40,284 crore including the investment on National Projects.

Budget Estimates for 2010-11

97. Madam, I shall now deal with the Budget Estimates for 2010-11. The target for freight loading for 2010-11 has been kept at 944 MT, an increase of 54 MT over RE 2009-10. Freight throughput has been projected at 623 billion NTKM. Budget Estimates for freight, passenger, sundry other earnings and other coaching earnings have been kept at Rs 62,489 crore, Rs 26,127 crore, Rs 3,171 crore and Rs 2,778 crore respectively. I intend to initiate special efforts to clear the outstanding dues of the Railways and thus a target of clearance of Rs 200 crore has been kept in the Budget Estimates. Gross Traffic Receipts have thus been projected at Rs 94,765 crore.

98. Madam, provision for Ordinary Working Expenses for 2010-11 has been kept at Rs 65,000 crore which is Rs 500 crore lower than the Revised Estimates for 2009-10. Appropriation to Depreciation Reserve Fund has been increased from Rs 4,500 crore in Revised Estimates 2009-10 to Rs 7,600 crore. Appropriation to Pension Fund has also been kept at Rs 14,500 crore. Thus the Total Working Expenses will be Rs 87,100 crore and Net Revenue Rs 9,782 crore. After meeting the estimated Dividend liability of Rs 6,609 crore, the projected 'Excess' is Rs 3,173 crore with the targeted Operating Ratio of 92.3%. The Excess is proposed to be appropriated to Development Fund (Rs 2,800 crore) and Capital Fund (Rs 373 crore).

Annual Plan 2010-11

99. Madam, the Annual Plan outlay for the year 2010-11 has been proposed at Rs 41,426 crore, which is highest ever plan investment. The plan would be financed through Gross Budgetary Support of Rs 15,875 crore, Diesel Cess of Rs 877 crore, internal resources of Rs 14,523 crore and EBR of Rs 10,151 crore including market borrowing through IRFC of Rs 9,120 crore.

100. I am thankful to the Hon'ble Prime Minister for the Budgetary Support. However, as brought out categorically in the Vision 2020, the Railways' require much higher investment in order to fund the projects on hand including the large shelf of socially desirable works.

101. Within the limited resources available, thrust is being given to expansion of the network. To achieve the target of 1,000 kms of new line set for year, the allocation has been increased substantially from Rs 2,848 crore to Rs 4,411 crore. Funding of Metropolitan Transport Projects has been increased by 55%. To continue Railways drive to improve passenger amenities, an allocation of Rs 1,302 crore has been compared to Rs 923 crore in 2009-10.

Socially Desirable Rail Connectivity Proposals

102. In my last budget speech, I had highlighted the need to take up **socially desirable projects** connecting backward areas. Many proposals for such connectivity have been pending for a long time. It is proposed to update the surveys for the following lines and thereafter these will be processed through Planning Commission for necessary approvals:

1	Abohar-Tohana via Fatehabad	58	Kharagpur-Dhankuni
2	Ajmer-Kota	59	Kharhagola-Santhalpur
3	Almatti - Yadgir	60	Krishna-Vikarabad
4	Amethi-Shahganj via Sultanpur	61	Lalabazar-Vairengte
5	Bahadurgarh-Jhajjar	62	Lekhapani-Kharsang
6	Barajamda-Tatina	63	Lohardaga-Korba
7	Baramulla-Kupwara	64	Madurai-Kottayam
8	Baran-Shivpuri	65	Madurai-Tuticorin
9	Barpeta Road-Tihu.	66	Mantralayam Road-Kurnool
10	Barwadih-Chirimiri	67	Murkongselek-Pasighat
11	Beas-Kapurthala	68	Mysore-Medikere-Mangalore
12	Bhadrachallam-Kovvur	69	Naginimora-Amguri
13	Bhadrachellam Rd (Kothagudem)-Vishakapatnam	70	Navrangpur-Jeypore
14	Bhavnagar-Tarapore	71	Nawadah-Giridih via Satgawan
15	Bhavnagar-Mahuva	72	Nizamabad-Ramagundam

16	Bhind-Orai-Mahoba	73	Nokha-Sikar
17	Bhojudih-Mohuda	74	Orai-Jalaun-Konch
18	Bilaspur to Leh via Kullu & Manali	75	Palwal-Alwar
19	Bilaspur-Rampur Bushahr	76	Pandurangpuram-Bhadrachalam
20	Biyavra Rajgarh-Bina	77	Panipat-Meerut
21	Chandigarh-Dehradun via Jagadhari	78	Parwanoo-Darlaghat
22	Chaparmukh-Dibrugarh	79	Patiala-Jakhal/Narwana via Samana
23	Dangri-Dhola	80	Patiala-Kurushetra
24	Daurala-Bijnor via Hastinapur	81	Pattancheru - Adilabad
25	Dehradun-Kalsi	82	Pendra Rd-Korba/Gevra Rd
26	Devli-Tonk-Sakatpura	83	Phulbari-Berhampur
27	Dhule-Amalner	84	Port Blair-Diglipur
28	Dindigul-Kumli	85	Puri-Konark
29	Erumeli-Punalur-Trivendrum	86	Pushkar-Merta
30	Etah-Kasganj	87	Qadian-Beas
31	Etawah-Mainpuri	88	Raigarh-Mand Colliery to Bhupdeopur
32	Gadag-Harihar	89	Raipur-Jharsuguda
33	Gua-Manoharpur	90	Rameswaram-Dhanushkoti
34	Gunupur-Theruvai	91	Ramnagar-Chaukhutiya
35	Haldibari-Mekhliganj-Changrabandha	92	Ramtek-Gotegaon via Sioni
36	Hansdiha-Godda	93	Ranchi-Kandra
37	Haridwar-Kotdwar-Ramnagar	94	Rangpo-Gangtok
38	Hasnabad-Pratapadityanagar	95	Rishikesh-Doiwala
39	Hisar-Sirsa via Agroha, Fatehabad	96	Roorkee-Haridwar
40	Hyderabad-Gazwal-Siddipet-Sircilla-Jagityal	97	Rupai-Parashuramkund via Mahadevpur, Namsai, Chingkham
41	Jabalpur-Panna via	98	Salna-Khumtai

