

**Speech of Mamata Banerjee**  
**introducing the Railway Budget 2011-12**  
**25<sup>th</sup> February 2011**

1. Madam Speaker, I rise to present before this august House the Revised Estimates for 2010-11 and the estimated receipts and expenditure for 2011-12. I deem it an honour to present the third Railway Budget under the kind guidance of the hon'ble Prime Minister. I profusely thank the Finance Minister for his continued support and encouragement to the railways.

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

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

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

5. Madam, while railways deliver on their promises, they are not good at publicity. This House and the nation do not come to know of our achievements or what we are doing.

*Hum Aah Bhee Karte Hain Toh Ho Jaate Hain Badnaam*  
*Woh Katl Bhee Karte Hain Toh Charcha Nahi Hota*

6. We need a large heart and a large mind to undertake big works. With every big work, our stature grows and our mind opens out to a larger vision. During this year, we have met industry leaders, Chambers of Commerce and

Industry to encourage investment in the specified areas of infrastructure, rolling-stock or service provision. Railways will provide economic share to our partners for such endeavours. With this objective, railways have developed several business-oriented policies for the first time. Some of these policy initiatives are:-

- i. Railways' Infrastructure for Industry Initiative (R3i)
- ii. Private Freight Terminal (PFT)
- iii. Special Freight Train Operators (SFTO)
- iv. Automobile Freight Train Operators (AFTO)
- v. Automobile and Ancillary Hubs
- vi. Kisan Vision (Cold Chains)
- vii. New Catering Policy
- viii. Rail Connectivity to Coal and Iron ore mines (R2CI)

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

8. As the hon'ble members would agree, expansion of rail infrastructure requires meticulous planning. Rising demand for coaches, locos and wagons cannot be met immediately because their manufacture requires components whose production has to be planned well in advance. Even some key material and components for rolling stock are not readily available in the country and we often have to depend on imports. As a result, supply of rolling stock has been falling short of our requirements. Even now it is not available according to our requirement. To meet the demand of passengers for more coaches, MEMUs, DEMUs etc., we have decided to set up rail-based industries.

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

***Strength is life and weakness is death.***

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

11. Madam, I am happy to report that work on the new coach factory at Rae Bareli is progressing rapidly now. The first coach is expected to be turned out from the new plant within the next three months.

12. Railways have also been working on a number of projects involving long-term supply contracts for locomotives, coaches and critical loco components at Madhepura, Marhowra, Kanchrapara and Dankuni. Since these project models are being attempted for the first time in the railways, it is necessary to carry out due diligence. All these projects are progressing and a Core Group of officers is working on these PPP/JV industries to take them forward.

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

14. Work on ICF, Perambur's second unit will start soon. We have decided that whatever problems are there will be sorted out and we will set up the Palakkad coach factory. Railways are interested to partner with Autocast and SILK at Cherthala, for which business plan is being revised to bring it in line with the current needs of the railways.

15. Madam, I am happy to inform that Burn Standard Company Limited and Braithwaite Company Limited have been brought under the administrative control of Ministry of Railways this year.

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

17. The prestigious Jammu-Kashmir Rail Link project involves a large number of bridges. I propose to dedicate an industry for our brothers and sisters

of J&K, who are close to our heart. Therefore, railways will set up a **Bridge Factory in J&K**, which is our heaven on earth. This industry will help in developing ancillary industries leading to employment generation in the area. I also propose to set up a state-of-the-art **Institute for Tunnel and Bridge Engineering at Jammu**.

18. As per my announcement to set up a coach factory at Singur, land has not been made available by the state government. However, several landowners have volunteered to sell their land directly to the railways. In order to fulfill this commitment, I propose to set up a metro coach factory on the land purchased from willing sellers at Singur/adjacent Polba.

19. Northeast is our priority area and receives government's full support. Imphal, the capital of Manipur will soon be connected to the railway network. I have planned in advance. Therefore, I propose to set up a **diesel locomotive centre in Manipur**.

20. **Centre for Railway Information Systems (CRIS)** is the professional IT arm of Indian Railways. It is a nursery for development of software specialists in the country. I **propose to open a Centre of Excellence in software at Darjeeling under the aegis of CRIS**.

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

22. A large number of small and medium size track machines have been developed indigenously and are also being manufactured in India. I propose to pursue a joint venture between railways and **a partner** to set up a **manufacturing industry** for the indigenous production of large **on-track machines at Uluberia**. I also propose to set up a **new track machine POH facility at the same place**.

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

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

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

26. Madam, after having discussed the policy initiatives and rail-based industries, I would now come to expansion of rail infrastructure.

27. For the first time ever, railways have framed Vision 2020, providing a definite roadmap, both short-term and long-term, for the future. We intend to go forward to achieve our goals with careful planning.

28. Madam Speaker, we had added only 10,677 km of new lines since independence. I had announced an ambitious target of 1,000 km of new lines in 2010-11. This is in contrast to average addition of 180 km annually. In the current year, we may do over 700 km, falling short of the target. But this would be almost double of the highest ever performance in any single year. Unless we set our targets high, we cannot realize the goals of Vision 2020. The hon'ble members will be happy to know that railways will be achieving its target of 800 km for gauge conversion, 700 km for doubling and 1,000 km of electrification.

29. Railways' efforts to provide dignity to the poor through the Izzat scheme in 2009-10 have benefitted over four lakh disadvantaged citizens. They are now able to travel to their workplaces with their heads held high. Poverty drives many people to live dangerously near railway tracks and often risk their lives.

Many perish every year. Their lives are very important to us. These dwellers also affect smooth movement of trains. That is why we have decided to give them small shelter through **Sukhi Griha Scheme**. This scheme is being taken up on pilot basis to provide 10,000 dwelling units at Mumbai, Sealdah, Siliguri, Tiruchirapalli and other places. This is our humble effort to help these dwellers.

### **Annual Plan 2011-12**

30. Madam, the Annual Plan for the year 2011-12 has been proposed at **₹57,630 cr which is the highest ever plan investment by the railways** in a single year. The Plan is proposed to be financed through GBS of ₹20,000 cr, diesel cess of ₹1041 cr, internal resources of ₹14,219 cr, market borrowings of ₹20,594 cr through Indian Railway Finance Corporation (IRFC), considering its past excellent performance in the financial market. Normally IRFC raises between ₹9,000-10,000 cr annually for leasing of rolling stock. Next year, an additional amount of **₹10,000 cr will be raised through tax free bonds** for financing select capacity enhancement works. Railways will ensure servicing this debt of tax-free bonds. Further, external source of financing through PPP, WIS etc is expected to yield ₹1,776 cr.

31. Improving upon 2010-11, a greater thrust is being given to the expansion of the rail network with a larger allocation of ₹ 9,583 cr for new lines. It is planned to complete 1,000 km of new lines in 2011-12. In addition, the left over new lines from last year's target will also be completed. Apart from this, ₹5,406 cr and ₹2,470 cr has been given for doubling and gauge conversion projects to complete 867 km and 1,017 km respectively. To overcome shortages in wagons, coaches and locomotives, ₹13,820 cr has been earmarked for acquisition of rolling stock.

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

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

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

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

35. Madam, it is our continuous endeavour to connect unserved and underserved regions to the rail network. We want underdeveloped areas to develop and the people of these regions to join the process of growth. I therefore, propose to take up construction of the following new lines in a few such areas:-

- i. Wadsa-Gadchiroli in Maharashtra
- ii. Bhadutola-Jhargram via Lalgadh in West Bengal
- iii. Gudur-Durgrajpuram in Andhra Pradesh
- iv. Hansdiha-Godda in Jharkhand

36. Railways are already executing 19 projects in the similar difficult and underdeveloped areas in the States of Orissa, Jharkhand, Chattisgarh, Bihar and Maharashtra and I propose to increase the allocation to these projects to ₹771 cr.

37. **A non-lapsable Fund for railway projects in the northeast region has been created that** will boost the progress of projects. All the state capitals of this region except Sikkim will get connected by rail network in the next seven years. The prestigious Udampur-Srinagar-Baramulla project is also progressing and work on India's longest tunnel between Banihal and Qazigund would be completed this year.

## **Safety & Security**

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

39. Indian Railways connect 7,083 stations, and carry 2.20 crore people and over 2.5 million tonnes of goods every day. As a result of our sustained efforts, the index for train accidents has decreased significantly from 0.29 per million train km in 2004-05 to 0.17 in 2009-10. This is despite the increase in traffic from 16,021 trains per day and 538 crore passengers annually in 2004-05 to 18,820 trains and 720 crore passengers in 2009-10. Madam, it is very sad that every year over 1.30 lakh people die in road accidents. Railway is passenger friendly, safe and a cheap mode of transport. Rail fares are close to one-fourth that of the road.

