

RAILWAY BUDGET 2013-14

HIGHLIGHTS OF THE RAILWAY BUDGET - 2013-14

Thrust

- 1. Safety; 2. Consolidation; 3. Passenger Amenities; 4. Fiscal Discipline.

Some Achievements/Initiatives

- IR enters the one billion tonne Select Club joining Chinese, Russian and US Railways;
- IR also joins Select Club running freight trains of more than 10000 tonne load;
- ‘Fuel Adjustment Component’ concept to be implemented linking tariffs with movement of fuel prices;
- Target of Rs 1000 crore each fixed for Rail Land Development Authority and IR Station Development Corporation to be raised through PPP in 2013-14;
- New fund – Debt Service Fund – to be set up to meet committed liabilities of debt servicing for WB and JICA loans for DFC and other future liabilities.

Measures for improving Safety & Security

- Making a Corporate Safety Plan for a ten year period (2014-2024).
- Elimination of 10797 level crossings during the 12th Plan and no addition of new LCs to the IR system henceforth.
- Introduction of Train Protection Warning System on Automatic Signalling Systems.
- Rigorous trials of the indigenously developed Train Collision Avoidance System.
- Using 60 kg rails, 260 meter long welded rail panels and improved flash butt welding technology.
- Introduction of 160/200 kmph Self Propelled Accident Relief Trains.
- Induction of crash worthy LHB coaches with anti-climb feature.
- Rehabilitation of identified 17 distressed bridges over next one year.
- Provision of comprehensive fire and smoke detection systems.
- Provision of portable fire extinguishers in Guard-cum-Brake Vans, AC Coaches and Pantry Cars in all trains.
- Use of fire retardant furnishing materials in coaches.
- Measures initiated to deal with elephant related accidents.
- Four companies of women RPF personnel set up and another 8 to be set up to strengthen the security of rail passengers, especially women passengers.
- Recruitment to RPF with 10% vacancies reserved for women.

Rail Based Industries

- New factories/workshops to be set up: a new Forged Wheel Factory at Rae Bareilly in collaboration with Rashtriya Ispat Nigam Limited.
- a Greenfield Mainline Electrical Multiple Units (MEMU) manufacturing facility at Bhilwara (Rajasthan) in collaboration with State Government and BHEL.
- a Coach Manufacturing Unit in Sonapat District (Haryana) in collaboration with State

Government.

- a Midlife Rehabilitation Workshop at Kurnool (Andhra Pradesh) in collaboration with the State Government.
- Bikaner and Pratapgarh workshops to undertake POH of BG wagons.
- a workshop for repair and rehabilitation of motorized bogies at Misrod (Madhya Pradesh).
- a new wagon maintenance workshop in Kalahandi (Odisha).
- a modern signaling equipment facility at Chandigarh through PPP route.

Green Initiatives

- Setting up of Railway Energy Management Company (REMC) to harness potential of solar and wind energy.
- Setting up of 75 MW capacity windmill plants and energizing 1000 level crossings with solar power.
- Deployment of new generation energy efficient electric locomotives and EMUs.
- More usage of agro-based and recycled paper and ban use of plastic in catering.

Passenger/Rail Users’ Amenities

- Identification of 104 important stations for immediate attention to all aspects related to cleanliness.
- Progressive extension of bio-toilets on trains.
- Provision of concrete aprons on platforms with mechanized cleaning facilities.
- Extension of On Board Housekeeping Scheme and Clean Train Stations
- to more stations and trains.
- Extension of Unreserved Ticketing System (UTS), Automatic Ticket
- Vending Machines (ATVMs), Coin-operated Ticket Vending Machines (CO-TVMs) and schme of Jan-Sadharan Ticket Booking Sevaks (JTBSs).
- Setting up of six more Rail Neer bottling plants at Vijayawada, Nagpur, Lalitpur, Bilaspur, Jaipur and Ahmedabad.
- Pilot project on select trains to facilitate passengers to contact on board staff through SMS/phone call/e-mail for coach cleanliness and real time feedback.
- 8-10 more mechanized laundries for quality washing of linen.
- Provision of announcement facility and electronic display boards in trains.
- Providing free Wi-Fi facilities on several trains.
- Upgrading another 60 stations as Adarsh Stations in addition to 980 already selected.
- Associate voluntary organizations for providing first aid services at railway stations.
- Introduction of an ‘Anubhuti’ coach in select trains to provide excellent ambience and latest facilities and services.
- 179 escalators and 400 lifts at A-1 and other major stations to be installed facilitating elderly and differently abled.
- Affixing Braille stickers with layout of coaches including toilets, provision of wheel chairs and battery operated vehicles at more stations and making coaches wheel-chair friendly.
- Some JTBS to be reserved for disabled people.
- Curbing malpractices in reserved tickets including tatkal scheme.
- Third party audit and tie up with food

testing laboratories for food quality control; ISO certified state-of-the-art base kitchens to be set up in railway premises.

- Centralized Catering Services Monitoring Cell set up with a toll free number (1800 111 321)

Rail Tourism

- Launching multi-modal travel package in cooperation with Jammu & Kashmir state government.
- Issuing ‘Yatra Parchis’ to pilgrims travelling by rail to Mata Vaishno Devi Shrine at the time of railway ticket booking.
- Introduction of an educational tourist train with concessional fares - ‘Azadi Express’ – to connect places associated with freedom movement.
- Introduction of executive lounge at 7 more stations, namely, Bilaspur, Visakhapatnam, Patna, Nagpur, Agra, Jaipur and Bengaluru.

IT Initiatives

- ‘Aadhar’ to be used for various passenger and staff related services.
- Internet ticketing from 0030 hours to 2330 hours.
- e-ticketing through mobile phones.
- Project of SMS alerts to passengers providing updates on reservation status.
- Covering larger number of trains under Real Time Information System.
- Next-Gen e-ticketing system to be rolled out capable of handling 7200 tickets per minute against 2000 now & 1.20 lakh users simultaneously against 40,000 now.

Financial Performance 2012-13

- Loading target revised to 1007 MT against 1025 MT in BE.
- Gross Traffic Receipts fixed at `1,25,680 cr in RE, short by `6,872 cr over Budget Estimates.
- Ordinary Working Expenses retained at BE level of `84,400 cr; pension payments increased by `1,500 cr to `20,000 cr.
- Dividend liability to government to be fully discharged.
- ‘Excess’ of `10,409 cr as against the budget amount of `15,557 cr.
- Loan of `3,000 cr taken in 2011-12 fully repaid along with interest.
- Operating Ratio of 88.8% as compared to 94.9% in 2011-12.

Budget Estimates 2013-14

- Freight loading of 1047 MT, 40 MT more than 2012-13.
- Passenger growth - 5.2%.
- Gross Traffic Receipts - `1,43,742 cr i.e. an increase of 18,062 cr over RE, 2012-13.
- Ordinary Working Expenses - `96,500 cr.
- Appropriation to DRF at `7,500 cr and to Pension Fund at `22,000 cr.
- Dividend payment estimated at `6,249 cr.
- Operating Ratio to be 87.8%.
- Fund Balances to exceed `12,000 cr.

Annual Plan 2013-14

- Highest ever plan outlay of 63363 cr.
- Gross Budgetary Support - 26,000 cr
- Railway Safety Fund - 2,000 cr
- Internal Resources - 14,260 cr.
- EBR - Market Borrowing - 15,103 cr;
- EBR - PPP - 6,000 cr.
- 500 km new lines, 750 km doubling, 450

SPEECH OF SH. PAWAN KUMAR BANSAL

introducing the Railway Budget, 2013-14

26th February 2013

1. Madam Speaker, I rise to present before this august House the Revised Estimates for 2012-13 and a statement of estimated receipts and expenditure for 2013-14. I do so with mixed feelings crossing my mind. While I have a feeling of a colossus today, it is only ephemeral and is instantaneously overtaken by a sense of humility. Democracy gives wings to the wingless, cautioning us all the while, that howsoever high or wide our flight may be, we must remain connected to the ground. For giving me this opportunity, I am grateful to the Hon’ble Prime

Minister Dr. Manmohan Singh and the UPA Chairperson, Smt. Sonia Gandhi and pay my homage to the sacred memory of Sh. Rajiv Gandhi who introduced me to the portals of this highest Temple of Indian democracy.