	Kundalpur, Damoh		
42	Jagadhri-Paonta Sahib-Rajban	99	Sambhal-Gajraula
43	Jagdapur-Dantewara	100	Sardarshahr-Hanumangarh
44	Jaggayyapet-Miryalgudda	101	Sarthebari - Changsari
45	Jaisalmer-Barmer	102	Sitapur-Bahraich
46	Jalna-Khamgaon	103	Somnath-Kodinar-Pipavav
47	Jammu-Poonch via Akhnoor, Rajouri,	104	Thalassery-Mysore
48	Jeypore-Malkangiri	105	Tori-Chatra
49	Jhajha-Girdih via Sonuchakai	106	Tuli-Tuli Road
50	Jhansi-Sawai Madhopur via Shivpuri, Sheopurkalan	107	Tumkur-Davangere
51	Jogighopa to Silchar via Panchratna	108	Udhampur/Katra - Bhairawah, Doda to Kishtwar
52	Jogindernagar to Mandi	109	Una-Hoshiarpur
53	Jolarpettai-Hossur via Krishnagiri	110	Una-Jaijon Doaba
54	Kachiguda-Chityal	111	Wardha-Katol
55	Kaithal-Karnal	112	Warora-Umrer
56	Kandra-Namkom	113	Yamunanagar-Patiala
57	Kathua-Basoli-Bhadarwah- Kishtwar	114	Zaheerabad-Secunderabad

Surveys

103. On the basis of requests received from the Hon'ble Members, State Government and others, the following surveys are proposed to be taken up:

New Line Surveys

- i. Giddalur-Bakrapet
- ii. Bapatala-Nizampatnam-Reppalle
- iii. Mellacheruvu-Janpahad
- iv. Pagidipalli-Shankarpalli
- v. Vijayanagaram-Palasa via Rajam
- vi. Jogigopa to Guwahati via Barpeta, Sarthebari
- vii. North Lakhimpur-Along-Silapathar

- viii. Majhi-Lar Road via Raghunathpur, Darauli & Guthani
- ix. Somnath-Kodinar
- x. Rohtak-Hansi
- xi. Bijwasan-Jhajjar-Charkridadri
- xii. Delhi-Sohna-Nuh-Firozpur Jhirka-Alwar
- xiii. Ghanoli-Dehradun via Baddi, Nalagarh, Jagadhari, Surajpur-Kala Amb-Paonta Saheb
- xiv. Bijapur-Athani-Shedbal
- xv. Chikaballapur - Gowribidanur
- xvi. Padubidri-Karkala-Belthangady-Dharmashthala-Nettan
- xvii. Byndoor-Kolluru-Halady-Hebri-Karkal-Moodabidri- Venoor-Belthangady-Dharmashthala-Nettane
- xviii. Belur-Sringheri
- xix. Nangli-Chittoor
- xx. Krishnagiri-Chamrajnagar
- xxi. Mysore-Kushalnagar-Madikere
- xxii. Belgaum-Bagalkot-Raichur
- xxiii. Marikuppam-Kuppam
- xxiv. Belgaum-Samantwadi
- xxv. Chenganur - Trivandrum via Adoor-Kottarakara.
- xxvi. Gadchandur - Adilabad
- xxvii. Bodhan-Bidar
- xxviii. Nasik-Dhanu Road
- xxix. Badisadri-Neemach
- xxx. Guna-Aron-Sironj-Vasoda-Vidisha
- xxxi. Sagar-Chatarpur-Khajuraho-Bhopal
- xxxii. Talcher-Phulbani-Lanjigarh
- xxxiii. Junagarh-Jaypore-Malkangiri-Bhadrachalam
- xxxiv. Tanda-Hoshiarpur
- xxxv. Bhiwani-Loharu-Pilani-Churu
- xxxvi. Pushkar-Merta
- xxxvii. Jaisalmer to Sanu via Hamira
- xxxviii. Bharatpur-Deeg-Kama-Kosi
- xxxix. Hamirpur - Hamirpur Road
- xl. Phaphund-Konch
- xli. Hastinapur-Meerut
- xlii. Bacharwan-Lalganj

- xl. Kapilvasthu-Basti via Bhansi
- xli. Piran Kaliyar Sharif- Haridwar
- xlii. Tanakpur-Bageshwar
- xliii. Tanakpur-Jauljivi
- xliiii. Digha-Raichak-Kulpi
- xlv. Dimond Harbour-Budge Budge-Akra
- xlv. Digha-Balichak (Debra)
 - 1. Kanthi-Belda
 - li. Ikra-Churuliya-Gourandi
 - lii. Pandabeswar-Ikra
 - liii. Panathur – Kaaniyur
 - liv. Bongaon-Kalyani
 - lv. Ranaghat-Dattaphulia

Gauge Conversion Surveys

- i. Lucknow- Sitapur-Lakhimpur- Pilibhit
- ii. Ahmedabad-Botad & Dhasa-Jetalsar

Doubling Surveys

- i. Manikgarh-Gadchandur
- ii. Guwahati- Lumding- Tinsukhia- Dibrugarh
- iii. Kiul-Gaya
- iv. Kanpur-Manikpur
- v. Mathura-Jhansi 3rd line
- vi. Sirhind-Nangal Dam
- vii. Guntur-Guntakal

Other Surveys

- i. Howrah-Sealdah link
- ii. Chhatarpatti Shivaji Terminal Mumbai-Churchgate link
- iii. Bye-pass line at Rewari from Alwar to Sadulpur
- iv. Bypass line with direct connection to Andal-Sainthia branch line
- v. Grade separator at Kurla Yard

National Projects

104. Madam I propose to draw up a **Master Plan for the development of rail infrastructure in the Northeast region** in consultation with the Northeast Development Council and the state authorities concerned.

105. On completion of the Quazigund-Anantnag section of Quazigund-Baramulla rail line in Kashmir Valley, train services were introduced from October 28, 2009. After review by the Expert Committee, work on Katra-Quazigund section has restarted. Priority is being given in construction of balance portion of the line from Udhampur to Katra and Katra to Quazigund.