40. In my first tenure, I had approved the introduction of **Anti Collision Device (ACD)**. After ten years I find that it has been implemented only on NF railway. Madam, our recent trials with an improved version of ACD have met with success and it will be commissioned on three zonal railways, Southern, South Central and South Western Railways. Considering the successful trials, I have decided to extend this device to Eastern, East Coast, East Central and South Eastern Railways. With this we will have covered 8 of the 17 zonal railways.

41. The number of incidents at unmanned level crossings, on which we are working very seriously, has come down by 36% with the elimination of 1,500 unmanned crossings, construction of 172 ROBs and 240 RUBs/subways. I have lowered the eligibility criteria for manning from 6,000 TVUs to 3,000 TVUs. Efforts will be intensified in the coming year by eliminating the remaining eligible 2,500 unmanned level crossings as well as construction of 200 ROBs and 325 RUBs/subways. Any other crossing required to be eliminated will also be taken up for conversion.

42. A **GPS based 'Fog Safe' device** has been deployed and I am happy to report that this year railways have handled the foggy weather without any untoward incident.



43. Madam, railways being a soft target, has been facing the wrath of extremists, agitations and other unsocial elements. Incidences of disruptions by way of bomb-blasts, sabotage, track-tampering etc. are on the rise. I appeal to my countrymen to exercise discretion and restraint. Railways are their own property and any damage will only result in inconvenience and loss of revenue and will not help their cause.

44. As law and order is the responsibility of the state governments, railways are mostly helpless in handling such situations. We cannot ensure efficient and punctual operations of trains without the help of state governments. Some states do help, some states are helpless. Frequent calls for 'rail rokos' are not only crippling operations on Indian Railways but also causing immense hardship to passengers, not to talk of substantial loss of revenues. There have been 115 cases of 'rail roko' agitations during the period from April to December 2010, a few of which have spread over a period of three weeks. In the current year, till now more than 1,500 passenger carrying trains have been cancelled, another 1,500 diverted over longer routes and more than 3,500 rescheduled on account of such disruptions. We want cooperation from all concerned. Those who help us, we will also help them.

45. I am now making an offer that whichever state ensures trouble-free train running for the whole year, shall be given **two new trains and two projects as a special package**.

46. An All India Security Help Line on a single number has been set up to facilitate passenger security and is likely to become operational this year. A comprehensive bill has been drafted to empower RPF to deal with passenger related offences and it is likely to be placed before Parliament soon. We are reviewing the passenger security care programme to bring about all round security improvement for passengers.

47. Madam, the thrust of the Budget this year is also on modernisation. A number of measures will be taken to usher in latest technology. I would like to spell out some of these steps for improving the efficiency of the system that will ultimately benefit our customers:-

- i. Based on the success of the pilot project of **SIMRAN**, jointly developed by IIT, Kanpur and RDSO, a **Real Time Train Information System (RTIS)** will provide reliable information on train running.

- ii. **Collaboration with Bengal Engineering and Science University, Shibpur** for using jute geo-textiles in embankment design;
- iii. A project with **IIT, Chennai on prototype manufacture** of ultrasonic systems;
- iv. **Partnership with Jadavpur University** for development of new designs for rail steel bridges;
- v. A **collaborative study with IIT, Mumbai** on the problem of corrosion of rails;
- vi. The **Centre for Railway Research (CRR)**, collaboration between IIT, Kharagpur and RDSO, has been sanctioned and is under implementation.
- vii. **Centres of Excellence** for development and prototyping various types of **Mechatronics systems** at RCF/Kapurthala and DMW/Patiala;
- viii. **E-procurement and e-auction** to ensure transparency and economy.
- ix. Development of a comprehensive **web-based databank for land and asset management database** for optimum utilization of our resources.
- x. Issuing **paperless railway receipts**;
- xi. Extend **web based system of allotment of iron ore rakes to coal traffic**
- xii. Run **double-stack container trains** from Gujarat ports to the major ICD at Gurgaon.

### **Green Initiatives**

48. Madam, railways are always environment friendly and are considered evergreen. It is also the most fuel efficient mode of transport. Therefore, I have declared 2011-12 as the **“Year of Green Energy”**. I would like to share some of the green measures taken by the railways:-

- i. Free supply of 14 lakh CFLs to railway households and phasing out of incandescent lamps.
- ii. Regenerative braking in Mumbai EMUs
- iii. Windmill at ICF, Chennai
- iv. Production of locos with 'hotel load converter'
- v. Increase use of solar energy at LC gates, stations etc.
- vi. Use of bio-diesel, CNG and LNG in locos, workshops etc.

### **Passenger/Rail Users' Amenities**

49. Madam, for passengers a fresh thrust has been given to improve the amenities and provide better experience at stations. In the last two years, we had announced the upgradation of 584 stations as Adarsh Stations, out of which 442 stations will be completed by March 2011. The remaining will be completed in 2011-12.

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

Abhaipur, Acharya Narendra Dev Nagar, Achhnera, Alipurduar court, Alipurduar Jn., Ambalgram, Ambernath, Ambikapur, Anara, Asoknagar Road, Azimganj Jn., Baghdogra, Bagula, Bahadurpur, Baharu, Bahirgachhi, Bahirpuya, Bahraich, Balagarh, Bala Mau, Balarambati, Balgona, Ballalpur, Bamangachhi, Bamangram Halt, Bamanhat, Banarhat, Baneswar, Banka pasi, Bankimnagar, Banstala, Barabhum, Baragaon, Barasat Jn., Barhni, Barmer, Barsoi Jn., Basudevpur, Basuldanga, Batasi, Bathnakrittiba, Belakoba, Beldanga, Beliaghata Rd, Beliatore, Betberia ghola, Bhadaiyan, Bhadrak, Bhagalpur, Bhagwangola, Bharwari, Bhingarh, Bidyadharpur, Bishnupur, Boinchi, Brindabanpur, Buniyadpur, Burnpur, Chanchai, Chamagram, Champa, Chandanpur, Chatra, Chatterhat, Chengannur, Chintamani, Chirimiri, Chitrakut Dham Karvi, Chowrigacha, Churu, Dainhat, Darjeeling, Daryabad, Dasnagar, Deoria Sadar, Deulti, Dhatrigram, Dhubulia, Dhulabari, Dildarnagar, Diva, Dubrajpur, Dumurdaha, Durgachak, Eklakhi, Ettumanur, Falakata, Fatehpur, Fatehpur Sikri, Gadadharpur, Gandhigram, Ghanpur, Ghoksadanga, Ghoragata, Ghum, Gidhni, Gobra, Guntur, Gurap, Harishdadpur, Harishchandrapur, Hasimara, Hindmotor, Hotar, Hridaypur, Hubli, Jabalpur, Jaganath Temple

Gate, Jakhalabandha, Jalor, Jamikunta, Janai road, Jangaon, Jessore road, Jhantipahari, Jodhpur, Jorhat Town, Joychandipahar, Kahalgaon, Kaikala, Kalchini, Kalinagar, Kaliyaganj, Kamakhyaguri, Kamareddi, Kanjiramittam, Kanthi, Karimnagar, Kathgodam, Kathua, Khagrahat Rd., Khajuraho, Khalilabad, Khemasuli, Khurja Jn., Kiraoli, Kishanganj, Kolar, Korba, Kotshila, Kulpi, Kumbakonam, Kunda Harnam Ganj, Kurukshetra, Kuruppantara, Labpur, Lohapur, Loknath, Lower Parel, Madarihat, Madhusudanpur, Majhdia, Malatipur, Malda Court, Malkajgiri, Manendragarh, Manigram, Maninagar, Mararikulam, Matigara, Mayiladuturai, Meerut City, Meghnagar, Mollarpur, Mulanturutti, Murarai, Nabadwip Ghat, Nabagram, Nagore, Nagrakata, Naimisharanya, Nandakumar, Narendrapur, Navsari, New Alipurduar, New Bhuj, New Cooch Behar, Old Malda, Palla road, Palsit, Panagarh, Pandaveswar, Panjipara, Patranga, Patuli, Phusro, Piravam Road, Pirtala, Prantik, Quilandi, Raghunathpalli, Raigarh, Raipur, Rajbandh, Rajgoda, Rajnandgaon, Ramrajatala, Rangiya, Ratangarh, Remount road, Rudauli, Rupnarayanpur, Sabarmati, Sadulpur, Sagardighi, Sakoti Tanda, Salanpur, Salboni, Salem, Sambre, Sankrail, Santaldih, Sardiha, Sasthankotta, Satna, Shahganj, Shalimar, Sidlaghatta, Simlagarh, Sirathu, Sitapur Cantt., Sivok, Sohawal, Sonada, Srinivaspura, Sukna, Sultanpur, Talit, Thanabihpur, Tildanga, Tiruppur, Tuticorin, Udhna, Vaikam Road, Vasco-da-gama, Vellarakkad.