2. Madam Speaker, as I proceed, my thought goes to a particularly severe cold spell during the recent winter, when it was snowing heavily in Kashmir valley, and suspension of road and air services had brought life to a grinding halt. Photographs in Newspapers showing a train covered with snow emerging from a similar white background, carrying passengers travelling over the recently commissioned Qazigund - Baramulla section instilled in me a sense of immense pride. I recall here the inspirational words of Christine Weatherly:



When you travel on the railway, And the line goes up a hill, Just listen to the engine As it pulls you with a will.

Though it goes very slowly It sings this little song “I think I can, I think I can,” And so it goes along.

3. That is the strength of this organization, supported by determination, commitment and dedication to duty demonstrated by each member of the 14 lakh strong Rail Parivar.

4. Indian Railways is a vital organisation, playing an unparalleled role in integrating the nation. From Baramulla in the north to Kanyakumari in the south, Dwarka in the West to Ledo in the East, trains of Bhartiya Rail always on the move, carrying people and



material, creating opportunities and fostering development is a single most important catalyst in the growth story of our great Nation. Madam, I have hardly completed four months with Railways but it is a great feeling indeed to find myself identifying with the stupendous task assigned by the people of India to the railways.continue on page 2

km gauge conversion targeted in 2013-14.

Fiscal Discipline

- No supplementary Demands for Grants introduced in Monsoon Session or
- Winter Session of Parliament;
- Loan of `3,000 cr repaid fully;
- 347 projects prioritized with assured funding;
- Operationally important projects and also last mile projects to receive liberal funding;
- A new fund – Debt Service Fund – set up to meet committed liabilities;
- Stringent targets for efficiencies in maintenance of rolling stock and fuel consumption;
- Target to create fund balance of `30,000 cr in the terminal year of the 12th Plan.

Staff Welfare

- Fund allocation for staff quarters enhanced to Rs 300 cr.
- Provision of hostel facilities for single women railway employees at alldivisional headquarters.
- Extending treatment facility in case of medical emergency to RELHS beneficiaries to all cities in hospitals empanelled with CGHS and Railways.
- Condition of barracks to be improved for RPF personnel.
- Provision of water closets and air conditioners in the locomotive cabs to avoid stress being faced by loco pilots.

Training and Recruitment

- 1.52 lakh vacancies being filled up this year out of which 47000 vacancies have

been earmarked for weaker sections and physically challenged.

- Imparting skills to the youth in railway related trades in 25 locations.
- Setting up of a multi-disciplinary training institute at Nagpur for training in rail related electronics technologies.
- Setting up of a centralized training institute at Secunderabad – Indian Railways Institute of Financial Management (IRIFM).
- Five fellowships in national universities to be instituted to motivate students to study and undertake research on IR related issues at M.Phil and Ph.D. levels.
- Setting up of a chair at TERI promoting railway related research to reduce carbon footprint.

Sports

- Railway Teams won 9 National Championships in 2012.
- Railway Sports Promotion Board awarded the ‘Rashtriya Khel Protsahan Puraskar – 2012’.

Concessions

- Complimentary card passes to recipients of Rajiv Gandhi Khel Ratna & Dhyan Chand Awards to be valid for travel by 1st Class/2nd AC.
- Complimentary card passes to Olympic Medalists and Dronacharya Awardees for travel in Rajdhani/Shatabadi Trains.
- Travel by Duroto Trains permitted on all card passes issued to sportpersons having facility of travel by Rajdhani/Shatabadi Trains.
- Facility of complimentary card passes

valid in 1st class/2nd AC extended to parents of posthumous unmarried awardees of Mahavir Chakra, Vir Chakra, Kirti Chakra, Shaurya Chakra, President’s Police Medal for Gallantry and Police Medal for Gallantry. Police Gallantry awardees to be granted one complimentary pass every year for travel along with one companion in 2nd AC in Rajdhani/Shatabadi Trains. Passes for freedom fighters to be renewed once in three years.

Trains

- 67 new Express trains to be introduced.
- 26 new passenger services, 8 DEMU services and 5 MEMU services to be introduced.
- Run of 57 trains to be extended.
- Frequency of 24 trains to be increased.
- Metropolitan Projects/Sub-urban Services Introduction of first AC EMU rake on Mumbai suburban network in 2013-14.
- Introduction of 72 additional services in Mumbai and 18 in Kolkata.
- Rake length increased from 9 cars to 12 cars for 80 services in Kolkata and 30 services in Chennai.

Tariff Proposals

- Proposal for setting up of Railway Tariff Regulatory Authority formulated and at inter-ministerial consultation stage.
- Fuel Adjustment Component (FAC) linked revision for freight tariff to be implemented from 1st April 2013.
- Supplementary charges for super fast trains, reservation fee, clerkage charge, cancellation charge and tatkal charge marginally increased.
- Enhanced reservation fee abolished.





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5. In these few months, I have been overwhelmed by demands for new projects, new trains, and varied suggestions for improving the services, reflecting aspirations of the people of India. While Railways undoubtedly contribute significantly to the growth, progress and development of the country and is a powerful vehicle for mainstreaming remotest corners of the nation, the growth of Railways itself is inextricably linked with the overall growth of the country.

Dilemmas & Concerns

6. I wish to share with this august House some of the concerns that Railways are faced with today.
7. IR must remain financially sustainable so that resources generated can be ploughed back for efficient upkeep, operation and maintenance of the system itself for the benefit of the rail users. Major segments of its business, freight as well as passenger need, therefore, to be based on sound economic principles and provide value for money to all customers. This august House is aware that growth of this crucial transport sector has not always conformed to these principles. Steep increase in input costs had to be met primarily through adjustment in freight rates. As a result, the ability of the railways to generate enough resources to meet its operational expenditure as well as investment in crucial planned activities such as enhancing safety, throughput capacity, users' amenities etc. suffered.
8. The number of passenger trains has increased from 8897 in 2001-02 to 12335 in 2011-12. Yet, the losses on these operations continue to mount, increasing from Rs 4,955 crore in 2001-02 to Rs 22,500 crore in 2011-12 and is estimated to be Rs 24,600 crore in 2012-13.

- This has also resulted in deterioration of services extended to our esteemed passengers.
9. Mounting scarcity of resources continues to stare us in the face. Thin spread of funds has only compounded the problem. In fact, I find that many of the projects which would help railways in debottlenecking and decongesting its over-saturated network are not getting funded in a time bound manner. During the XI Plan, Railways could meet the target of new lines and electrification but fell short of the targets for doubling and gauge conversion, achieving only 2758 km and 5321 km respectively. Considering the vastness of our country, and taking into account large areas still aspiring for rail connectivity, the targets need to be much higher and the rail network has to be expanded at a much faster rate than has been possible till now.
10. Planning Commission has tentatively pegged the Railways' 12th Plan at Rs 5.19 lakh crore with a Gross Budgetary Support of Rs 1.94 lakh crore, internal resources of Rs 1.05 lakh crore, and market borrowing of Rs 1.20 lakh crore, with another Rs 1 lakh crore expected to be raised through public private partnership route. The internal resource target, which is 1.6 times that of XI Plan, also appears a tall order as we could allocate only Rs 10,000 crore in the first year of the 12th Plan. The onerous task of raising the balance amount of Rs 95,000 crore in the next four years calls for a paradigm shift in our approach to tariff and nontariff segments of earnings.
- Safety & Security**
11. The railway family is deeply grieved over the most unfortunate and tragic incident which occurred at Allahabad station during the ongoing holy Kumbh. I am particularly pained that such an incident happened despite the most meticulous planning and efforts put in by the railways to take care of the comforts, safety and other requirements of the pilgrims. While monetary support provided to the victims' families does not provide balm for the

- pain and misery caused, the incident has shaken us and we would strive to build in a higher level of contingency margin in our future planning.
12. Madam Speaker, rail passengers deserve safe and comfortable travel. Safety is a necessary mandate for running trains. With the untiring endeavour of the railway family to address human failure and technical deficiencies, there has been a significant reduction in the incidence of rail accidents. Even though the volume of passenger and freight traffic increased manifold, the number of consequential train accidents per million train kilometre has decreased from 0.41 in 2003-04 to 0.13 at the end of 2011-12. The target of bringing this figure to 0.17 by 2012-13, stipulated under the Corporate Safety Plan introduced since 2003 was surpassed in the year 2011-12 itself. We will strive to work towards a zero accident situation.
13. The Committees headed by Dr. Anil Kakodkar and Sh. Sam Pitroda have laid down a roadmap for improving safety and bringing about modernisation of Railways. While some of the recommendations of the two Committees have been taken up for implementation, the rest are under active consideration of the Ministry.
14. A disquieting issue which weighs my mind down is accidents at level crossings. 40% of consequential accidents and 60% of fatalities are accounted for by level crossings. While railways regularly undertake awareness drives, a permanent solution lies only in eliminating the crossings. Railway Safety Fund set up to finance safety works at level crossings has been very useful, but is proving to be inadequate. Railways' annual share from the Central Road Fund is only Rs 1,100 crore against a requirement of almost Rs 5,000 crore. Meeting estimated requirement of nearly Rs 37,000 crore at present day cost for eliminating 31,846 LCs, out of which 13,530 are unmanned, would only be possible with enhanced support from the Central Road Fund.