106. In the northeast, ten projects have been declared as National Projects and adequate funds are being provided. The progress on some of the projects is getting affected by adverse law and order condition. However, Luming-Silchar gauge conversion project has been given special priority for expeditious completion.

107. The work of Byrnihat-Shillong has also been included in this Budget as a National Project for providing rail connectivity to the capital of Meghalaya.

New Lines

108. The sections which have either been completed or will be completed during 2009-10 are:

- i. Quazigund – Anantnag of Udhampur – Srinagar – Baramulla
- ii. Nagapattinam – Velankanni
- iii. Jagdishpur-Nekpur of Rajgir – Tilaiya
- iv. Sitamarhi – Runnisaipur and Muzaffarpur – Jubbasani of Muzaffarpur - Sitamarhi
- v. Tarakeswar-Talpur of Tarakeswar - Bishnupur
- vi. Maheshpur – Nawadih of Giridih – Koderma
- vii. Lanjigarh – Bhawanipatna of Lanjigarh – Junagarh
- viii. Churaru Takrala – Amb Andura of Nangaldam – Talwara
- ix. Rewari – Jhajjar of Rewari – Rohtak
- x. Phulwaria-Bathuabazar
- xi. Lohardaga-Barkichampi
- xii. Rainagar-Matnasipur of Bankura Damodar River Valley line
- xiii. Kottur-Harihar

109. The sections covering 1021 kms proposed to be completed in 2010-11 are:

- i. Ajmer - Pushkar
- ii. Chandurbazar – Narkhed of Amravati – Narkhed
- iii. Azimganj-Murshidabad with bridge over Bhagirathi
- iv. Mandarhill – Hansdia and Rampurhat- Piragaria of Mandarhill – Rampurhat
- v. Deoghar-Chandan of Deoghar-Sultanganj
- vi. Biraoul-Kusheshwarsthan of Sakri-Hassanpur
- vii. Bhawanipatna – Junagarh of Lanjigarh – Junargarh
- viii. Khurda – Begunia of Khurda – Bolangir
- ix. New Coochbehar – Golakgunj of New Maynaguri – Jogighopa
- x. Jhajjar-Rohtak of Rewari – Rohtak
- xi. Taran Taran – Goindwal
- xii. Abohar - Fazilka
- xiii. Lalitpur – Udaipura of Lalitpur –Satna, Rewa – Singrauli
- xiv. Agra – Fatehabad-Bah of Agra – Etawah
- xv. Salem – Namakkal of Salem – Karur
- xvi. Kadur-Kannahali of Kadur - Sakleshpur
- xvii. Runnisaidpur – Jubbasani of Muzaffarpur – Sitamarhi
- xviii. Nawadih – Dhanwar of Giridih – Koderma
- xix. Daniawan-Biharsharif of Neora-Sheikhpura
- xx. Barkakhana-Khajju of Koderma-Ranchi
- xxi. Phulwarisharif-Patliputra
- xxii. Nossam – Banganpalli of Nandyal – Yerraguntala
- xxiii. Jagityal – Mortad of Peddapally – Nizamabad
- xxiv. Gadwal – Pandurangswami of Gadwal – Raichur
- xxv. Khanapur – Homnabad of Bidar – Gulbarga
- xxvi. Ramganjmandi – Jhalawar of Ramganjmandi – Bhopal
- xxvii. Lonad- Phalton of Baramati – Lonad
- xxviii. Bathua Bazar-Panchdewari of Hathua-Bhatni
- xxix. Maharajganj-Bisunpur Mahawari of Maharajganj-Rewaghat
- xxx. Matnasibpur-Masagram of Bankura Damodar River Valley line
- xxxi. Nagore-Karaikal
- xxxii. Ghormara-Dumka
- xxxiii. Vishnupuram-Janpahad

110. The following new line projects have been included in the Budget:-

- i. Rishikesh-Karanprayag
- ii. Digha-Jaleshwar
- iii. Bagalkot-Kudachi
- iv. Hasnabad-Hingaljan
- v. Balurghat-Hilli
- vi. Bhadrachalam Road-Sattupalli
- vii. Kaliyaganj-Buniadpur
- viii. Bowaichandi-Arambagh
- ix. Tarakeshwar-Magra

111. The works of the sections Tarakeshwar-Champadanga, Arambagh-Irphala of Arambagh-Ghatal, Machlandpur-Swarupnagar, Budge Budge-Pujali, Prantik-Siuri, Tarakeshwar-Dhaniakhali, New Mal-Maynaguri Road, Dankuni-Furfurasharif, Gaya-Natesar (Nalanda), Nidamangalam-Mannargudi and Mandir Hasaud-Naya Raipur are being taken up.

112. Madam, Government is giving priority in providing **rail connections to the neighbouring countries**. Surveys for the five new lines have been conducted for rail connectivity with Nepal. Out of these lines, it is proposed to take up new line from Jogbani to Biratnagar and gauge conversion of Jayanagar to Bijalpura with extension to Bardibas.

Gauge Conversion

113. The sections which have either been completed or will be completed during 2009-10 are:

- i. Pandharpur – Miraj of Miraj - Latur
- ii. Ajmer – Phulera of Ajmer – Phulera – Rewari
- iii. Cuddalore – Sirkazhi of Thanjavur – Villupuram
- iv. Shimoga – Anandpuram of Shimoga – Talguppa
- v. Saharsa – Dauram Madhepura of Mansi – Saharsa – Purnea
- vi. Mathura – Achnera
- vii. Fakiragaram – Dhubri

- viii. Haibargaon – Mairabari
- ix. Sadulpur – Ratangarh – Degana
- x. Balaghat – Katangi of Jabalpur – Gondia, Balaghat – Katangi
- xi. Madanapalle – Dharmavaram of Dharmavaram – Pakala
- xii. Vellore – Villupuram
- xiii. Podanur-Coimbatore
- xiv. Quilon – Punalur of Quilon – Tiruchchendur and Tenkasi – Virudunagar
- xv. Baripada – Bangriposi of Rupsa – Bangriposi
- xvi. Dabhoi –Bodeli of Pratapnagar – Chota Udepur
- xvii. Wansjaliya – Jetalsar
- xviii. Surendranagar – Dhrangadhra
- xix. Bhildi – Samdari