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

52. Out of the 160 MFCs announced, a few are completed and few are in the process of completion. I have given a special target to complete all the MFCs next year. I propose to set up more **MFCs with budget hotels** at Bangarpet, Secunderabad, Amethi, Ramnagar, Ajmer, Chandigarh, Amritsar, Thiruvananthapuram, Kamakhya, Gaya, Rae Bareli, Deoghar, Varanasi, Bhubaneswar, Vellore, Kanyakumari, Srinagar, Sasaram, Bhagalpur, Panipat, Bhuj, Anand, Arsikere, Birur, Neemach, Ratlam, Azamgarh, Ujjain, Adra, Midnapore, Tamluk, Purulia, Thakurnagar, Sagardighi, Jangipur, Bahrapur, Nabadwip, Kulti, Bolapur, Diamond Harbour, Naihati, Kanchrapara, Hajipur, Islampur and Rohtak.

53. Some of the measures taken/proposed to be taken to improve passenger amenities are:-

- i. Introduction of a pan-India, multi-purpose **“Go-India” smart card** on a pilot basis. This will be one single window package for the passenger to seamlessly pay for tickets for long distance, suburban, metro etc. journeys. The card can be used in booking counters, vending machines, internet etc.;
- ii. **Two new coaching terminals** at Nemam and Kottayam in Kerala, one in Mau Nath Bhanjan in Uttar Pradesh and another in Dankuni, West Bengal;
- iii. Better accessibility at stations for **physically challenged customers**;
- iv. Extension of **Rail Yatri Sevaks** with modern trolleys to six more stations: New Delhi, Mumbai, Chennai, Ahmedabad, Bengaluru and Thiruvananthapuram;
- v. A **new portal for e-ticketing by Centre for Railway Information Systems (CRIS)** is ready and will be launched shortly. Booking of tickets through this portal would be cheaper with a charge of only ₹ 10 for AC classes and ₹ 5 for others;
- vi. Provision of **internet access** on Howrah-Rajdhani Express as a pilot project;
- vii. **Extension of Train Management System** to New Delhi, Bangalore, Secunderabad, Ahmedabad and Lucknow stations to provide information on running of trains,
- viii. Introduction of **advance booking of retiring rooms**.

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

### **Golden Rail Corridor**

55. Madam, I am happy to announce that pre-feasibility study for the western leg (Delhi-Mumbai) of the Golden Rail Corridor would start early next year.

The study is being undertaken with help from Japan, with **the objective of raising speed of passenger trains to 160-200 kmph**. Similar studies will be initiated for other corridors including Mumbai-Kolkata, Chennai-Bangalore, Delhi-Jaipur and Ahmedabad-Mumbai.

### **Staff**

56. Madam, our employees are our biggest asset and it is they who keep the wheel of progress moving. Some of the measures I propose to take for their welfare are:-

- i. Expand the scope of **Liberalized Active Retirement Scheme for Guaranteed Employment for safety category** staff by enhancing the existing criteria of grade pay from ₹1,800/- to ₹1,900/-.
- ii. Considering the Indian family structure and values, **extending medical facilities to both dependent father and mother** of railway employees.
- iii. **Increasing the scholarship for the girl child** of gangmen and group 'D' employees to ₹1,200 per month for higher education.
- iv. Setting up of a **Railway Vidyalaya Prabandhan Board (RVPB)** to improve quality of education to children studying in 269 railway schools. The Board will draw up a plan for improving the physical and educational infrastructure of these schools to be implemented in a time frame of three years.
- v. In order to provide easy access to medical facilities in remote and inaccessible areas for our employees, it is **proposed to provide 20 Medical Road Medical Vans** at different locations to begin with.
- vi. I am happy to report that all the proposed **20 hostels for children** of railway employees have been **commissioned and another 20 would be set up next year**.

57. Madam, my Ministry is **undertaking restructuring of all the cadres** in the railways to afford adequate promotional opportunities to the officers and staff.

## Recruitment

58. Madam, after the new recruitment policy announced last year, recruitment process has already been set in motion for filling the vacancies of about 1.75 lakh in Group 'C' and Group 'D' posts. Steps have also been taken to fill up about 13,000 posts in Railway Protection Force. These mega recruitment drives will cover the backlog of SC/ST/physically handicapped quota.

59. I am happy to inform that for the first time, railways are inducting **16,000 ex-servicemen** by end of March 2011. As also announced last year, we are also recruiting more than 1,200 ex-servicemen in RPF. It is our humble tribute to our brave jawans who defend our borders.

*koi sikh koi jaat maratha  
koi gurkha koi madrasi  
sarhad par marnevaala  
har veer tha bhaaratvasi  
jo shaheed hue hain unki  
jara yad karo kurbani....*

## Training

60. To enhance skills of our frontline staff in dealing with the customers, a **training centre is proposed to be started at Kharagpur**. Also multi-disciplinary training centres would be set up at Dharwad, Kolkata and Pune including an **exclusive international centre at Agra**. A new basic Training Centre at Kurseong is proposed to cater to the needs of Northeast Frontier Railway including Darjeeling - Himalayan Railway.

## Setting up of Polytechnics

61. I am happy to announce that five Polytechnics will be set up at Varanasi, Machlandpur, Vadodara, Bhilai and Hubli-Dharwad under MOU with Ministry of Human Resource Development. This will also contribute towards the national mission of skill development.

## Sports

62. As the hon'ble members are aware, railways have always provided congenial and enabling environment for breeding of sports talent in the country. I take great pride in reporting that railway sportspersons brought 25 medals (including 13 Gold of the 38 won by India) in the recently held Commonwealth Games, 2010. The excellent performance of railway sportspersons continued in the Asian Games also with a contribution of 7 out of 14 Golds for India.

Railways also ran a special Commonwealth Express which was visited by 8 lakh people.

63. Madam, railways will continue to strengthen the sports infrastructure and open more sports academies, stadia and multi-purpose halls. It is also proposed to create a **separate sports cadre** so that their aspirations are fully met.

### **Promotion of Cultural Activities**

64. Madam, you will agree that the Railway family cannot isolate itself from the cultural field. Therefore, I have formed a Cultural Promotion Board to boost the cultural activities across the length and breadth of the country which will be railways' efforts to preserve and promote the diverse and rich cultural heritage of the nation.

65. To commemorate the 150<sup>th</sup> Birth Anniversary of Gurudev Rabindranath Tagore, on 9<sup>th</sup> May, 2010, a special exhibition train, "Sanskriti Express", was launched. It is showcasing artistic works, philosophy and teachings of Gurudev. The train has been moving across the country and has been visited by more than 24 lakh people in 18 states so far.

66. At the invitation of our beloved Sheikh Hasina, Hon'ble Prime Minister of Bangladesh, this train is set to go on a cultural exchange programme to Bangladesh according to their convenience. I am thankful to her for suggesting '**Sonar Tori**' as the name of the train. I wholeheartedly accept her suggestion.

67. Several other special exhibition trains such as "**Mother Express**" a tribute to Mother Teresa on her birth centenary and "**Aurobindo Express**" have also been run to disseminate the message of these great personalities. In addition, running of "**Vivekananda Express**" will be extended for two years up to his 150<sup>th</sup> birth anniversary in 2013. We have also run a "**Technology Express**" to spread the awareness of science and technology among youth and students.

### **Financial Performance**

68. Madam Speaker, I have no hesitation in informing this august House that Indian Railways are passing through a very difficult phase. The year 2009-10 was challenging for the railways. Implementation of the 6<sup>th</sup> Pay Commission's recommendations increased the expenditure on staff and pension by an unprecedented 97%. The latest assessment of Pay Commission's impact reveals an additional expenditure of ₹73,000 crore during the XI Plan period. This has



heavily impacted our internal generation for plan investment. However, by prudent financial management, we have not only paid the full dividend for 2009-10, but also achieved an operating ratio of 95.3%. In fact, if we do not take pay commission arrears into consideration, which rightfully are liabilities of previous financial years, the operating ratio would have been 84% even with payment of higher salaries and pension. If the salaries and pension are also kept at the earlier levels, the operating ratio comes down even further to 74.1%.