15. Some of the measures taken/proposed to be taken to strengthen safe operation of trains are:-

- i. elimination of 10,797 level crossings during the 12th Plan and not adding any new LC to the IR system henceforth;
- ii. continued thrust on improved Signalling for not only ensuring much better safety for train operations but also enhancing the track capacity;
- iii. introduction of Train Protection Warning System (TPWS) on automatic signalling systems;
- iv. following successful completion of initial testing, the indigenously developed Train Collision Avoidance System (TCAS) is proposed to be put to rigorous trials to validate the technology under complex operational conditions;
- v. upgradation of track structure using 60 kg rails, 260 meter long welded rail-panels and improved flash butt welding technology;
- vi. induction of Self Propelled Accident Relief Trains (SPART) with speed potential of 160/200 kmph on trial basis with a view to putting in place a fast and reliable disaster management system;
- vii. progressive induction of crash-worthy LHB coaches having anti-climb feature;
- viii. 17 bridges on IR which have been identified as distressed have been sanctioned for rehabilitation to be completed over next one year.

16. Madam, accidents caused due to fire, even though very infrequent, have been a major cause for concern. Some of the measures taken include:-

- i. provision of Comprehensive Fire and Smoke Detection System on pilot basis;
- ii. provision of portable fire extinguishers in Guard-cum-Brake Vans, AC Coaches and Pantry Cars in all trains;
- iii. enhanced use of fire retardant furnishing materials in coaches;
- iv. social awareness campaigns for observance of safe practices.

17. With a view to provide long term perspective and focussed attention for enhancing safety, I propose to initiate an exercise of making Corporate Safety Plan for a ten year period (2014-24).

18. The Railway family is deeply grieved by some incidents of death of elephants on railway tracks passing through forest areas. Several measures have been initiated in consultation with Ministry of Environment & Forests, which I am confident will substantially reduce such accidents and safeguard the lives of these gentle giants.

19. To strengthen the security of rail passengers, especially women passengers, Railways have already created four companies of women RPF personnel and another eight would be set up. Recruitment to RPF is being conducted with 10% vacancies reserved for women. The presence of women RPF personnel will be further strengthened with the field units.

20. Many trains are being escorted by Government Railway Police and Railway Protection Force in sensitive sections. Further, the Ladies Special local trains in Metropolitan Cities are being escorted by lady RPF Staff. Security helpline numbers have been made available on several zonal railways to facilitate passengers in reporting any untoward incidence for immediate intervention.

Passenger Amenities

21. The widespread disappointment of the travelling public with the state of cleanliness and hygiene at stations and trains, bedrolls and catering has often been highlighted in this august House. As a frequent rail-traveller, I have experienced this personally. Resource constraint cannot be a reason for sub-standard services and efforts need to be directed for providing reasonable quality of facilities to rail-users. I am committed to bring about a marked change in the level of passenger amenities. It is my firm belief that Railways' efforts towards introducing new trains, or extending the run or frequency of existing trains should not be at the cost of amenities for passengers and safety. Some of the measures taken/proposed to be taken for improving passengers' travel experience are as follows :-

- i. Identification of 104 stations, serving a population of more than one million or those serving places of religious/tourist importance for immediate attention to all aspects related to cleanliness;
- ii. progressive extension of bio-toilets on trains;
- iii. provision of concrete aprons on platforms with mechanised cleaning facilities. 200 stations have already been covered;
- iv. extension of On Board Housekeeping Scheme (OBHS) and Clean Trains Stations (CTSs) to more stations and trains;
- v. extension of Unreserved Ticketing System (UTS), Automatic Ticket Vending Machines (ATVMs), Coin-operated Ticket Vending Machines (CO-TVMs) and scheme of Jan-Sadharan Ticket Booking Sevaks (JTBSs);
- vi. setting up of six more Rail Neer bottling plants at Vijayawada, Nagpur, Lalitpur, Bilaspur, Jaipur and Ahmedabad;
- vii. launching of a pilot project on select trains to facilitate passengers to contact on-board staff through SMS/phone call/e-mail for prompt response for coach cleanliness and also to provide real time feedback;
- viii. setting up of 8-10 more mechanized laundries for quality washing of linen;
- ix. provision of announcement facility and electronic display boards in trains for disseminating information to on-board passengers about approaching stations, train running, arrival platform, etc.;
- x. providing free Wi-Fi facility on several trains to cater to the increasing aspirations and requirement of our youth and other valued customers;
- xi. upgrading another 60 stations as Adarsh Stations in addition to 980 already selected;
- xii. associate voluntary organisations for providing first aid services etc. at railway stations.

NCR Stations

22. I recognize need for special attention to stations in National Capital Region. Development of directional terminals began some years back with opening of Anand Vihar station. Studies for terminal at Bijwasan will be taken up during the year. Further, to augment infrastructure and revamp the facilities at Delhi, New Delhi and Hazrat Nizamuddin, works costing Rs 100 crore have been taken up.

‘Anubhuti’

23. With increasing popularity of Shatabdi and Rajdhani trains, there is also a demand for higher travel comfort. Responding to this need, to begin with, IR will introduce one such coach in select trains which will provide an excellent ambience and latest modern facilities and services.

Such coaches will be named ‘Anubhuti’ with commensurate fare structure.

Amenities for Differently-abled Passengers

24. Madam Speaker, India is a signatory to the UN Convention on the rights of the disabled. We are conscious of our responsibility under the Millennium Development Goals (MDGs). To facilitate the boarding of trains and exit from the stations for the differently-abled and the elderly, the steps proposed include provision of 179 escalators and 400 lifts at A-1 and other major stations, affixing Braille stickers indicating the layout of coaches including toilets, provision of wheel chairs and battery operated vehicles at more stations and making coaches wheel-chair friendly.

25. In order to provide an employment avenue to the disabled people, I propose to reserve a specified number of JTBS for them, keeping in view the fact that the PCOs at stations have become largely redundant after the mobile revolution in India.

IT Initiatives for passenger benefits

26. To harness technology in myriad forms for bringing about improvement in the lives of our people was the visionary plan of Sh. Rajiv Gandhi. He was the trailblazer of the IT revolution in the country. It has helped IR and crores of passengers in many ways. Today, I look forward expectantly to the use of Aadhar scheme by IR. The database generated, can be extensively and efficiently used by railways not only to render more user friendly services such as booking of tickets, validation of genuine passengers with GPS enabled handheld

gadgets in trains, but also to provide a better interface with its employees in regard to their salaries, pension, allowances etc. I have had some discussion on potential applications of Aadhar with Shri Nandan Nilekani. I plan to roll out a more efficient and people sensitive Railway Services system. Some of the measures initiated or afoot are:-

- i. extending availability of the facility of internet ticketing from 0030 hours to 2330 hours;
- ii. making e-ticketing possible through mobile phones;
- iii. as a follow up to overwhelming response to IR website and Integrated Train Enquiry Service under “139”, a project of SMS Alerts to passengers providing updates on reservation status is being rolled out shortly;
- iv. covering larger number of trains under Real Time Information System (RTIS), whereby rail-users will be able to access information through nominated websites and mobile phones.

Ticket Reservation

27. I often get to hear that congestion at the IRCTC website causes inordinate delay in accessing the system for e-ticketing. By the end of this calendar year, we will put in place a Next Generation e-ticketing system which will bring about a paradigm shift in internet rail ticketing by significantly improving the end user experience in respect of ease of use, response time as well as capacity. The system shall be able to support 7200 tickets per minute as against 2000 tickets per minute today.

It will support 1,20,000 simultaneous users at any point in time against the present capacity of 40,000 users with capability to easily scale up as demand increases in future. The system will make use of advanced fraud control and security management tools thereby further improving fairness and transparency in disbursal of tickets.

28. Some measures taken to curb malpractices in reserved tickets including Tatkal are:-

- i. mandatory carrying of ID cards by passengers with reserved tickets;
- ii. rigorous drive leading to prosecution of more than 1800 touts in the current year;
- iii. in case of tatkal, reduction of advance reservation period to one day, issue of tickets only on production of ID proof at PRS counters, issue of only one tatkal ticket per train per day to web service agents;
- iv. denial of access to agents to internet booking between 0800 to 1000 hrs.