114. Madam, target of 800 km has been fixed for Gauge Conversion in 2010-11 including the following sections:

- i. Barddhaman – Balgona of Barddhaman – Katwa
- ii. Krishnanagar – Santipur
- iii. Tirunelveli – Tenkasi of Quilon - Tiruchendur and Tenkasi – Virudunagar
- iv. Mayiladuturai – Thiruvarur of Mayiladuturai – Karaikkudi
- v. Bharuch – Samni – Dahej
- vi. Aluabari – Siliguri
- vii. Dindigul – Palani of Dindigul – Pollachi - Palakkad
- viii. Anandpuram – Talguppa of Shimoga – Talguppa
- ix. Chintamani – Chikballapur of Kolar – Chikballapur
- x. Kaptanganj – Thawe of Kaptanganj – Thawe – Chhapra
- xi. Ratangarh – Bikaner of Sadulpur – Bikaner
- xii. Mavli – Nathdwara
- xiii. Katihar-Tejnarayanpur
- xiv. Sitamarhi-Bairgania of Jaynagar-Darbhanga-Narkatiaganj
- xv. Bodeli-Chotta Udepur of Pratapnagar-Chotta Udepur

115. The following new gauge conversion works are proposed to be taken up:

- i. Chhindwara-Nainpur-Mandla Fort

- ii. Gwalior-Sheopurkalan with extension to Kota
- iii. Dholpur-Sirmutra with extension to Gangapur City.

Doubling

116. During the current year doubling of about 500 km is likely to be completed. The target for doubling of 700 km has been fixed for 2010-11. The following new doubling works have been included in the Budget:

- i. Godhani-Kalumna
- ii. Talcher-Sambalpur
- iii. Sondalia-Champapukur
- iv. Delang-Puri
- v. Ambikakalna-Nabadwipdham
- vi. Bethuadahari-Plassey
- vii. Katwa-Patuli
- viii. Jalandhar Cantt-Suchi Pind
- ix. Sahibganj-Pirpainti
- x. Santipur-Kalinarayanpur
- xi. Lalgola-Jiaganj
- xii. Azimganj-Manigram
- xiii. Ambala Cantt-Dhapper
- xiv. Chakki Bank-Bharoli
- xv. Basantar Bridge on Sambha-Vijaypur Jammu
- xvi. Nalhati-Sagardighi
- xvii. Bhadohi-Janghai
- xviii. Kathua-Madhampur Punjab
- xix. Bhagat ki Kothi-Luni
- xx. Abu Road-Sarotra Road
- xxi. Sarotra Road-Karjoda
- xxii. Swaroopganj-Abu Road
- xxiii. Keshavganj-Swaroopganj
- xxiv. Manchiryal-Peddampet
- xxv. Tamluk-Basulya Sutahata
- xxvi. Sini-Adityapur 3rd line
- xxvii. Champajharan-Bimalgarh
- xxviii. Dangoaposi-Rajkharswan 3rd line
- xxix. Durg-Rajnandgaon 3rd line

- xxx. Birur-Shivani
- xxxi. Mile 5 B-New Alipore
- xxxii. Hosdurga Road-Chikjajur
- xxxiii. Ernakulam-Kumbalam
- xxxiv. Viramgam-Surendarnagar
- xxxv. Hospet-Hubli-Londa-Vasco-De-Gama

117. Madam, several State Governments are already sharing cost of some of the projects in their States. Further, State Governments of Karnataka, Maharashtra and Andhra Pradesh have come forward for cost sharing of the following ongoing projects:

- i. Hassan – Bangalore new line
- ii. Kadur – Chickmagalur – Sakleshpur new line
- iii. Doubling of Arasikere – Birur
- iv. Gauge conversion of Kolar – Chikballapur
- v. Ahmednagar – Beed – Parli Vajjnath new line
- vi. Kotapalli – Narsapur new line

118. In addition, State Governments of Karnataka, Maharashtra and Andhra Pradesh have proposed to take up new projects on cost sharing/PPP. These include the following new lines and doublings:

- i. Wadsa – Desaijanj - Gadchiroli,
- ii. Gadchandur – Adilabad
- iii. Manmad – Indore
- iv. Talguppa – Honavar
- v. Shimoga – Harihar
- vi. Whitefield – Kolar
- vii. Gadag – Haveri
- viii. Tumkur – Davangere
- ix. Bijapur – Shahabad
- x. Dharwad – Belgaum
- xi. Nadikudi – Srikalahasti
- xii. Bhadrachalam Road – Kovvur
- xiii. Manuguru – Ramagundam
- xiv. Akkanapet – Medak – Medchal

- xv. Kondapalli – Kothagudem
- xvi. Cumbum – Proddatur
- xvii. Gadwal – Macherla
- xviii. Doubling of Vijayawada–Gudivada–Machlipatnam–Bhimavaram–Narsapur/ Nidadavolu
- xix. Doubling of Guntur – Tenali – Repalle

119. Madam, Railways will consider on priority new proposals from State Governments for construction of rail infrastructure in their states if they agree to funding on PPP basis.

Port Connectivity

120. In order to promote industrial activity, the State Governments and the Centre are giving thrust on the development of the ports. Ports are expected in the States of **Gujarat** - Porbander, Sutrapada, Dholera, Mahuva, Hazira, Tuna; **Maharashtra** - Revas, Dharamtar, Dighi; **Karnataka** – Karwar; **Kerala** - Azhikkal, Beypore, Thalassery; **Orissa** - Astranga, Chudamani, Gopalpur; **Andhra Pradesh** - Vodarevu, Nizampatnam; **West Bengal** – Sagar Kapil Muni, Haldia.