69. The testing times for the railways continue in 2010-11 due to the impact of allowances and several post-budgetary factors. On the earnings side, disruption of train movements has resulted in a loss of about ₹1,500 cr and another ₹2,000 cr due to the ban on export of iron ore. As a result, the loading target had to be reduced by 20 million tonnes to 924 million tonnes. However, in the revised estimates, goods earnings have been retained at the budget level based on trends of higher yield per NTKM. The total gross earnings have now been fixed at ₹94,742 cr which is ₹177 cr higher than the budget. With the reduced traffic suspense clearance of ₹98 cr, Gross Traffic Receipts is higher than the budget target by ₹75 cr at ₹94,840 cr.

70. On the expenditure side, two hikes in the rates of HSD oil and increased electricity tariff in some states, higher DA rates and excise duty rates, as well as impact of unanticipated higher salary and allowances, raised the requirement by ₹5,700 cr. I am proud to say that we will save ₹3,700 cr by our economy drive and other austerity measures. Next year we will save more. Ordinary Working Expenses has now been fixed at ₹67,000 cr, an increase of ₹2,000 cr over Budget Estimate. After providing for ₹5,700 cr and ₹14,500 cr towards Depreciation Reserve Fund and Pension Fund respectively in the Revised Estimates, the Total Working Expenses are likely to be ₹87,200 cr. Accounting for full dividend liability of ₹4,917 cr, the “Excess” comes to ₹4,105 cr. The revised operating ratio works out to 92.1% which would have been 72.8% with pre-pay commission salaries. The revised plan outlay has been kept at ₹40,315 cr.

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

## **Budget Estimates, 2011-12**

72. Madam, I shall now deal with the Budget Estimates for 2011-12.

73. On the basis of freight traffic projection of 993 million tonnes and passenger growth of 6.4% over 2010-11, the Gross Traffic Receipts are estimated at ₹1,06,239 cr assuming a clearance of ₹200 crore from traffic suspense. Madam, for the first time, **railways' earnings are set to exceed the rupees one lakh crore mark.** Ordinary Working Expenses have been assessed at ₹73,650 cr. This represents an increase of 9.9% over Revised Estimates of 2010-11 to cater for annual increments of salaries, DA, higher requirement for fuel and materials for increased level of activity and lease payments. The appropriation to Pension Fund is placed at ₹15,800 cr and to Depreciation Reserve Fund at ₹7,000 cr compared to ₹5,700 cr in the Revised Estimates, 2010-11. Total Working Expenses therefore are placed at ₹96,450 cr. A provision of ₹6,735 cr has been made for dividend payment leaving an "Excess" of ₹5,258 cr to be utilized for Development Fund and Capital Fund. The expected Operating Ratio is 91.1%.

74. With this, I hope the railways will soon emerge stronger, leaving behind the impact of the Pay Commission and engage fully in the revival of its financial health.

*Hamara Mushkil Daur Gujar Chuka Hai  
Aur Hum Din-o-din Majboot Hote Jayenge*

(Tough times are now over and Railways,  
will grow from strength to strength from here)

### **Metropolitan Projects**

75. Madam, Indian Railways have only one metro i.e. Kolkata Zonal Metro Railway. We are proud of it. As a full-fledged zone, Kolkata Metro is expanding its network. A core committee has been set up to closely monitor the progress of ongoing works for the speedier completion of the following sections:-

- i. Naopara to Barasat via Bimanbandar
- ii. Baranagar to Barrackpore and Baranagar to Dakshineswar
- iii. Dum-Dum Airport to New Garia via Rajerhat
- iv. Joka to BBD Bagh via Majerhat

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

77. It is also proposed to take up the following new surveys for new connectivity of Kolkata metro:-

- i. Joka-Diamond Harbour
- ii. Baruipur - Kavi Subhash
- iii. Howrah Maidan to Srirampur via Dankuni and Singur
- iv. Howrah Maidan – Belur
- v. Howrah Maidan – Santragachi – Dhulagarh
- vi. Joka-Mahanayak Uttam Kumar
- vii. Barrackpore to Kalyani

78. It is also proposed to introduce 34 new services in Kolkata Metro in the coming year.

79. Railways are committed to continue the partnership with Maharashtra for strengthening Mumbai's suburban system.

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

### **Integrated Suburban Railway Networks**

81. Madam, India is witnessing rapid urbanization putting great pressure on our cities and towns. Transport infrastructure will be a key to their growth and sustenance. I propose the development of integrated suburban railway networks in large cities like Mumbai, bringing together suburban railway, metro railway and other rail infrastructure under a single integrated system which will provide faster, efficient, affordable and comfortable transportation to the citizens. To begin with, I plan to introduce this concept in those cities where suburban system exists, such as Hyderabad, Ahmedabad, Kolkata, and Chennai. We propose to strengthen the suburban system of Hyderabad-Secundeabad by implementing six projects under MMTS Phase II.

82. Madam, Mumbai Rail Vikas Corporation (MRVC) has helped bring enormous improvements in Mumbai's suburban system. I now wish to bring about a similar transformation to the suburban transport system of the other megalopolis of the country, Kolkata. For a 100 km and more around Kolkata, the lives of the people are inexorably linked with activities, trade and industry of the city. There is a great need to upgrade the entire suburban system of Kolkata with better, faster and more number of services including 15-car trains.

83. I am aware that such improvements need substantial finances. Railways have limited resources. Therefore, I propose to set up Kolkata Rail Vikas Corporation (KRVC) on the lines of MRVC, which will raise funds through banks and other financial institutions, Municipal Corporation and other stakeholders. I believe, this single measure will kick start Kolkata's return to its days of glory. Similar corporations can be considered for congested suburban systems in other states.

### **Production Units**

84. I must complement all the Production Units who have performed well in 2009-10. I am happy to report that CLW has turned out the first locomotive with 'hotel load converter' to meet power requirement of coaches and pantry car. The capacity of Diesel Locomotive Works (DLW) is being augmented to 300 locos. It has also indigenized GM locomotives to bring the cost down.

### **Public Sector Undertakings (PSUs)**

85. All the eleven Railway PSUs have performed well in 2009-10 with a turnover of more than ₹15,000 cr, earning a net profit of ₹1,782 cr. These PSUs paid a dividend ₹311.88 cr to the railways.

### **Concessions**

86. At present **physically handicapped persons** are not entitled for concessions on Rajdhani and Shatabdi trains. It is proposed to extend the concession facility to them in these trains also.

87. **Press correspondents** are now entitled to avail 50% concession with family once in a year. It is proposed to increase this facility to twice a year.

88. It is proposed to extend the facility to the **Kirti and Shaurya Chakra** awardees of travelling in Rajdhani and Shatabdi trains.

89. In case of **unmarried posthumous Param Vir Chakra and Ashok Chakra gallantry award** winners of armed forces, it is proposed to extend the facility of card passes to the parents.

90. At present the concession for senior citizens is extended to both men and women at 60 years of age. I propose to reduce this in case of women to 58 years. I also do not want to annoy the men, and therefore, propose to increase their concession from 30% to 40%.

### **Wagon Procurement**

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

### **Dedicated Freight Corridors (DFC)**

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

93. As hon'ble members are aware, land is a sensitive issue. With the objective of reducing the number of land losers, we have made efforts to bring the alignment of the DFC parallel to the existing railway network and thereby using 12,000 acres from railways' land bank. It has also reduced the requirement of land acquisition by 2,718 acres resulting in a saving of about ₹300 cr.