Catering

29. Madam Speaker, I believe rail travel must be inextricably linked with good quality, hygienic and affordable food, catering to all classes of passengers. For effective quality control, arrangements are being tied up with food testing laboratories in addition to third party audit. State-of-the-art base kitchens are proposed to be set up in railway premises for better monitoring of quality of meals. ISO certification will now be insisted upon for all base-kitchens.

30. A Centralised Catering Services Monitoring Cell with a Toll free number – 1800 111 321 has started functioning w.e.f. 18th January, 2013 to facilitate redressal of complaints/suggestions on realtime basis.

Rail Tourism

31. Railways form a popular mode of travel, both for domestic and foreign tourists. To make the experience of tourists more pleasant, the following steps are envisaged:-

- i. following popularity of Executive Lounge at New Delhi, setting up of such facility at seven more stations namely, Bilaspur, Visakhapatnam, Patna, Nagpur, Agra, Jaipur and Bengaluru;
- ii. launching a multi-modal travel package with cooperation of State Government of Jammu & Kashmir enabling passengers to travel from Jammu through Udhampur, Qazigund to Srinagar and Baramulla on a common rail-bus ticket;
- iii. with the commissioning of railway line up to Katra very soon, feasibility of issuing ‘yatra parchis’ to pilgrims travelling by rail at the time of booking of the railway ticket is being explored in coordination with Mata Vaishno Devi Shrine Board.

32. The role of Indian Railways in unification of the country during the freedom struggle is historical. I propose to run an educational tourist train called ‘Azadi Express’ to enable our youth to travel to important places connected with the freedom movement. The train will be made attractive and affordable through concessional fares.

Freight

33. Freight traffic has been the mainstay of internal resource generation on the Indian Railways. I am happy to inform this august House that this year the Indian Railways is set to achieve the milestone of entering the one Billion Tonne Select Club, joining Chinese, Russian and US Railways. This year the originating freight loading is estimated to be 1007 MT, about 38 MT over 2011-12.

34. The initiatives taken to become a major heavy-haul carrier include running of long-haul trains which has enabled us to join another select club of Railways, which run freight trains of more than 10,000 tonnes load. As a part of this initiative, 49 long loops, that could hold 1.5 km long trains, have been sanctioned this year, besides large scale induction of Distributed Power Systems to mitigate capacity constraints and improve wagon utilisation.

Dedicated Freight Corridors (DFC)

35. Land acquisition for nearly 2,800 km of the eastern and western freight corridors is almost complete. The first major civil construction contract on the 343 km Kanpur-Khurja section of the eastern corridor has already been awarded and by the end of 2013-14, construction contract to cover up to 1,500 km on the two corridors would be awarded and the work started. Preliminary Engineering-cum-Traffic Studies (PETS) have been taken up on four future Dedicated Freight Corridors.

Projects of national importance

36. Madam Speaker, security of the nation is paramount, and our brave soldiers make immense sacrifices to safeguard our frontiers. Providing need based rail connectivity to border areas is uppermost on Railways' agenda. The national project of Udhampur-Srinagar-Baramulla and other projects of strategic importance will be taken up on top priority. For the first time the State of Arunachal has been brought into the rail network and we shall commission the Harmuti-Naharlagun line this year. Also I am happy to inform that works on the new line railway project to connect state of Manipur are in full swing. We are also fast tracking the gauge conversion works on Lumding-Silchar and Rangia-Murkongselek. I am fully conscious of the difficult task of the Finance Minister but hope that he will find ways to provide necessary funds for important rail connectivity projects.

37. In view of the recommendations of the Parliamentary Committees and demands from various Border States, I will pursue for approval of certain projects identified as being of national importance viz. Bilaspur-Manali-Leh, Jammu-Poonch via Aknoor, Tanakpur-Bageshwar and Parsuramkund-Rupai. I also propose to take up a new line between Firozpur and Patti for providing direct rail link between border areas of Firozpur and Amritsar/Atari.

Public Private Partnerships

38. An ambitious target of Rs one lakh crore has been set to attract investments through PPP route during the 12th Plan. This is a challenging area for IR considering the capital intensive, long gestation nature of rail infrastructure projects and limited success achieved so far.

Elevated Rail Corridor in Mumbai, parts of the DFC, redevelopment of stations, power generation/energy saving projects, freight terminals are areas proposed for private investment during the 12th Plan period.

Cooperation of state governments is also being sought to provide momentum to these initiatives.

39. A target of Rs 1,000 crore each is proposed to be fixed for Rail Land Development Authority and IR Station Development Corporation in 2013-14.

40. The recently revamped participative policy enabling partnership with ports, large mines, industry and investors addresses the specific concerns of private investors. The models seek to create a win-win situation by ensuring payback of investment mainly through freight apportionment. An investment of up to Rs 9,000 crore is expected under these projects including Rs 3,800 crore for port connectivity projects, Rs 4,000 crore for coal mine connectivity and Rs 800 crore for iron ore mines connectivity improvements.

Lok Sabha passes Railway Budget for 2013-14

The Lok Sabha passed the Railway Budget for fiscal 2013-14 on Wednesday. The budget, which was passed amidst an opposition boycott, provides for the withdrawal of 63 thousand and 363 crore rupees from the Consolidated Fund of India to achieve the targets announced in the budget. Railway Minister Pawan Kumar Bansal, while replying to the discussions, assured the house that all railway projects announced in the Budget will be taken up. He ruled out any discrimination while allocating funds as the Railways considers the whole country as a single unit. Bansal, who defended the marginal increase in the fares of passengers this time, said they had remained unchanged for the last twelve years. Asserting that every effort has been made to protect the interests of two crore thirty lakh rail passengers who travel by trains every day across the country, Bansal said he will do his utmost to provide better amenities to passengers, and added that their safety will be his prime concern.

The Railway Minister also announced that all awardees of the Paramveer Chakra and Mahaveer Chakra will now get free AC first class passes to travel in Rajdhani and Shatabdi Express trains.

FOBs Across Stations

41. Some of the Hon'ble Members have requested for construction of foot-over bridges across stations. While this does not form part of the existing scheme of things, I assure the august House that Railways would be happy to become partners in such projects with the state governments. Accordingly, a scheme for funding construction of FOBs across stations is being firmed up. Rail-Based Industries

42. To meet the increasing demand, reduce dependence on imports and to generate employment opportunities, following new manufacturing/maintenance facilities are proposed to be set up:-

- i. a new Forged Wheel Factory at Rae Bareilly for which an MoU has been signed with Rashtriya Ispat Nigam Limited (RINL);
- ii. a Greenfield Mainline Electrical Multiple Units (MEMU) manufacturing facility at Bhilwara, Rajasthan in collaboration with state government and Bharat Heavy Electricals Limited (BHEL);
- iii. a coach manufacturing unit in Sonapat district, Haryana in collaboration with the state government;
- iv. midlife rehabilitation (MLR) Workshop at Kurnool, Andhra Pradesh in collaboration with the state government;
- v. conversion of Bikaner and Pratapgarh workshops to undertake POH of BG wagons;
- vi. a workshop for repair and rehabilitation of motorised bogies at Misrod, Madhya Pradesh;
- vii. a new wagon maintenance workshop in Kalahandi district, Odisha;
- viii. a modern signalling equipment facility at Chandigarh through PPP route.

43. As regards setting up of new coach factories at Palakkad and Kolar, and a wagon factory in Ganjam district of Odisha, we are in consultation with respective state governments. I am hopeful of early commencement of work.

Railways' PSUs & Production Units

44. Madam, I take pride in informing the House that all the 11 Public Sector Undertakings of the Railways performed very well and paid highest ever dividend. They were successful in securing several important contracts in other countries for constructions/rehabilitation of railway lines and supply of rolling stock, a testimony of their professional strength. The dividend paid in 2011-12 was 14.3% higher than in the previous fiscal.

45. Madam, Railways' Production Units have contributed immensely to the growth of the organization by ensuring regular supply of rolling stock using improved technology. All of them achieved the production targets in 2011-12.

Scrap Disposal

46. Railways have been annually disposing of scrap which not only generates revenue but also helps in de-cluttering the work space. I intend to institute a special drive during the year to take up disposal of scrap lying in stores depots, workshops, along the tracks and at construction sites. A target of Rs 4,500 crore has been set for 2013-14.