121. Railways will welcome participation under PPP for providing rail connectivity to such ports.

Railway Electrification

122. I am happy to inform the Hon'ble Members that Indian Railways would be completing about 2,300 route kms of electrification in the first three years of the XI Plan against the target of 3500 kms for the five year period. Another 2,000 kms are planned in the remaining two years. Of the 14,000 route kms identified as prospective routes for electrification in the Vision 2020, following sections would be taken up in the next year:

- i. Gondia-Ballarshah via Nagbhir
- ii. Daund-Manmad
- iii. Khana-Sainthia-Pakur & Pandabeshwar-Sainthia

123. The following sections are under active consideration:

- i. Vizianagram-Raigada
- ii. Mathura-Alwar-Rewari-Hissar
- iii. Guntakal-Bellary-Hospet-Vasco de gama

124. In addition to above, feasibility studies for the following sections will be undertaken:

i.	Bardhaman-Katwa-New Farakka including Katwa-Ahmadpur
ii.	Chheoki-Manikpur-Itarsi
iii.	Chhapra-Varanasi-Allahabad including Bhatni-Aunrihar and Phephna-Indara
iv.	Garwa Road-Chopan-Singrauli including Chunar-Chopan
v.	Pakur-Kumedpur including Gumani-Sahibganj
vi.	Angul-Sambalpur-Jharsuguda
vii.	Kiul-Tillaiyya-Manpur
viii.	New Bongoigaon-Jogighopa-Kamakhya
ix.	Bankura-Rainanagar
x.	Fatwa-Islampur-Bakhtiyarpur-Rajgir
xi.	Vijaywada-Niduduvolu including Machhlipatnam & Narsapur
xii.	Falaknuma – Umdanagar
xiii.	Secunderabad – Medchal

Optic Fibre Cables

125. Indian Railways already has a network of 37,000 kms of optic fibre cables and work on adding another 12,000 kms is in progress. The balance 15,000 kms is proposed to be taken up through PPP route, thus covering the entire railway network. It is also proposed to utilise this **OFC infrastructure to extend broadband services** with last mile connectivity on PPP basis to urban and rural areas.

Kolkata Metro

126. Kolkata Metro is the only metro with the Indian Railways. The section from Tollygunge to Garia Bazar has been commissioned recently. The balance section up to New Garia is likely to be completed soon. Extension from Dum Dum to Baranagar has also started. Railways proposes to redevelop / re-model and rename the metro

stations of Park Circus as Mother Teresa, Maidan as Gostho Pal, M.G. Road as Thakurbari, Chandni Chowk as Tipu Sultan and Rash Behari as Bhagat Singh.

127. To further strengthen metro network, the following extensions have been included in the Budget:

- i. Joka-BBD Bag via Majerhat
- ii. Noapara – Barasat via Bimanbandar
- iii. Dum Dum – New Garia via Rajarhat
- iv. Baranagar – Barrackpore and Baranagar - Dakshineswar

New Service

Suburban services

128. Suburban services are the lifeline of major metropolitan cities.

129. Suburban services will be augmented over the Mumbai area, 101 additional services are proposed to be introduced with 32 services in Thane/Kalyan to Kasara/Karjat/Khopoli, 16 services on the Mainline, 18 services on the Harbour line and 35 services on trans-Harbour line.

130. Works for the improvement of Mumbai suburban area under MUTP Phase I is likely to be completed by end of this year. Work under MUTP Phase II has been planned and is targeted for completion by March 2014.

131. In Chennai region, new services will be introduced over Chennai Central – Sullurpeta – Chennai Beach, Chennai beach – Velachery- Chennai Beach (on the MRTS), Chennai Beach- Tiruttani – Chennai Central, Chennai Central- Arakkonam- Chennai Central. Work on the extension of MRTS Phase II from Velachary to St. Thomas Mount is in progress and targeted for completion by March 2012.

132. Similarly, new services will be introduced in Kolkata area in the sections of Sealdah-Kalyani, Sealdah-Canning, Sealdah-Namkhana, Sealdah-Bangaon, Howrah-Tarakeswar-Bandel-Barddhan, Sealdah-Ranaghat and Sealdah-Kolkata (via Ballygunge- Majerhat-B.B.D. Bagh). A survey will be conducted linking Howrah and Sealdah.

133. Ballygunge is a very important junction station but has no basic facilities such as waiting hall, toilets and approach road. I propose a new station building in Ballygunge to overcome these shortcomings, and rename the station as Bahadur Shah Zafar station.

Sanskriti Express – Epar Bangla, Opar Bangla

134. To mark the **150th birth anniversary of Kabiguru Rabindranath Tagore** and to disseminate his legacy to the young generation, Railways propose to run a special train – Sanskriti Express - across the country.

135. Tagore is the only poet in the world whose poems have been adopted as National Anthems by two countries – Amar Sonar Bangla for Bangladesh and Jana Gana Mana for India. Tagore lived and produced many of his literary jewels in undivided Bengal. In homage to this great savant and to strengthen the *maitree* between Bangladesh and India, it is proposed to run a special train in consultation with the Government of Bangladesh across the border so that the two countries share the opportunity of celebrating the 150th birth anniversary jointly.

Matribhoomi Trains

136. Madam, mothers nurture the future generations of the country and we take pride that they have now stepped out of their houses to make contributions as a workforce in the country. In order to improve their travel on rail, I have introduced 21 ladies specials on the railway network in major cities of Kolkata, Chennai, New Delhi and Mumbai. In recognition of their role in the Nation's destiny, I have named these trains Matribhoomi specials. The following **Matribhoomi specials** will be run in the suburban sections of the major metropolises:

- i. Delhi-Panipat

- ii. Kolkata
 - a. Barasat – Sealdah
 - b. Krishnanagar - Sealdah
- iii. Falaknuma – Lingampalli
- iv. Mumbai
 - a. Thane-Vashi
 - b. Panvel – Nerul - Thane

Karmabhoomi Trains

137. The following **unreserved trains** are being proposed for the common people:

- i. Darbhanga-Mumbai Express (Weekly)
- ii. Guwahati-Mumbai(Weekly) via Howrah-Tatanagar-Jharsuguda-Bilaspur-Nagpur
- iii. New Jalpaiguri – Amritsar (Weekly) via Katihar - Sitapur

Janmabhoomi Trains

138. The country is proud of our men in uniform who protect our borders under very difficult conditions. For a very long time there were no rail connections among different cities in the western sector. The infrastructure development by the railways by way of gauge conversion and new line works has now facilitated a direct connectivity. I, therefore, dedicate a new express train service, **Janmabhoomi**, between Ahmedabad and Udhampur every week linking Jodhpur, Phalodi, Lalgargh, Biradhwai, Pilibanga, Mahajan, Suratgarh, Hanumangarh, Bhatinda, Faridkot, Firozpur, Jalandher, Chakki bank, Samba, Bari Brahman, Jammu-Tawi and Udhampur.