### **New Lines**

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

95. In my last budget speech, 33 new line sections covering 1,021 km were identified for completion as compared to less than 200 km normally. I am happy to inform the House that we have taken a giant leap in completion of new lines projects. The progress of laying new lines will be further accelerated and

in the year 2011-12, we are confident of exceeding a milestone of laying of 1,000 km of new lines. The sections which have either been completed or will be completed during 2010-11 are:-

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

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

1.	Krishnanagar - Shantipur
2.	Sitamarhi-Bairgania

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

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

1.	Pen-Kasu
2.	Dhanauri – Kiul
3.	Kalinarayanpur – Biranagar
4.	Nalikul – Tarkeswar
5.	Pandabeswar – Chinpai
6.	Umeshnagar-Khagaria of Begusarai-Khagaria
7.	Targena-Jehanabad
8.	4th line between Kottavalasa-Simhachalam
9.	Chakki Block Hut-Chakki Bank
10.	Tundla – Yamuna Bridge
11.	Khalilabad – Munderwa
12.	Mau – Indara
13.	Malda-Old Malda
14.	Netravati - Kankanadi
15.	Ennolre - Attipattu
16.	Barbil-Barajamda doubling
17.	Champa Bypass Line
18.	Mysore-Naganahalli
19.	Devanur-Ballakere

20.	Part of Udhna-Jalgaon
21.	Gandhidham-Kandla Port
22.	Palwal - Bhuteshwar third line
23.	Rajathgarh-Barang
24.	Nancherla-Aspari
25.	Kamalapuram-Muddanuru
26.	Part of Panskura- Kharagpur
27.	Panvel-Apta
28.	Barasat – Sondalia
29.	Baruipur – Magrahat
30.	Khamargachi – Jirat
31.	Karhagola-Kursela of Semapur-Kursela
32.	Begusarai-Lakho of Begusarai-Khagaria
33.	Sasan-Rengali
34.	Budhi-Kathua
35.	Panki-Bhaupur- 3rd line
36.	Bankata - Bhatni
37.	Govindnagar - Basti
38.	New Guwahati-Digaru
39.	Harsauli-Rewari
40.	Mavelikkara - Chengannur
41.	Kayankulam - Haripad
42.	Adra-Joychandipahar doubling
43.	Ramangaram-Settiahalli
44.	Mugad-Kambarganvi
45.	Kalapipal-Phanda
46.	Gandhidham-Adipur
47.	Part of Bilaspur-Urkura
48.	Khurda-Barang
49.	Guntakal – Raichur
50.	Gooty – Pullampet
51.	Kondapuram-Tadipatri
52.	Salkaroad-Anuppur doubling

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

1.	Admednagar-Narayandoh
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2.	Gokulnagar-Mayonapur
3.	Dumka-Shikaripara
4.	Biraul-Kusheshwarsthan
5.	Koderma-Barhi-Hazaribagh-Mandu-Kuju
6.	Runisaidpur-Jubbasani
7.	Part of Talcher-Bimalgarh
8.	Pandu Pindara-Bhaibwa
9.	Bhind-Etawah
10.	Bishnupur-Mahuari-Mashrakh
11.	Bhatni-Chauria
12.	New Mal Jn. to Changrabandha
13.	Harmuti-Naharlagun
14.	Namakkal-Karur
15.	Angamalli-Kaladi
16.	Raichur-Pandurangaswamy
17.	Nossam-Banaganapalle
18.	Devarakadra-Krishna
19.	Kanivehalli-Chikmagalur
20.	Hirisave-Shravanabelagola
21.	Talpur-Arambagh
22.	Banka-Karjhusa Halt
23.	Ajimganj-Jiaganj
24.	Part of Daniawan-Biharsharif
25.	Part of Dhanawar-Giridih
26.	Kosi Bridge
27.	Morinda-Khamnano
28.	Part of Udaipura-Mawai Fatehabad-Bah
29.	Etawah-Mainpuri
30.	Bathua Bazar-Panchdeori
31.	Paniyahwa-Chhitauni
32.	Part of New Coochbehar-Golakganj
33.	Dausa-Deedwana
34.	Walajah Road-Ranipet
35.	Metpally-Armoor
36.	Homnabad-Hallikhed
37.	Banaganapalli-Nandyal
38.	Deshpran-Nandigram
39.	Sakrayapanta-Kanivehalli

40.	Part of Lalitpur-Khajrao-Satna, Khajuraho-Mahoba & Rewa-Singraulli
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99. Madam, a target of 1,017 km has been fixed for Gauge Conversion in 2011-12 including the following sections:

1.	Krishnanagar-Nawadwipghat
2.	Murliganj-Banmankh
3.	Chauradano-Raxaul
4.	Anandnagar-Naugarh
5.	Rangiya-Rangapara North
6.	Ratargarh-Sardarsahar
7.	SriganganagarHanumangarh
8.	Palghat-Pollachi
9.	Nidamangalam-Mannargudi
10.	Ankeleshwar-Rajpipla
11.	Madhepura-Murliganj
12.	Bairgania-Chauradano
13.	Bareilly-Lalkuan
14.	Naugarh-Barhni
15.	New Malda Junction-New Maynagori Road
16.	Sikar-Churu
17.	Palani-Pollach
18.	Mahamadurai-Virudhnagar
19.	Kolar-Chintamani
20.	Ratlam-Fatehabad

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

1.	Apta-Pen
2.	Jirat-Guptipara
3.	Chandpara-Bongaon
4.	Dakshin Barasat-Lakshmikantapur
5.	Chandrapur-Bhandaridih
6.	Korukonda-Vizianagaram
7.	Palwal-Ballabgarh
8.	Jakhal-Mansa

9.	Chauri Chaura-Baitalpur
10.	Burhwal-Jhangirabad
11.	Banas-Swarupganj
12.	Manchiriyal-Mandamari
13.	Gokulpur-Midnapur Doubling
14.	Muri-Muri Outer with Bridge
15.	Tikiapara-Santragachi
16.	CPH-Bye pass
17.	Ballakere-Birur
18.	Vyara-Chinehpada
19.	Kasu-Roha
20.	Guptipara-Ambika Kalna
21.	Ghutarisharif-Canning
22.	Magrahat-Diamond Harbour
23.	Jharsuguda-Rengali
24.	Kottavalsa-Kantakapali
25.	Tughlakabad-Faridabad
26.	Domingarh-Sahjanwa
27.	Baitalpur-Bhatni
28.	Keshavganj-Sirohi
29.	Part of Chengalpattu-Villupuram
30.	Raghavapuram-Peddampet
31.	Dumetra-Champajharan
32.	Banspani-Jaroli
33.	Kalumna-Nagpur
34.	Maddur-Hanakere
35.	Birur-Ajjampur

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

1.	Bhadrachallam-Kovvur
2.	Hyderabad-Gazwal-Siddipet-Sircilla-Jagityal
3.	Nizamabad-Ramagundam
4.	Barwadih-Chirimiri
5.	Raipur-Jharsuguda

6.	Pendra Rd-Korba/Gevra Rd
7.	Bhavnagar-Mahuva
8.	Patiala-Kurushetra
9.	Panipat-Meerut
10.	Bahadurgarh-Jhajjar
11.	Hisar-Sirsa via Agroha, Fatehabad
12.	Bilaspur to Leh via Kullu & Manali
13.	Una-Jaijon Doaba
14.	Jogindernagar to Mandi
15.	Parwanoo-Darlaghat
16.	Baramulla-Kupwara
17.	Jammu-Poonch via Akhnoor, Rajouri,
18.	Kathua-Basoli-Bhadarwah-Kishtwar
19.	Barajamda-Tatina
20.	Bhojudih-Mohuda
21.	Hansdiha-Godda
22.	Kandra-Namkom
23.	Raigarh-Mand Colliery to Bhupdeopur
24.	Ranchi-Kandra
25.	Gadag-Harihar
26.	Tumkur-Davangere
27.	Madurai-Kottayam
28.	Erumeli-Punalur-Trivendrum
29.	Barpeta Road-Tihu.
30.	Jogighopa to Silchar via Panchratna
31.	Murkongselek-Pasighat
32.	Naganimora-Amguri
33.	Rangpo-Gangtok
34.	Salna-Khumtai
35.	Sarthebari – Changsari
36.	Tuli-Tuli Road
37.	Gunupur-Theruvai
38.	Puri-Konark
39.	Yamunanagar-Patiala
40.	Una-Hoshiarpur
41.	Jagadhri-Paonta Sahib-Rajban
42.	Beas-Kapurthala
43.	Qadian-Beas