Green Energy Initiatives

47. Railways remain firmly committed to protecting the environment and promoting sustainable development and use of energy efficient technologies. Some of the new steps that have been taken or are proposed to be taken include:-

- i. setting up of Railway Energy Management Company (REMC) to harness potential of solar and wind energy;
- ii. setting up of 75 MW windmill plants and energizing 1000 level crossings with solar power;
- iii. deployment of new generation energy efficient electric locomotives and electrical multiple units (EMUs) saving about 60 crore units in 2011-12. Railways has also won the National Energy Conservation Award;
- iv. encourage more usage of agro-based and recycled paper and ban use of plastic in catering.

Staff

48. The tradition of healthy and harmonious industrial relation across length and breadth of Indian Railways was ensured during the year by active participation of labour unions and officers' associations in decision making process at all levels of the management. This strong tradition continues to nurture the vast organization and help in discharging its national duty.

49. Madam, our 14 lakh employees constitute our most valuable asset.

I feel extremely humbled as head of this mammoth organization which has given so much to the nation and touches the life of each one of us.

Some of the measures I propose to take for their welfare are:-

- i. concerted efforts to fill up approximately 1.52 lakh vacancies this year. It is a measure of popularity of railways as an employer that a staggering 2.2 crore applications were received. For the first time, Railway recruitment examinations were held at more than 60 cities across the country. In the process, a backlog of about 47,000 vacancies earmarked for weaker sections and physically challenged is likely to get cleared.
- ii. construction of staff quarters has been hampered by funding constraints. Encouraged by the success of Ministry of Urban Development in constructing quarters through PPP mode, I propose to adopt the same in the railways. Yet, I have enhanced the fund allocation under staff quarters by 50% over previous year to provide Rs 300 crore;
- iii. provision of hostel facilities for single women railway employees at all Divisional head-quarters;
- iv. extending the treatment facility in case of medical emergency to RELHS beneficiaries to all cities where hospitals are empanelled either with CGHS or with Railways;
- v. condition of barracks would be improved to provide better living conditions to personnel of RPF;
- vi. Considering the stress faced by loco-pilots particularly in harsh climatic conditions, it is proposed to provide water closets and air condition the locomotive cabs.

Skill Development

50. With a view to contributing to the national skill development programme of the Government, Ministry of Railways would impart skills to the youth in railway related trades in 25 locations spread across the length and breadth of the country. These locations are: Agartala, Alwar, Anklashwar, Chandigarh, Dehradun, Dimapur, Imphal, Jagdalpur, Jais, Katihar, Kazipet, Kollam, Koraput, Lumding, Mangalore, Murshidabad, Nagpur, Naharlagun, Pathankot, Ranchi, Ratlam, Shimla, Sirsa, Srinagar and Tiruchchirappalli.

51. I propose to set up a multi-disciplinary training institute at Nagpur for imparting training in rail related electronics technologies.

52. Madam Speaker, Kautilya counselled, “All undertakings depend upon finance. Hence foremost attention shall be paid to the treasury”.

The officers of Indian Railways responsible for professional management of finances and accounts have to be endowed with structured and professional training in contemporary areas and equipped with necessary skills on a regular basis. This will enable them to face emerging challenges and tap opportunities for strengthening the finances of the organization. With this in view, I am happy to announce the setting up of an exclusive Centralized Training Institute at Secunderabad – Indian Railways Institute of Financial Management (IRIFM).

53. Railways is a fascinating organization. In order to motivate students to study and undertake research on IR related issues at M.Phil & Ph.D levels, I propose to institute 5 fellowships in national universities. The fellowship will carry an appropriate stipend. I also propose to set up a Chair at TERI to promote railway related research to reduce our carbon footprint Sports

54. Madam, Railways continued to excel in sports. In the London Summer Olympics in 2012, Sushil Kumar won second consecutive medal in Olympics. In the current year, Railways teams have already won 9 National Championships and the Railway Sports Promotion Board has rightfully been awarded the ‘Rashtriya Khel Protsahan Puraskar – 2012’.

55. It has been decided that recipients of Rajiv Gandhi Khel Ratna Award and Dhyan Chand Award shall be provided facility of Complimentary Card passes valid for travel by 1st Class/ 2nd AC. Also, Complimentary Card passes being issued to Olympic Medalists & Dronacharya Awardees shall be valid for travel in Rajdhani/Shatabdi trains, as in the case of Arjuna Awardees. Travel by Duroto trains shall also be permitted on all Card passes issued to sportspersons who have the facility of travel by Rajdhani/Shatabdi trains.

Saluting the Brave

56. Our brave and valiant soldiers make immense sacrifices to defend our borders. As a humble token of IR’s gratitude, I have decided to extend the facility of Complimentary Card Pass valid in 1st Class/2AC to the parents of posthumous unmarried awardees of Maha Vir Chakra, Vir Chakra, Kirti Chakra, Shaurya Chakra, President’s Police Medal for Gallantry and Police Medal for Gallantry.

57. I also wish to announce that police gallantry awardees shall now be granted one Complimentary Pass every year for travel along with one companion in 2 AC in Rajdhani/Shatabdi trains.

58. Presently freedom fighters are required to renew their passes every year. This causes inconvenience to many of them in an advanced age. I have, therefore, decided to raise this requirement of renewal to three years.

Rail Heritage

59. Mountain Railways of India are the World Heritage Sites placing India in an exclusive club of nations that include only Switzerland and Austria. We are truly proud of this and are committed to take measures to preserve them in good shape and health.

60. National Rail Museum, New Delhi is a premier institution holding a large number of priceless rail exhibits. It showcases Indian Railways’ history and its evolution. The Museum has come to acquire a prominent place on the Delhi tourist map. To provide a memorable experience to the visitors especially the children, a revamp plan will be rolled out in 2013-14.

Enforcing Strict Financial Discipline

61. Madam Speaker, apt is the saying, “Money saved is money earned”. Austerity and economy in expenditure will be observed by the Railways rigorously and no wastages will be permitted. I would like to inform the august House of some measures taken or proposed to be taken for enforcing strict financial discipline:-

i. Taking note of the fact that progress on works approved in successive Railway Budgets and through Supplementary Demands for Grants in the last few years had been slow, primarily on account of resource constraints, it was recognised that this defeats the very purpose of taking vote on out-of-turn basis rather than in the regular budget. Consequently, for the first time in the last 25 years, railways did not present any supplementary demands for grants either in Monsoon Session or Winter Session of Parliament in 2012.

ii. The Railways were compelled to seek a special loan of Rs 3,000 crore from the Ministry of Finance during 2011-12. I am happy to report that the entire loan amount along with interest has been repaid in the current financial year.

iii. For the first time, 347 ongoing projects have been identified as priority projects, and provided committed funding. We intend to ensure funding of these projects at required level during the 12th Plan so as to complete them in a time bound manner. It is important that railways start reaping benefits on their investments at the earliest. The thin spread of scarce resources can be overcome only in this manner. I trust that the House will appreciate this compulsion and support our proposal.

iv. For practical and realistic targets, it would require a judicious mix of strategies, including liberal funding of last mile projects and operationally important projects including the Dedicated Freight Corridors.

v. To create a corpus for meeting IR’s committed liabilities for debt servicing of JICA and World Bank loans taken for the DFC Project, it is proposed to set up a new Debt Service Fund.

vi. Targets for eliminating inefficiencies in the maintenance of rolling stock and fuel consumption are being made more stringent.

62. I can assure the august House that the measures taken will help the railways to close the current fiscal with positive fund balances as against deficit closure during the last two successive years. However, the road ahead is long with many a winding turn. The fund balances need to be rebuilt to a reasonable level of at least Rs. 30,000 crore by the end of 12th Plan after meeting the internal resource target of Rs 1.05 lakh crore for plan expenditure.

Review of Financial Performance, 2012-13

63. Railways’ freight performance is based on a derived demand.

There has been a slower growth in freight loading than expected at the beginning of the year and accordingly Railways had no option but to scale down the budget target of 1025 MT to 1007 MT, though it still reflects an increase of 38 MT over 2011-12. The freight earnings target has also been adjusted to Rs 85,976 cr from the BE of Rs 89,339 cr, a reduction of Rs 3,383 cr. Considering the partial rollback of passenger fare increase, mitigated somewhat by the subsequent fare adjustment in January 2013, the revised passenger earnings target is proposed at Rs 32,500 cr, i.e. a reduction of Rs 3,573 cr over BE, 2012-13.