Bharat Tirth Trains

139. To support government's effort of promoting tourism in our country, Railways will launch **special tourist trains called "Bharat Tirth"** connecting popular tourist sites in different parts of the country - from the Himalayas to Kanyakumari, from Dwarka to Vindhya Parbat, from Ajmer Sharief to Gangasagar and from Madurai to Patna Sahib. The running of "Bharat Tirth" is to emphasise our "Unity in Diversity" and will bring to reality Kabiguru's words in our National Anthem:

*Punjāba Sindhu Gujarāt Marāthā
Drāvīda Utkala Banga
Vindhya Himāchala Yamunā Gangā*

140. The “Bharat Tirth” trains are proposed to be run on the following routes covering places of tourist importance, the detailed itineraries of which will be advertised from time to time:-

- i. Howrah-Gaya-Agra- Mathura- Vrindavan -New Delhi-Haridwar-Varanasi-Howrah
- ii. Howrah-Chennai- Puducherry- Madurai – Rameshwaram-Kanyakumari-Bangalore – Mysore – Chennai-Howrah
- iii. Howrah- Vizag- Hyderabad- Araku- Howrah
- iv. Howrah – Varanasi- Jammu Tawi- Amritsar- Haridwar- Mathura- Vrindavan- Allahabad- Howrah
- v. Howrah-Ajmer- Udaipur- Jodhpur- Bikaner- Jaipur- Howrah
- vi. Mumbai- Pune- Tirupati- Kancheepuram- Rameshwaram- Madurai- Kanyakumari-Pune- Mumbai
- vii. Pune-Jaipur-Nathdwara-Ranakpur-Jaipur-Mathura-Agra-Haridwar-Amritsar-Jammu Tawi-Pune
- viii. Pune-Ratnagiri-Goa-Bangalore-Mysore-Tirupati-Pune
- ix. Ahmedabad-Puri-Kolkata-Gangasagar-Varanasi-Allahabad-Indore-Omkareshwar-Ujjain-Ahmedabad
- x. Bhopal-Dwarka-Somnath-Udaipur-Ajmer-Jodhpur-Jaipur-Mathura-Vrindavan -Amritsar-Jammu Tawi-Bhopal
- xi. Bhopal-Tirupati-Kanchipuram-Rameshwaram-Madurai-Kanyakumari-Trivandrum-Cochin-Bhopal
- xii. Madurai-Chennai-Kopergaon-Mantralayam-Chennai-Madurai
- xiii. Madurai-Erode-Pune-Ujjain-Veraval-Nasik-Hyderabad-Chennai-Madurai
- xiv. Madurai-Chennai-Jaipur-Delhi-Mathura -Vrindavan -Allahabad-Varanasi-Gaya-Chennai-Madurai
- xv. Madurai-Varanasi-Gaya-Patna Sahib-Allahabad-Haridwar-Chandigarh-Kurukshetra-Amritsar-Delhi-Madurai
- xvi. Madurai-Mysore-Goa-Mumbai-Aurangabad-Hyderabad-Madurai

Duronto Services

141. For the first time in our history, a new train service called Duronto was introduced. These provide non-stop point to point services between cities

offering large volumes of traffic. This service is cheaper and faster compared to Rajdhani trains and has been very well received by the travelling public. I have, therefore, decided to introduce the following Durgam train services this year:

- i. Yeswantpur (Bangalore) -Delhi (AC) (Weekly)
- ii. Mumbai-Secunderabad AC (Bi-weekly)
- iii. Pune –Howrah AC (Bi- weekly)
- iv. Mumbai-Ernakulam AC (Bi-weekly)
- v. Indore- Mumbai AC (Bi-weekly)
- vi. Jaipur-Mumbai AC (Bi-weekly)

142. I propose to introduce the following Durgams, to run in the day time:

- i. Chandigarh -Amritsar
- ii. Chennai – Coimbatore
- iii. Puri - Howrah
- iv. Howrah- Digha

143. In addition to the above, in view of the increasing demand of the passengers, the following long distance new services are being proposed:

- i. Sultanpur-Mumbai Express (via Nihalgarh) (Weekly)
- ii. Sultanpur-Ajmer Express (via Nihalgarh) (Weekly)
- iii. Asansol-Digha Express (Weekly)
- iv. Howrah-Katpadi(Vellore)-Puducherry Express via Bhubaneswar (Weekly)
- v. Kishanganj-Ajmer Express (Weekly)
- vi. Kolkata-Ajmer Express via Singrauli-Katni-Bhopal-Nagda-Ratlam (Weekly)
- vii. Kolkata- Anandpur Sahib- Nangaldam Express (Weekly)
- viii. Una-Haridwar Link Express (Tri-weekly)
- ix. Siuri-Prantik-Howrah Express (Daily)
- x. Haldia - Chennai Express (Weekly)
- xi. Hyderabad-Ajmer Express (Bi-weekly)
- xii. Rajgir-Howrah via Tilaiya-Koderma (Tri-weekly)
- xiii. Mumbai-Shirdi Intercity Express (Tri-weekly)
- xiv. Haridwar- Mumbai CST AC Express (Bi-weekly)