44.	Devli-Tonk-Sakatpura
45.	Dindigul-Kumli
46.	Rameswaram-Dhanushkoti
47.	Amethi-Shahganj via Sultanpur
48.	Diamond Harbour-Budge Budge- Akra
49.	Pandabeshwar- Ikra
50.	Ikra-Churulia- Gourandi
51.	Bongaon- Kalyani
52.	Ranaghat- Duttapulia
53.	3rd line between Krishnanagar- Naihati
54.	Lucknow-Lakhimpur-Pilibhit via Sitapur
55.	Kapilvasthu- Basti via Bhansi
56.	Tanakpur- Bageshwar
57.	Kanti- belda
58.	Digha- balichak
59.	Marikuppam- Kuppam
60.	Nangli- Chittoor
61.	Ahmedabad-Botad & Dhasa-Jetalsar
62.	Rajkharswan-Ranchi
63.	Hasnabad-Samshernagar
64.	Arambagh-Khana
65.	Canning-Gosaba via Basanti
66.	Kakdweep-Sagar-Kapilmuni
67.	Dullabcherra-Cheraji
68.	Mandir Bazar-Ramganga
69.	Chalsha-Jhaldhaka
70.	Ghatakpukur-Minakhan
71.	Bilara-Bar
72.	Baruipara-Furfura Sharif-Arambagh
73.	Ratlam-Banswara-Dungarpur
74.	Krishnanagar-Nabadwipghat extension to BB loop
75.	Machhlandpur-Swarupnagar
76.	Sainthia-Chowrigacha via Kandi
77.	Yamuna Nagar-Chandigarh via Sadhaura, Naraingarh
78.	Singur-Nandigram
79.	Dabwali-Kalanwali via Sirsa
80.	Mirik-Gangtok

81.	Joynagar-Raidigi
82.	Madurai-Ernakulam (Cochin)
83.	Dantewara-Malkangiri
84.	Alamatti-Kopal
85.	Medak-Akkanapet
86.	Madhuban-Giridih
87.	Ajmer-Sawaimadhopur via Tonk
88.	Sambalpur-Behrampur
89.	Rajkot- Viramgam
90.	Chhindwara-Nainpur-Mandla Fort
91.	Ahmedpur-Katwa
92.	Nagbhir-Nagpur
93.	Tala-Princepghat-Majerhat
94.	Secunderabad-Mahboobnagar
95.	Sahibganj-Bhagalpur
96.	Sambhal-Gajraula
97.	Daurala-Bijnor via Hastinapur
98.	Chandigarh-Dehradun via Jagadhari
99.	Rishikesh-Doiwala
100.	Roorkee-Haridwar
101.	Hasnabad-Pratapadityanagar
102.	Chaparmukh-Dibrugarh
103.	Dangri-Dhola
104.	Dehradun-Kalsi
105.	Port Blair-Diglipur
106.	Pandurangpuram-Bhadrachalam
107.	Pattancheru - Adilabad
108.	Jagdarpur-Dantewara
109.	Bhavnagar-Tarapore
110.	Kharhagola-Santhalpur
111.	Kaithal-Karnal
112.	Bilaspur-Rampur Bushahr
113.	Udhampur/Katra - Bhairawah, Doda to Kishtwar
114.	Gua-Manoharpur
115.	Jhajha-Giridih via Sonuchakai
116.	Lohardaga-Korba
117.	Nawadah-Giridih via Satgawan
118.	Tori-Chatra

119.	Almatti - Yadgir
120.	Dhule-Amalner
121.	Jalna-Khamgaon
122.	Wardha-Katol
123.	Warora-Umrer
124.	Ramtek-Gotegaon via Sioni
125.	Baran-Shivpuri
126.	Lalabazar-Vairengte
127.	Lekhapani-Kharsang
128.	Rupai-Parashuramkund via Mahadevpur, Namsai, Chingkham
129.	Jeypore-Malkangiri
130.	Navrangpur-Jeypore
131.	Patiala-Jakhal/Narwana via Samana
132.	Ajmer-Kota
133.	Jaisalmer-Barmer
134.	Nokha-Sikar
135.	Pushkar-Merta
136.	Sardarshahr-Hanumangarh
137.	Jolarpettai-Hossur via Krishnagiri
138.	Etah-Kasganj
139.	Sitapur-Bahraich
140.	Haridwar-Kotdwar-Ramnagar
141.	Ramnagar-Chaukhutiya
142.	Kharagpur-Dhankuni
143.	Nasik Dahanu Road
144.	Hamirpur- Hamirpur Road
145.	Phaphund- Kouch
146.	Bharatpur-Deeg-Kama- Kosi
147.	Jogigopa to Guwahati via Barpetta- Sarthebari
148.	North Lakhimpur- Along -Silapathar
149.	Guwahati- Lumding-Tinsukhia- Dibrugarh doubling
150.	Hastinapur - Meerut
151.	Bacharwan-Lalganj
152.	Piran Kaliyar Sharif- Haridwar
153.	Sirhind - Nangal Dam
154.	Bhiwani- Loharu- Pilani- Churu
155.	Pushkar - Merta
156.	Digha- Raichak-Kulpi

157.	Shahganj-Unchahar via Sultanpur, Amethi, Salon
158.	Bongaon-Bagdaha
159.	Banspani-Bimalgarh-Barsuan
160.	Dankuni-Jorgalpara-Furfura Sharif-Jangipara-Bargachia
161.	Chikballapur-Sri Satya Sai Prashanthi Nilayam
162.	Balurghat-Hilly
163.	Salboni-Jhargram via Lalgah, Belpahari
164.	Digha-Jaleswar-Puri
165.	Bishnupur-Mukutmonipur
166.	Gadag-Haveri
167.	Samsi-Dalkhola
168.	Krishnanagar-Beharapore via Chapra, Karimpur
169.	Gadag-Wadi
170.	Tarakeshwar-Magra restoration
171.	Shimoga-Harihar
172.	Kaliyaganj-Buniadpur
173.	Panskura-Ghatal-Chandrakona and Ghatal-Arambagh
174.	Anekal Road-Bidadi
175.	Namkhana-Bakkhali
176.	Pune-Nasik
177.	Yadagir-Shahapur-Shorapur-Muddebihal-Alamatti
178.	Nanded-Bidar
179.	Ramnagar-Chaukhutiya
180.	Vishnupuram-Vinukonda
181.	Erumeli-Pathanamthitta-Punalur-Thiruvananthapuram
182.	Bolangir-Nawapada
183.	Mokama-Ara
184.	Rewari-Hissar
185.	Dankuni-Bally 3rd line
186.	Bibinagar-Nallapadu
187.	Krishnanagar-Lalgola
188.	Bandel-Saktigarh 3rd line
189.	Jhansi-Kanpur
190.	Rampurhat-Ghumani 3rd line

### **Rail Tourism**

102. We have planned for rail business with Ministry of Tourism. If successful this year, we will expand the partnership. To improve look of twenty railway stations and its approaches, the cost will be shared on 50:50 basis. The



stations are Hyderabad, Hospet, Agra, Rae Bareli, Belur, Varanasi, Kamakhya, Haridwar, Dooars, Gaya, Madurai, Tarapith, Thiruvananthapuram, Furfura Sharief, Amritsar, Aurangabad, Nanded, Puri, Tarakeswar, Rameshwaram, Tirupati, Guwahati, Jaipur and Ajmer.

## **NEW SERVICES**

### **Suburban Services**

103. With a view to further enhancing the carrying capacity of suburban services in Mumbai area, 47 additional services on the Thane-Vashi, Thane-Panvel, Borivali-Virar, Andheri-Virar, Bandra-Virar and Churchgate-Borivali sections will be run. It is also proposed to augment 107 suburban services in Mumbai area from the present 9 car EMUs to 12 Car EMUs.

104. In Chennai area, it is proposed to run 9 additional services on Chennai Beach-Gummidipundi, Gummidipundi-Chennai Central, Avadi -Chennai Beach, Chennai Central-Tiruvallur, Tiruvallur-Chennai Central, and Chennai Beach- Tambaram is proposed to be extended to Chengalpattu.

105. To strengthen the suburban services in Kolkata area, 50 new services will be introduced including from Howrah-Uluberia, Howrah-Midnapur, Howrah-Kharagpur, Howrah-Singur, Howrah-Memari, Howrah-Barddhaman, Howrah-Haripal-Tarakeswar, Howrah-Kolaghat, Howrah-Sarupnagar, Sealdah-Canning/Jaynagar Majilpur, Sealdah-Kakdwip-Namkhana, Sealdah-Sonarpur, Sealdah-Baruipur-Diamond Harbour, Sealdah-Barasat-Hasnabad, Sealdah-Thakurnagar, Sealdah-Barasat-Bongaon, Sealdah-Naihati-Ranaghat-Gede, Sealdah-Shantipur-Krishnanagar, Sealdah-Kalyani, Sealdah-Barrackpore, Sealdah-Budge-Budge, Sealdah-Dankuni, Bongaon-Ranaghat-Shantipur, Howrah-Seoraphuli-Bandel and Sealdah-Basirhat. It is proposed to introduce at least two suburban services in each of the above sections.