64. I am keeping the Gross Traffic Receipts at Rs 1,25,680 cr in the Revised Estimates as against the BE of Rs 1,32,552 cr.

65. Despite increase in costs and revision of energy charges, the provision under Ordinary Working Expenses has been retained at BG level of Rs 84,400 cr in RE. With increase in appropriation to Pension Fund from Rs 18,500 cr to Rs 20,000 cr, necessitated by increase in pensionary benefits and number of pensioners, the net revenue is estimated to reduce by Rs 6,484 cr. The plan investment during the year has also been adjusted from Rs 60,100 cr to Rs 52,265 cr.

66. I am happy to report to the august House that as a result of our consistent efforts at maintaining strict financial discipline during the year, the Operating Ratio is estimated at 88.8%. This is a source of great satisfaction as the operating ratio has consistently been over 90% since 1997-98. The only exception was during the three years from 2005-06 to 2007-08, the period immediately preceding implementation of VI Pay Commission recommendations.

67. I take this opportunity to thank the Railway Convention Committee for lowering the rate of dividend from 5% to 4% thus providing a relief of about Rs 715 cr. I also thank the hon’ble Finance Minister for his understanding and consideration but I do believe that one day Railways shall find ways to contribute to its infrastructural projects.

A bird sitting on a tree has no fear of falling, not because of the strength of the branch but

because of faith in its own wings.

Budget Estimates 2013-14

68. Madam, I shall now deal with the Budget Estimates for 2013-14.

69. With the current estimates of growth of national GDP, I have kept a target of 1047 MT of revenue earning originating traffic during 2013-14, which is about 40 MT more than the current year. The freight earnings target has accordingly been set at Rs 93,554 crore, a growth of 9%. The number of passengers is expected to increase by 5.2% and the earnings target has been kept at Rs 42,210 cr.

70. Factoring in the impact of expected growth of 11% and 10% in Other Coaching and Sundry earnings respectively, the Gross Traffic Receipts are expected to be Rs 1,43,742 cr, an increase of Rs 18,062 cr over the Revised Estimates of 2012-13. Ordinary Working Expenses have been fixed at Rs 96,500 cr i.e. 14% higher than the current year and appropriation to the Pension Fund at Rs 22,000 cr. Based on the likely requirement of plan resources for renewals and replacement of railways’ assets, the appropriation to Depreciation Reserve Fund has been kept at Rs 7,500 cr.

71. The ‘Excess’ left after payment of Dividend calculated at 4% would be appropriated to Development Fund (Rs 3,550 cr), Capital Fund (Rs 22 5,434 cr) and newly created Debt Service Fund (Rs 4,163 cr). The Operating Ratio is expected to improve to 87.8% from the Revised Estimate of 88.8%. Consequently, we will close the year 2013-14 with a balance of Rs 12,506 cr in the Railway Funds.

Annual Plan 2013-14

72. Madam Speaker, the Annual Plan, 2013-14 has to be integrated with the broad objectives and targets set for the 12th Plan. Yet, we must be realistic in setting targets in the Annual Plan 2013-14, even if it means that Railways would be faced with a stiffer challenge of enhancing investment during the remaining three years of the 12th Plan. A plan investment of Rs 63,363 crore is proposed for 2013-14. The Plan is proposed to be financed through GBS of Rs 26,000 cr, Railway’s Share in Road Safety Fund of Rs 2,000 cr, internal resources of Rs 14,260 cr, market borrowings of Rs 15,103 cr and an expected mobilization of Rs 6,000 cr through the PPP route. The thrust of the plan is on doubling of tracks, safety and passenger and staff welfare for which I have increased the outlay from about Rs 11,410 cr in 2012-13 to Rs 13,220 cr, an increase of 16%.

73. I would also like to thank the Minister for Rural Development for agreeing to the request of railways to partner in some of the railway related activities under MGNREGA.

Passenger Fares

74. Madam Speaker, looking to the key role played by the Railways in meeting transportation needs of the people, any rise in passenger fares is not and should not be viewed as a measure for profit generation. If the fares remain at a level far below the cost of operations, the railways are bound to find it hard to provide safe, clean and comfortable journey to the travelling public. A modest annual increase of 5 to 6% in the fares over a period of say ten years can provide about Rs one lakh crore by way of additional resources, which can substantially finance internal generation component of throw-forward of about Rs 75,000 crore and give additional benefits to the travelling public by way of improvement in services.

75. It is only a financially strong organization that can deliver better services and discharge its social responsibility effectively. The UPA Government is sensitive to the needs of the people and it was after wide consultation and deliberations, that some revision was effected in fares from 22nd January, 2013. The revision is expected to realise additional Rs 6,600 cr in 2013-14.

Fuel Adjustment Component (FAC)

76. However, subsequent increase in the rates of HSD oil in January 2013 itself has added Rs. 3,300 crore to the fuel bill of Railways, taking away a substantial portion of the additional resources targeted. Besides, electricity tariffs are also revised periodically. The increase in fuel bill during 2013-14 on account of these revisions in 2012-13 alone would be more than Rs 5,100 crore. In the light of deregulation of the HSD oil, Railways’ finances need to be rationally insulated and to this end a mechanism to neutralize the impact of fuel prices on operating expenses is required to be put in place. In the Budget 2012-13, my learned predecessor had proposed to segregate fuel component in tariffs as FAC.

As then suggested, I propose that this component be dynamic in nature and change in either direction with the change in fuel cost, say twice a year. It is proposed to implement the FAC-linked revision in only freight tariff from 1st April, 2013. As regards passenger fares, since these were revised only in January this year, I do not intend to pass on the additional burden to them now and railways will absorb the impact of Rs 850 cr on this account.

77. There are a number of charges which have not been revised for last several years. These charges are in the form of compensation for cost actually incurred by railways in rendering relevant services. I propose to effect marginal increase in some of these. These include supplementary charge for superfast trains, reservation fee, clerkage charge, cancellation charge and tatkal charge. However, I propose to abolish the concept of enhanced reservation fee with a view to simplify the fee structure, having already discontinued development charge in January this year.

Rail Tariff Authority

78. Madam, my predecessor had mentioned the need for setting up of an independent Rail Tariff Authority while presenting the budget for 2012-13. A proposal in this regard has been formulated and is at interministerial consultation stage.

Infrastructure Expansion

79. In 2010-11 and 2011-12, Railways completed 709 km and 727 km respectively of new lines. However, during 2012-13, emphasis was laid on capacity enhancement works like doubling, traffic facilities etc. The target of 700 km of new lines in the current year had to be scaled down to 470 km due to inadequate resources. The sections which have either been completed or are planned to be completed during 2012-13 are listed at Annexure 1.

80. The target of 800 km for gauge conversion fixed for 2012-13 has also been scaled down to 575 km. The sections which have either been completed or are slated to be completed during 2012-13 are listed at Annexure 2.

81. I am happy to report that that the target of 700 km of doubling will be marginally exceeded during 2012-13. Sections which have either been completed or are scheduled for completion during 2012-13 are listed at Annexure 3.

82. Railways will complete electrification of 1200 route km. The sections which have been completed or are likely to be completed in 2012-13 are listed at Annexure 4.

Metropolitan Transport Project

83. Construction of metro system in Kolkata from Dum Dum to Noapara is scheduled to be completed by March, 2013. Works on the MUTP Phase II, announced in the last budget, are also progressing satisfactorily. I am happy to inform the august House that the first AC EMU rake will be introduced on Mumbai suburban network in 2013-14. 25

The construction of East-West Corridor in Kolkata which is underway, will be taken forward.

84. In order to meet the growing demand, 72 additional services in Mumbai and 18 in Kolkata are being introduced. Besides, rake length is being increased from 9 cars to 12 cars for 80 services in Kolkata and 30 services in Chennai.

Targets for 2013-14

85. A target to complete 500 km of new lines has been set for 2013-14.

A list of sections proposed to be completed during the year is given in Annexure 5.

86. It is targeted to convert 450 km of MG/NG lines to broad gauge during 2013-14. The sections are given in Annexure 6.

87. The target for Doubling has been increased to 750 km for 2013-14. The sections proposed to be completed in 2013-14 are given in Annexure 7.

88. I also wish to announce resumption of work on new line projects of Chickmagalur - Sakleshpur and Bengaluru - Satyamangalam, which were pending for want of resources and other mandatory clearances, after State Government of Karnataka agreed to give land free of cost and bear 50% of the cost.