- xv. Valsad-Haridwar Express (Weekly)
- xvi. Ajmer –Indore Link Express (Daily)
- xvii. Nagercoil-Bangalore Express (Weekly) via Madurai-Hosur
- xviii. Kanpur - Chitrakoot Express (Daily)
- xix. New Jalpaiguri - Chennai Express (Weekly)
- xx. Delhi Sarai Rohilla - Sri Ganganagar Express (Tri-weekly) via Bhatinda
- xxi. Mangalore -Tiruchchirapalli Express (Weekly)
- xxii. Bhubaneswar-Pune Express (Weekly)
- xxiii. Habibganj-Jabalpur Intercity Express (Daily)
- xxiv. Calicut-Thiruvananthapuram Janshatabdi Express (5 days a Week)
- xxv. Pune - Ernakulam Superfast (Bi-weekly) via Panvel
- xxvi. Coimbatore-Tirupati Intercity Express via Salem (Tri-weekly)
- xxvii. Shimoga-Mysore Intercity Express (Daily)
- xxviii. Bangalore-Tirupati Intercity Express via Bangarapet (Tri-weekly)
- xxix. Chhatrapati Sahu Maharaj Terminus (Kolhapur) - Solapur Express (Daily)
- xxx. Jaipur-Pune Express (Weekly)
- xxxi. Ranchi-Jaynagar Express (Tri-weekly)
- xxxii. Madurai-Tirupati Express (Bi-weekly)
- xxxiii. Tirupati -Secunderabad Express (Bi-weekly) via Pakalle - Madanpalle Road
- xxxiv. Sambalpur-Howrah Express (Weekly)
- xxxv. Ahmedabad-Agra Express (Tri-weekly)
- xxxvi. Gonda- Manduadih (Varanasi) Intercity (Daily)
- xxxvii. Running of independent trains between Bangalore - Hubli and Bangalore-Nanded by delinking of 6591/6592 Bangalore-Hubli Hampi Express from 6593/6594 Bangalore-Nanded Express
- xxxviii. Running of independent trains between Hyderabad-Tirupati(Daily), Hyderabad-Chhatrapati Sahu Maharaj Terminus (Bi-weekly) and Tirupati-Chhatrapati Sahu Maharaj Terminus (Daily) by delinking 7416/7429/7430 Haripriya and Rayalseema Express
- xxxix. Secunderabad-Manuguru Express (Tri-weekly)
 - xl. Alipurduar – Lumding Intercity Express (Daily)
 - xli. Guwahati - Mariani Intercity Express (Daily)
 - xlii. Gandhidham - Jodhpur Express via Bhildi (Tri-weekly)
 - xliii. Rajkot – Porbander Express (via Jetalsar) (Tri-weekly)
 - xliv. Kolkata – Darbhanga Express (Bi- weekly)

- xliv. Howrah – Berhampur Express (Tri- weekly)
- xlvi. Baripada – Shalimar Intercity Express (Tri – weekly)
- xlvii. Kharagpur – Purulia Intercity Express (Tri- weekly)
- xlviii. Gwalior – Chhindwara Express (Bi- weekly)
- xlix. Rampurhat – Sealdah Intercity Express (Tri- weekly)
 - 1. Howrah – Shirdi Express (Weekly)
 - li. Puri – Valsad Express (Weekly) via Katni- Bhopal – Vadodara
 - lii. Puri-Digha Express (Weekly)

144. Madam, I would further like to assure the House that 2937/2938 Gandhidham–Howrah Express will be started by the 10th of March, 2010.

Passenger trains

145. A large volume of Rail travel consists of short distance traffic. This traffic which utilizes conventional passenger trains, MEMUs and DEMUs has been showing encouraging growth and to address to this segment of traffic, the following passenger trains are proposed to be introduced during the year 2010-11:

- i. Chittaranjan-Kolkata Passenger
- ii. Sealdah-Krishnanagar Passenger
- iii. Haldibari-New Jalpaiguri-Siliguri Passenger
- iv. Balaghat-Katangji Passenger
- v. Tatanagar-Hatia Passenger via Chandil-Purulia-Muri
- vi. Miraj-Parli Passenger
- vii. Miraj-Pandharpur Passenger
- viii. Jhansi-Banda Passenger
- ix. New Jalpaiguri-Dinihat-Bamanhat Passenger
- x. Nilambur Road-Shoranur Passenger
- xi. Tiruchendur-Tirunelveli Passenger
- xii. Mayiladuthurai-Thanjavur Passenger
- xiii. Bhubaneswar-Khurda Road Passenger
- xiv. Bangalore-Neelamangala Passenger
- xv. Bagalkot – Gadag Passenger
- xvi. Kozhikode- Kannur Passenger
- xvii. Dharmanagar-Manu Passenger

- xviii. Patna – Sasaram via Ara Passenger (to be extended to Bhabua Road upon development of terminal facilities)
- xix. Coimbatore-Pollachi Passenger(after gauge conversion)
- xx. Aunrihar -Jaunpur Passenger (after gauge conversion)
- xxi. Bareilly-Lalkuan Passenger (after gauge conversion)
- xxii. Katihar-Teznarayanpur Passenger (after gauge conversion)
- xxiii. Fakiragram-Dhubri Passenger (after gauge conversion)
- xxiv. Rewari-Degana Passenger via Ratangarh (after gauge conversion)
- xxv. Bhildi-Samdari Passenger(after gauge conversion)
- xxvi. Naupada-Gunupur Passenger (after gauge conversion)
- xxvii. Hospet- Harihar Passenger (after gauge conversion)
- xxviii. Tirupati-Madanpalle Road - Kurabakota Passenger (after gauge conversion)

MEMUs

- i. Tirupati-Nellore-Chennai
- ii. Salem-Katpadi
- iii. Vijaywada-Guntur-Tenali
- iv. Coimbatore-Erode
- v. Howrah-Midnapur
- vi. Dhanbad- Jhargram via Purulia
- vii. Ghatsila -Howrah
- viii. Ernakulam-Kollam
- ix. Restoration of Andal-Jasidih via Jamuria-Barbani

DEMU Service

146. On gauge conversion of the Aluabari-Siliguri section, I propose to introduce DEMU service in this section which will provide a **ring-rail type service between Aluabari, Siliguri and New Jalpaiguri**. The following DEMU services will also be introduced

- i. Kacheguda-Mahboobnagar
- ii. Kacheguda-Miryalguda
- iii. Qazigund-Baramulla
- iv. Krishnanagar-Farakka
- v. Malda Town-Coochbehar
- vi. Malda Town-Balurghat