106. It is also proposed to introduce running of peak time local to BBD Bagh from Bongaon/Krishnanagar. Two non-stop trains between Bardhaman & Howrah are also proposed.

107. In Secunderabad area, it is proposed to run 10 additional services on Falaknuma – Lingampalli, Lingampalli – Hyderabad, and Hyderabad – Falaknuma sections. 83 sub-urban services in Secunderabad area will be augmented from the present 6-car to 9-car services.

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

### **Duronto trains**

109. The following new Duronto trains are proposed to be introduced:

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

### **Double Decker AC**

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

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

### **Shatabdi Express**

111. The following new Shatabdi Express trains will be introduced:

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

### **112. Increase in frequency of Duronto services**

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

### **Vivek Express**

113. To mark the 150<sup>th</sup> birth anniversary of Swami Vivekananda which will be celebrated in 2013, I propose to introduce new trains called “Vivek Express”. The first four such trains will be introduced on the following routes:

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

### **Kavi Guru Express**

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

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

### **Rajya Rani Express**

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

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

## **Janam Bhoomi Gaurav**

116. Madam, to take forward our efforts of promoting rail tourism, I propose to launch special tourist trains called “**Janam Bhoomi Gaurav**”. These special trains connecting important historical and educational places, will run on the following routes:

- i. Howrah - Bolpur - Rajgir (Nalanda) – Patliputra (Patna) - Varanasi (Sarnath) - Gaya- Howrah
- ii. Bangalore-Mysore-Hassan (Space Facility, Belur, Halebid, Shravanbengola)- Hubli-Gadag (Hampi) - Bijapur (Gole Gumbaz) - Bangalore
- iii. Chennai-Puduchcheri-Tiruchichirappali-Madurai-Kanniyakumari-Thiruvanthpuram-Ernakulam -Chennai
- iv. Mumbai-Ahmedabad-(Lothal)-Bhavnagar(Palitana)-(Alang)-Gir-Diu(Somnath-Veraval)-(Junagarh)-Rajkot-Mumbai

## **Express trains**

117. I propose to introduce following new express trains:

1. Raebareli-Jaunpur Express (daily)
2. Tirupati-Amravati Express (bi-weekly) via Akola, Nizamabad, Gooty, Dharmavaram
3. Asansol-Gorakhpur Express (weekly) via Chhapra, Siwan
4. Nagpur -Kolhapur Express (bi-weekly) via Kurduwadi, Latur road, Purna, Akola
5. Malda Town-Digha Express(weekly) via Rampurhat
6. Pune-Nanded Express(weekly) via Latur
7. Visakhapatnam- Koraput Intercity Express (5 days a week) via Vizianagram
8. Howrah-Secunderabad Express(weekly) via Kharagpur
9. Mumbai- Chandigarh Express(weekly) via Phulera-Ringus- Gurgaon-Kurukshetra
10. Bardhaman – Rampurhat Express (tri-weekly)
11. Bikaner- Delhi Superfast Intercity (daily) via Ratangarh
12. Hyderabad- Darbhanga Express (weekly) via Muri-Jharsuguda-Nagpur
13. Howrah – Tirupati Express (weekly)
14. Narsapur- Nagarsol Express(bi-weekly) via Secunderabad, Nizamabad
15. Puri-Shalimar Express(weekly)
16. Ranchi- Pune Express (bi-weekly) via Bilaspur
17. Shalimar-Udaipur Express(weekly) via Katni, Kota

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

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

### **Passenger services**

118. The following new passenger services will be introduced:

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

### **DEMU**

119. Following new DEMU services will be introduced:

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

18. Kacheguda-Mriyalguda
19. Baripada-Bangariposi
20. Sealdah - Bhagwangola - Lalgola
21. Kolar-Bangalore
22. Krishnanagar – Behrampore Court

### **MEMU**

120. The following MEMU services will also be introduced:

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

### **Extension of trains:**

121. The run of the following trains will be extended:

1. Chhindwara-Gwalior Express to Delhi (11101/11102)
2. Jhansi-Chhindwara Express to Delhi (11103/11104)
3. Udaipur-Gwalior Express to Khajuraho (12965/12966)
4. Solapur- Gadag Express to Hubli (11423/11424)
5. Jabalpur-Nagpur Express to Amravati (12159/12160)
6. Nizamuddin- Bapudham Motihari Express to Muzaffarpur (12211/12212)
7. Jammu Tawi-Sonpur Express to Muzaffarpur (12491/12492)
8. Lucknow- Allahabad Express to Vindhyachal (14209/14210)
9. Chandigarh- Jaipur Garib Rath Express to Ajmer (12983/12984)
10. Indore-Ajmer Express to Jaipur (19655/19656)
11. Lucknow- Saharanpur Express to Chandigarh (15011/15012)
12. Chennai Egmore –Nagore Express to Karaikal (16175/16176)
13. Visakhapatnam-Nizamabad Express to Nanded (18509/18510)
14. Sambalpur- Nizamabad Express to Nanded (18309/18310)
15. Mysore- Shimoga Town Express to Talguppa (16205/16206)
16. Valsad- Vadodara Express to Dahod (12929/12930)
17. Surat- Bhavnagar Express to Mahuva (19025/19026)
18. Sultanpur – Ajmer Express to Ahmedabad (19603/19604)

19. Ajmer-Kishanganj Express to New Jalpaiguri (19601/19602)
20. Mumbai-Allahabad Express to Faizabad via Jaunpur, Shahganj (12563/12564)
21. Yesvantapur-Mangalore Express to Karwar (16515/16516)
22. Saharanpur- Delhi to Farukh Nagar (14546/14545)
23. Lucknow – Bhopal Express to Pratapgarh (12183/12184)
24. Delhi- Shahjahanpur Passenger to Sitapur Cantt. (54075/54076)
25. Moradabad- Chandausi Passenger to Bareilly (54311/54312)
26. Hajipur- Phulwaria Passenger to Bathua Bazar (55221/55222)
27. Hajipur- Thawe Passenger to Kaptanganj (55007/55008)
28. Nagercoil- Thiruvanthapuram Passenger to Kochuvelli (56318/56317)
29. Hyderabad- Wadi Passenger to Gulbarga (57135/57136)
30. Hubli- Bijapur Passenger to Solapur (56909/56910)
31. Nagda- Kota Passenger to Ratlam (59803/59802)
32. Ambala – Una DEMU to Amb Andaura (74991/74992)
33. Ambala – Amritsar DEMU to Kurukshetra (74645/74646)

### **Increase in frequency of trains**

122. The frequency of the following trains will be increased:

1. New Delhi-Ajmer Shatabdi Express from 6 days to daily (12015/12016)
2. Nagpur- Ahmedabad Express from weekly to bi-weekly (11453/11454)
3. Nizamuddin -Dehradun AC Express from 6 days to daily (12205/12206)
4. Secunderabad -Bikaner Express from weekly to bi-weekly (17037/17038)
5. New Delhi- Dibrugarh Rajdhani Express from 6 days to daily (12423/12424)
6. Jaipur- Pune Express from weekly to bi-weekly (12939/12940)
7. Rourkela- Bhubaneswar Express from 6 days to daily (18105/18106)
8. Bangalore- Hubli Jan Shatabdi Express from 6 days to daily (12079/12080)
9. Habibganj- Jabalpur Jan Shatabdi Express from 6 days to daily (12061/12062)
10. Delhi Sarai Rohilla- Udaipur Chetak Express from 4 days to daily (12981/12982)
11. Indore- Udaipur Express from 3 days to daily (19657/19658)
12. Rajkot- Porbander Express from 3 days to daily (19571/19572)
13. Mumbai CST- Mangalore Express from 3 days to daily (12133/12134)
14. Chennai-Tiruchendur Express from weekly to daily (16735/16736)
15. Surat- Amravati Fast Passenger from 2 days to 3 days (59025/59026)
16. Thiruchchirappalli- Karur Passenger from 6 days to daily (76835/76836)
17. Shoranur- Eranakulam Passenger from 6 days to daily (56607/56608)