89. As we have seen, trains to various religious destinations are always overcrowded. To facilitate pilgrims’ journeys, I have decided to add more trains to these places. Amongst the five Sikh Takhts, it is only Takht Shri Damdama Sahib at Talwandi Sabo which is not connected by a rail link. I, therefore, propose to take up construction of railway line from Rama Mandi to Maur Mandi via Talwandi Sabo to provide this link.

New Projects

90. I propose to take up following new projects in 2013-14:

New Lines

1. Bhupdeopur-Raigarh (Mand Colliery) (through PPP);
2. Gevra Road-Pendra Road (through PPP)
3. Jaisalmer (Thiyat Hamira)-Sanu;
4. Karaikal-Peralam;
5. Rewari-Rohtak new line extension up to Makrauli;
6. Sultanpur to Kadipur;
7. Thanjavur-Pattukkottai.

Gauge conversion of Mavli-Bari Sadri section.

Doubling

1. Alwar-Bandikui;
2. Chennai Central-Basin Bridge Junction (5th & 6th lines);
3. Danea-Ranchi Road;
4. Dapper-Chandigarh;
5. Garhwa Road-Ramna;
6. Hajipur-Ramdayalu;
7. Jarangdih- Danea;
8. Palanpur- Samakhiali (through PPP);
9. Rae Bareli – Amethi;
10. Vatva-Ahmedabad (3rd line).

Electrification

1. Delhi Sarai Rohilla – Rewari – Palanpur – Ahmedabad including Kalol-Gandhinagar-Khodiya and Alwar-BandikuiJaipur-Phulera
2. Jakhal-Hisar
3. Jakhal-Dhuri-Ludhiana
4. Rajpura-Dhuri-Lehra Mohabhat
5. Singapur Road-Damanjodi

91. I have been receiving representations from Hon’ble Members, State Governments and other public representatives in large numbers for construction of new lines, gauge conversion, doubling, and electrification and also for surveys. I have been pondering over them for the last one month. They are all genuine and reflect the growing need and demand of the most preferred mode of transport of the people in the country. I would sincerely wish to take up all those projects but am severely constrained for the reasons submitted earlier. Given this conspectus, despite the resource crunch, I propose to take up 22 projects of new lines and one gauge conversion project on socio-economic consideration and one doubling project after obtaining necessary approvals/clearances. These are:

New Lines

1. Ajmer-Kota (Nasirabad-Jalindri)
2. Anandnagar-Ghugli via Maharajganj
3. Barwadih-Chirmiri
4. Chickballapur-Gowribidanur.
5. Chickballapur-Puttapurthy-Sri Satya Sai Nilayam
6. Chola-Bulandshahar
7. Cumbum-Proddatur
8. Delhi-Sohna-Nuh-Firozpur Jhirka-Alwar
9. Dimapur - Tizit
10. Faizabad-Lalganj via Akbarganj, Maharajganj and Rae Bareli
11. Firozpur-Patti
12. Gadag-Wadi
13. Hissar-Sirsa via Agroha & Fatehabad
14. Kapilvastu-Basti via Bansi
15. Kondapalli-Kothagudem
16. Manuguru-Ramagundam
17. Pirpainti-Jasidih
18. Pushkar-Merta
19. Raipur-Jharsuguda
20. Srinivasapura-Madanapalli
21. Sriperambudur-Guduvanchery with spur to Irun, KattukottiAvadi.
22. Yamuna Nagar-Chandigarh via Sadhaura, Narayangarh 28

Gauge Conversion

23. Nagpur-Nagbhir

Doubling

24. New Bongaigaon to Kamakhya via Rangia
92. To meet the persistent demand of the people of Uttarakhand for a direct connectivity between Rishikesh and Doiwala, as also to avoid an alignment passing through a reserve forest with large elephant population, I propose to meet this requirement through provision of a bye pass line at Raiwala which will establish this direct link.

Surveys

93. I propose to undertake following surveys during 2013-14:

New Lines

1. Aloor-Nagarcoil-Chettikulam
2. Ambikapur-Garhwa
3. Amb-Kangra via Nadaun
4. Anand-Borsad
5. Anantnag and Pahalgam via Tral
6. Astha-Bhopal
7. Azamgarh - Mubarakpur
8. Baddi and Bilaspur
9. Balaghat - Bharveli-Ukwa
10. Bijapur- Kirandul
11. Bangriposi-Gorumahishani (Updating)
12. Dadri-Jharli via Jhajjar
13. Dadri-Sikandarabad-Bulandshahar-JahangirabadAnoopshahar-Narora
14. Dhansura-Talod
15. Dharamshala-Palampur
16. Dhuri-Bye pass to avoid reversal of traffic
17. Dornakal-Miryalguda
18. Farrukhabad- Gola - Gokarnnath via Shahjahanpur (Updating)
19. Gajsinghpur-Sadulpur via Padampur , Goluwala , Rawatsar , Taranagar , Dadrewa
20. Haldaur-Dhampur via Nathore
21. Hisar- Fatehabad
22. Jaisingh Nagar - Shahdol
23. Jashipur - Jajpur Road
24. Jilahi and Tikri Bye pass line
25. Kaniyoor-Kottikulam
26. Kapadvanj-Timba
27. Karaikkudi-Dindigul
28. Karaikkudi-Madurai (updating)

C.S. Rajput

In the 66 years since Independence, the country has added only 13,000 km of new railway line. The finances of the Railways are in dire need of repair, says Bhupesh Bhandari comparing Indian Railways with the Chinese Railway. The Chinese government has decided to dismantle its railway ministry. The commercial operations will be taken over by a new company called China Railway Corp, while the regulatory functions will be entrusted to the transport ministry. The move is aimed to improve efficiency and stamp out corruption. The quality of the service has to be raised to meet the expectations of the country's rising affluent class. The ministry had for long resisted reforms. It was a law unto itself. People would call it "Boss Railway".

The Chinese government had started separating state companies from regulatory bodies 15 years ago. It is only now that the railway ministry's turn has come. It gives you an idea of how powerful the ministry must have been.

Corruption is the largest issue there. A senior functionary related to the bullet train network was removed from office two years ago amid charges of bribery. One allegation against him, a newspaper reported, was that he had 18 mistresses! Another high-ranking official, it came to light, had bought a house in Los Angeles for \$860,000, though his monthly salary was a few hundred dollars.

A railway line in the northeast had to be almost fully redone because unqualified sub-contractors filled the foundations of bridges with stone and sand instead of concrete. After an accident killed 40 and injured 177 in July 2011, there was widespread outrage over the quality of work on the bullet train network, the railway ministry's showcase project.

In the rush to complete the network quickly, the ministry had compromised on the quality of the civil works, it was alleged. The online ticketing platform would often crash. Holiday season every year became a nightmare for travellers in China.

Over time, it became a mammoth organisation. The ministry employs 2.1 million people for its 80,000 km of railway lines. Apart from the railway network, the ministry runs the Railway Art Troupe and the China Locomotive Sports Team.

It had its own police force until 2009, and operated its own courts till August last year. Thanks to the massive capital works, the ministry is sitting on a huge pile of debt. Is there corruption at the highest levels? It must be said that nothing of the scale of Coalgate, the 2G scam and the various defence kickbacks has so far come to light. Is it efficiently managed? The answer is an unequivocal no.

The railways have a measure called the operating ratio, or working expenses as a ratio of traffic receipts.

It deteriorated from 75.9 per cent in 2007-08 (when Lalu Prasad was the railway minister) to 94.7 per cent in 2009-10 (when Mamata Banerjee was the minister) before improving to 88.8 per cent in 2012-13.

A recent World Bank study found that the employee productivity of the Chinese railway is 45 per cent higher than that of its Indian counterpart.

The rail network of India is bursting at its seams, thanks to the penchant of every railway minister to announce a slew of new trains.

In the 66 years since Independence, the country has added only 13,000 km of new railway line.

Dinesh Trivedi last year lost his job for raising passenger fares without consulting his boss, Mamata Banerjee, and attempted to de-politicise fare fixation by proposing to set up an independent Rail Tariff Authority. Though the ministry came back to the Congress, the proposal has been put on the back burner. Railway Minister Pawan Kumar Bansal last month announced that the proposal was at the "inter-ministerial consulting stage". You know what that means. The ministry responded by cutting the proposed allocation to the depreciation reserve fund by Rs 2,500 crore. Still, the surplus (of receipts over expenditure) was Rs 5,148 crore short of the target (Rs 15,557 crore).

This surplus is set aside for the Railway Development Fund and the Capital Fund. Both the funds saw cuts (it was particularly deep for the Capital Fund) as a result.