- vii. Bakhtiyarpur-Gaya
- viii. Hoshiarpur - Amritsar

Increase in frequency of trains

- i. 2245/2246 Howrah-Yesvantpur Duronto Express from weekly to 4 days
- ii. 3149/3150 Sealdah-Alipurduar Kanchen Kanya Express from 4 days to daily
- iii. 2377/2378 Sealdah-New Jalpaiguri Padatik Express from 3 days to 6 days
- iv. 2295/2296 Patna-Bangalore Sanghamitra Express from 6 days to daily
- v. 2251/2252 Korba-Yesvantpur Express from weekly to 2 days
- vi. 6605/6606 Mangalore-Kochuveli Ernad Express from 3 days to daily
- vii. 2933/2934 Ahmedabad-Mumbai Central Express from 6 days to daily
- viii. 2215/2216 Bandra Terminus-Delhi Sarai Rohilla from 3 days to 4 days
- ix. 2807/2808 Visakhapatnam-Nizamuddin Samata Express from 3 days to 5 days
- x. 4705/4706 Delhi Sarai Rohilla- Sadulpur Express from 3 days to 6 days
- xi. 2981/2982 Udaipur City- Delhi Sarai Rohilla Chetak Express from 3 days to 4 days
- xii. 2447/2448 Manikpur – Hazrat Nizammudin Uttar Pradesh Sampark Kranti Express from 3 days to daily

Extension of trains

- i. 7001/7002 Secunderabad-Manmad Express to Shirdi (Bi-weekly)
- ii. 7205/7206 Kakinada-Manmad Express to Shirdi (Weekly)
- iii. 1405/1406 Kakinada -Manmad Express to Shirdi (Bi-weekly)
- iv. 7207/7208 Vijaywada-Manmad Express to Shirdi (Weekly)
- v. 6341/6342 Thiruvanthapuram-Ernakulam Express to Guruvayur (Daily)
- vi. 7639/7640 Kacheguda-Nanded Express to Akola (Daily)
- vii. 2187/2188 Mumbai CST-Jabalpur Express to Allahabad (Bi-weekly)
- viii. 2235/2236 New Delhi - Guwahati Rajdhani Express to Dibrugarh
- ix. 2777/2778 Yesvantpur-Kochuveli Express to Hubli (weekly)
- x. 2831/2832 Bhubaneswer-Hatia Express to Dhanbad (Tri-weekly)
- xi. 8425/8426 Puri –Raipur Express to Durg
- xii. 8447/8448 Bhubaneswar-Koraput Express to Jagdalpur
- xiii. 209/210 Puri-Dhenkanal Passenger to Talcher Road (Daily)

- xiv. 1629 Sangali-Miraj to Chhatrapati Sahu Maharaj Terminus (Kolhapur) (Daily)
- xv. 1610 Miraj-Pune to Chhatrapati Sahu Maharaj Terminus (Kolhapur) (Daily)
- xvi. 1551/1552 Pune-Daund to Baramati (Daily)
- xvii. 531A/532A Parli-Nizamabad Passenger to Pandharpur
- xviii. 623/624 Mangalore-Kannur Passenger to Kozhikode
- xix. 353/354 Dharwar-Gadag Passenger to Solapur
- xx. 1704 Chirmiri-Damoh Passenger to Sagour
- xxi. 1703A Damoh-Katni Passenger to Sagour

A Gesture

147. Hon'ble members are well aware of the hardship being faced by the common people by the high inflationary trend especially in food prices. I understand their distress. Despite Railways' own tight resource position, I announce a **reduction of Rs 100 per wagon in freight charges for food-grains for domestic use and kerosene**. This is a small gesture to express our concern.

Concessions

148. Madam, in the last Budget, I had announced several concessions under Izzat scheme, for Press Correspondents and students of madrasas, high madrasas and senior madrasas. These have been very popular and I propose to continue with these concessions.

149. The enormous contribution of the Indian film industry to the promotion of art and culture is known to all of us. There are people behind the screen whose contribution is not so well known to many of us. I propose that **technicians of regional film industry** when travelling for film production related work will be eligible for 75% concession in Second Sleeper, 50% concession in First Class, AC Chair Car, AC 3-tier, AC 2-tier in all trains including Rajdhani/Shatabdi and Jan Shatabdis.

150. Madam, Railways at present grant a concession of 75% in 3 AC and Sleeper Class to **cancer patients** going for treatment, together with an escort. I now propose to enhance this concession to cancer patients up to 100% in 3 AC and Sleeper Class.

151. Press correspondents are currently extended a concession of 50% for their travel along with spouse, once a year. I now propose to extend this **concession**

to companion of those correspondents who do not have a spouse, and dependent children up to 18 years, once a year.

Service Charge on e-ticket

152. Indian Railways provide the facility of issuing e-tickets, through IRCTC, by utilising internet services. At present, a maximum service charge of Rs 15 for Sleeper Class and Rs.40 for AC Class tickets is levied. I propose to **reduce the maximum limit of service charge** to Rs.10 for Sleeper Class and Rs.20 for AC Class.

153. Madam, I am aware that the hon'ble members are anxiously waiting to hear my announcement about tariffs. In the present economic situation, when the country is about to return on a high growth path, I do not wish to impose any burden on the citizens. Therefore, **I do not propose any increase in the passenger fares** of any class or category of trains. Similarly, **I do not intend to increase freight tariffs.**

154. This year's budget is a humble yet earnest effort to move in the direction of Vision 2020. I assure the Hon'ble Members that better days are ahead for the Indian Railways. Just as highway, telecom, IT, airport and port sectors have taken off, the Railway sector will also see exponential growth in the years to come.

155. In seven months, whatever best was possible we tried and we fulfilled our commitments on a range of issues. Within limited funds, we have to make a beginning. We will need to plan for the coming years to achieve the goals of Vision 2020.

156. I am always positive and optimistic. I believe in the phrase "never say no", and I cannot say no. My response always is "Yes we will". Let us do jobs with transparency. We can conquer the minds of the people through our activities. Strength is our medicine and spirit is our morale. Let us be bold, determined, devoted and sincere in our efforts.

Nahi Nahi Bhay, Hobey Hobey Jai

Khule Jabe Ei Dwar

(Fear not, victory is inevitable and the door will swing open)

157. With these words, Madam, I commend the Railway Budget for 2010-11 to the House.