## Special Trains

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

## New Lines

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

1.	Murkongselek-Pasighat
2.	Rae Bareli – Akbarganj
3.	Somnath – Kodinar
4.	Joynagar – Durgapur
5.	Sultanpur – Amethi
6.	Mateswar – Memari
7.	Itahar to Raiganj
8.	Bankura – Purulia
9.	Mellacheruvu – Janpahad
10.	Bhangankhali and Basanti
11.	Bongaon and Poramaheshtala
12.	Irphala to Ghatal
13.	Nadikudi-Srikalahasti
14.	Baruipara to Furfura
15.	Madurai-Tuticorin
16.	Kalikapur and Minakhan via Ghatakpur
17.	Tumkur-Davangiri
18.	Chandranagar to Bakkahali
19.	Whitefield-Kolar
20.	Kakdwip and Budhakhali
21.	Bira to Chakla
22.	Ratlam-Banswara-Dungarpur
23.	Basanti – Jharkhali
24.	Barabani – Churulia
25.	Shimoga-Harihar

### **Gauge Conversion**

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

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

### **Doubling**

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

1.	Kalyan-Kasara - 3rd line
2.	Rae Bareli – Utratia
3.	Bhusawal-Jalgaon - 3rd line
4.	Bhagalpur-Pirpainti
5.	Ambari Falakata to New Mainaguri
6.	Doubling across bridge no. 16,18 & 19 between Kathua-Madhopur
7.	Rewari- Manheru
8.	Guriya-Marwar & Karjoda-Palanpur
9.	Guntur-Tenali
10.	Kumblam-Thuravur
11.	Plassey-Jiaganj
12.	3rd line between Bandel & Boinchi
13.	3rd line between Sainthia-Tarapith
14.	Simhachalam - Gopalapatnam bye-pass line
15.	Patch doubling of Aunrihar-Manduadih section
16.	Doubling across Beas Bridge between Mirthal-Bhangala
17.	Rani – Keshav Ganj
18.	Ajmer –Bangurgram
19.	Omalur – Metturdam - Patch doubling
20.	Toranagallu-Ranjithpura
21.	Shivani – Hosdurga Road
22.	3rd line between Boinchi & Shaktigarh
23.	Kharagpur-Gokulpur
24.	Kirandul –Jagdapur
25.	Parbhani-Mudkhed

26.	Vijaywada – Gudivada – Bhimavaram - Narasapur and Gudivada – Machlipatnam
27.	Bina-Kota
28.	Viramgram-Samalkhiali

### **Project Implementation**

127. Hon'ble members have been expressing their anguish over delays in project execution and non-utilisation of funds allotted for works. I fully appreciate their grievances. Therefore, I propose to set up a **Central Organization for Project Implementation (COPI)** with offices in Delhi, Kolkata, Mumbai and Bangalore, each headed by an officer of GM rank. COPI will also ensure uniformity of systems and methodologies, follow the best practices and optimize on resources. Core groups in the four offices will monitor and ensure the funds allocated to different projects are fully utilized and not surrendered or diverted and projects completed in a time-frame. They will also ensure accountability and fix responsibility for non-performance.

### **New Line Surveys**

128. On the basis of requests received from the hon'ble members, state governments and others, the following surveys are proposed to be taken up in 2011-12:-

1	Bitragunta - Donakonda
2	Adilabad - Armoor
3	Bronachalam - Bellary
4	Poddatur – Yerraguntla
5	Karimnagar – Hassanparthi
6	Patancheru – Adilabad
7	Bhadrachalam Road – Visakhapatnam
8	Dimapur-Tizit
9	Bapudham Motihari - Riga
10	Dhamtari - Kanker
11	Rail connectivity to Jowai(Jaintia Hills) with Lokro
12	Dahod - Nathdwara
13	Rail connectivity to Santalpur, Suigam, Vav, Sanchor, Radhanpur
14	Taranga - Abu Road via Ambaji
15	Rail connectivity to Gariawar Taluka in Bhavnagar
16	Surat -Hazira
17	Viramgam -Sankheshwer

18	Daman -Nasik
19	Nadiad -Tarapur -Kheda -Matar
20	Tarapur –Mahemadabad
21	Ahmedabad -Khedbrahma - Ambaji
22	Mahesana -Harij -Radhanpur
23	Vejalpur –Botad
24	Jakhal - Hissar
25	Alwar - Charkhi Dadri
26	Ghatshila – Ranchi
27	Simri Bakhtiyarpur - Bihariganj
28	Thakazhy-Tiruvalla
29	Tumkur-Chamarajnagar
30	Kolhapur – Dharwar
31	Ramganjmandi – Neemuch
32	Laji - Kirnapur
33	Farrukhabad - Shahjahanpur upto Mailani
34	Damoh - Hatanagar - Khajuraho
35	Pandra Road-Gotegaon(Shreedham).
36	Rail connectivity to Fatehabad-Chandravatiganj with Ratlam-Indore project
37	Chhindwara – Sagar
38	Rail connectivity of Kolhapur to Konkan Railway
39	Additional suburban line on Virar - Diva - Panvel section
40	Fast corridor on Harbour Line
41	Bye-pass line from Chudawa - Basmat Station
42	Paradip Port - Dhamara Port
43	Bhadrachalam - Kharagpur through Koraput-Talcher-Baripada
44	Rajmahendri - Raipur
45	Salem - Karaikal via Perambalur, Mayiladuthurai
46	Rajpura Junction – Chandigarh
47	Dharamkot - Moga
48	Barmer-Palanpur
49	Jaisalmer-Kandla
50	Nagore – Falaudi
51	Mannargudi - Pattukkottai
52	Tirupati to Nagore via Kancheepuram.
53	Balrampur - Khalilabad
54	Gwalior - Shahjahanpur via Fetehabad, Katana, Rajpur, Jalalabad
55	Manakpur - Madarsah Majar

56	Barabanki - Fatehpur via Deva
57	Kasganj - Etawah via Mainpuri
58	Hasnabad - Machalandapur
59	Kushinagar- Kapilvastu (Nepal)
60	Ghughli - Anandnagar via Maharajganj
61	Dibrugarh-Dangri via New Tinsukia Town
62	Cuddaph - Hindupur via Kadiri
63	Kannur - Mattannur
64	Nandyal - Atmakur via Mahanandi
65	Parumamilla-Bakrapet
66	Thellapur - Patancheru
67	Rail connectivity to Dondi Lohara
68	Sabarmati - Abu Road
69	Palanpur - Bhuj
70	Bhildi – Jodhpur
71	Dhrangadhara -Santalpur
72	Palanpur -Ambaji -Abu Road
73	Dhanera -Goradu
74	Tahrad -Vav -Suigam
75	Bharuch -Dahej -Jambusar
76	Rail linkage for Delhi-Mumbai Industrial Corridor in Gujarat
77	Gandhinagar-Prantij
78	Nadiad-Dholka
79	Pirpainti - Jasidih
80	Koppal-Singanur
81	Tiruvalla - Ranny -Pampa
82	Kozhikode-Beypore
83	Nanjangode-Nilambur Road
84	Jabalpur-Udaipura-Sagar
85	Katangi-Tarodi
86	Kolhapur - Rajapur
87	Nagar -Kalyan
88	Karad - Belgaum via Nipani
89	Karaikal - Teralam
90	Karaikal - Sarkazi
91	Nandigram-Hijli Pirbaba via Jellingham
92	Sriperambudur-Guduvanchery with spur to Irun Kattukottai - Avadi-Sriperumbudur

93	Sausar - Pandhurana
94	Talasserry-Mysore
95	Shillong-Chandranathpur
96	Sivok-Mirik
97	Tirap-Lekhapani
98	Silghat-Tezpur
99	Bagnan - Shyampur
100	Hyderabad-Srisailam
101	Secunderabd-Karimnagar via Siddipet
102	Rohtak - Hansi via Meham
103	Ramagundam-Renigunta
104	Sivok-Kalimpong
105	Katwa-Karimganj
106	Nandakumar-Moyna(Bolai Panda)
107	Belda-Narayangarh

### **Gauge Conversion Surveys**

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

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

### **Doubling Surveys**

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

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

12.	Ahmedabad-Palanpur
13.	Rohtak-Bhiwani
14.	Hubli-Bangalore
15.	Podanur - Palghat 3rd line
16.	Ernakulam-Shoranur 4th line

### **Railway Electrification**

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

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

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

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

133. Madam, I have already outlined the road map, the railways will take in future. My mind is always with the common people. Railways provide the only affordable mode of long distance travel. I do not want to further burden them this year. That is why on behalf of the government I have not increased the fares for the last two years despite all pressures on our finances.

134. With these words, Madam, I commend the Railway Budget for 2011-12 to the House.

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