It is well known that railway ministers are reluctant to raise passenger fares. Instead, they keep on increasing freight rates to fill their coffers. As a result, passenger fares in India are among the lowest in the world, and the freight rates are among the highest. So, people prefer to transport their goods through roads than the railway network. Roads account for 57 per cent of freight traffic in India, which is lower in the United States (44 per cent) and China (22 per cent). India, according to the World Bank report, carries "much more passenger service than freight, which constrains productivity, raises cost and invites political interference in op-



Exhibit 2: Budget estimates for FY2014 (₹ in cr)

	FY12	FY13BE	FY13RE	FY14BE	Change (% yoy)		
					FY13RE/FY12	FY14BE/FY13RE	FY13RE/FY13BE
Passenger Earnings	28,246	36,073	32,500	42,210	15.1	29.9	(9.9)
Goods Earnings	69,548	89,339	85,956	93,554	23.6	8.8	(3.8)
Others	6,316	7,140	7,224	7,978	14.4	10.4	1.2
Gross Traffic Receipts	104,110	132,552	125,680	143,742	20.7	14.4	(5.2)
Misc.	2,135	3,142	2,522	2,884	18.1	14.3	(19.7)
Total receipts	106,245	135,694	128,202	146,626	20.7	14.4	(5.5)
Ordinary working expenses	74,537	84,400	84,400	96,500	13.2	14.3	-
Depreciation Reserve Fund	6,520	9,500	7,000	7,500	7.4	7.1	(26.3)
Pension Fund	17,610	18,500	20,000	22,000	13.6	10.0	8.1
Others	6,452	7,737	6,393	7,479	(0.9)	17.0	(17.4)
Total expenditure	105,120	120,137	117,793	133,479	12.1	13.3	(2.0)
Excess of revenue over expenditure	1,126	15,557	10,409	13,147	824.8	26.3	(33.1)

Source: Ministry of Railways, Angel Research

erations and pricing". How true.

Railway Budget 2013-14 focused

The Railway Budget 2013-14 has focused on fiscal discipline with no major capex related increases. Passenger fares have not been hiked in the budget as increase in this segment has been effected just recently (in January 2013), which is to garner Rs.6,600cr for the railways in FY2014. Freight tariffs have been effectively hiked in the Budget by about 5.0% to adjust for the rise in fuel cost. The fuel bill is estimated to increase by Rs.5,100cr in FY2014 due to upward revision in HSD oil prices and electricity tariffs.

The Railway Minister has proposed to segregate the fuel component in tariffs such that the fuel adjustment component (FAC) adjusts to changes in fuel costs, and has proposed to implement this revision in freight tariff from April 1, 2013. Since the FAC is applicable only on freight rates and no additional hike in passenger fares has been proposed, the railways would absorb the impact of the expected burden of Rs.850cr, on this account. Moreover, the railways have proposed increase in supplementary charges for super fast trains, reservation fees, clerkage charges, cancellation charges and tatkal charges. However the enhanced reservation fee has been abolished to simplify the fee structure.

Key targets and achievements
Losses on passenger train operations increased to Rs.24,600cr as compared to Rs.22,500 in the previous year. The target of 700km of new lines in FY2013 has been scaled down drastically to 470km owing to inadequate resources. In FY2014 the railways is targeting 500km of new lines. This is lower than the 709km and 727km of new lines in FY2011 and FY2012 respectively.

As far as the dedicated freight corridor is concerned, land acquisition for about 2,800km of the eastern and western freight corridors is almost complete and 343km section of the eastern corridor has already been awarded. The railways expects construction on the two corridors to start and cover upto 1,500km by the end of 2013-14. Through partnership projects with ports, large mines, industry etc, the railways expects an investment of Rs.9,000cr, including Rs.3,800cr for port connectivity projects, Rs.4,000cr for coal mine connectivity and Rs.800cr for iron ore mines connectivity improvements.

Passenger segment earnings are budgeted to increase robustly by 29.9% in FY2014 over the previous year's estimates while earnings from freight are budgeted to increase by a more modest 8.8% during FY2014. We believe that the FY2014 budgeted estimates of passenger segment earnings are optimistic,

particularly as even the revised estimate for FY2013 indicates a decline of almost 10.0% over the budgeted estimate in that period. It is thus likely overstating the gross traffic receipts (FY2014 BE of Rs.143,742cr) to an extent.

The operating ratio is slated to be brought down to 87.8% in FY2014 from the revised estimate of 88.8% in FY2013. The deceleration in the operating ratio from the 95.0% level in FY2012 suggests an improvement in the financial health of the railways.

For FY2014, the highest ever plan outlay of Rs.63,363cr has been budgeted and it is likely to be financed mainly through gross budgetary support of Rs.26,000cr. For the 12th Plan outlay (estimated at Rs.5.19lakh cr), the target for internal resources and public private partnerships (PPP) appears ambitious. In the first year of the Plan period, the railways has allocated merely Rs.10,000cr of its internal resources and the remaining Rs.95,000cr are expected to be allocated in the next four years. In addition, the Railway Minister has himself contended that PPPs are a challenging area for the railways and thus far limited success has been achieved through this route. Despite the same, Rs.1.0lakh cr is expected from PPP in the Plan period.

Railway budget 2013-14: New Initiatives
Union Railway Minister Pawan Kumar Bansal presented the Union Railway Budget for 2013-14 in Lok Sabha on 26 February 2013. Some of the major Initiative proposed in Railway Budget 2013-14 are as under:

Anubhuti

- Indian Railways will introduce one coach in select trains which will provide an excellent ambience and latest modern facilities and services responding to the Increased Popularity of Shatabdi and Rajdhani Trains. Such coaches will be named Anubhuti with commensurate fare structures.

Amenities for Differently-abled Passengers

- To facilitate the boarding of trains and exit from the stations for the differently-abled and the elderly, there is a proposed provision of 179 escalators and 400 lifts at A- 1 and other major stations, affixing Braille stickers indicating the layout of coaches including toilets, provision of wheel chairs and battery operated vehicles at more stations and making coaches wheel-chair friendly.
- In order to provide an employment avenue to the disabled people, there is proposal to reserve a specified number of Jan Sadharan Ticket Booking Sewak (JTBS) for them, keeping in view the fact that the PCOs at stations have become largely redundant after the mobile revolution in India.

IT Initiatives for passenger benefits

- There will be now Use of Aadhar scheme by Indian Railways. The database generated, can be extensively and efficiently used by railways not only to render more user friendly services such as booking of tickets, validation of genuine passengers with GPS enabled handheld gadgets in trains, but also to provide a better interface with its employees in regard to their salaries, pension, allowances etc.

Some of the other measures proposed under IT Initiative of Railways are:

- Extending availability of the facility of internet ticketing from 0030 hours to 2330 hours
- Making e-ticketing possible through mobile phones as a follow up to overwhelming response to IR website and Integrated Train Enquiry Service under 139, a project of SMS Alerts to passengers providing updates on reservation status is being rolled out shortly.
- Covering larger number of trains under Real Time Information System (RTIS), whereby rail-users will be able to access information through nominated websites and mobile phones.

Some measures taken to curb malpractices in reserved tickets including Tatkal are:

- Mandatory carrying of ID cards by passengers with reserved tickets
- Rigorous drive leading to prosecution of more than 1800 touts in the current year
- In case of tatkal, reduction of advance reservation period to one day, issue of tickets only on production of ID proof at PRS counters, issue of only one tatkal ticket per train per day to web service agents;
- Denial of access to agents to internet booking between 0800 to 1000 hrs.

Other Major Initiatives

- A Centralised Catering Services Monitoring Cell with a Toll free number – 1800 111 321 has started functioning w.e.f. 18th January, 2013 to facilitate redressal of complaints/suggestions on real-time basis.
- For effective quality control, arrangements are being tied up with food testing laboratories in addition to third party audit. State-of-the-art base kitchens are proposed to be set up in railway premises for better monitoring of quality of meals.
- ISO certification will now be insisted upon for all base-kitchens.

Green Energy Initiatives

Some of the new steps that have been taken or are proposed to be taken include:-

- Setting up of Railway Energy Management Company (REMC) to harness potential of solar and wind energy
- Setting up of 75 MW windmill plants and energizing 1000 level crossings with solar power
- Deployment of new generation energy efficient electric locomotives and electrical multiple units (EMUs) saving about 60 crore units in 2011-12. Railways have also won the National Energy Conservation Award
- Encourage more usage of agro-based and recycled paper and ban use of plastic in catering.

Conclusion

Overall, we believe that the present budget is decent and on the 'right track' since it emphasizes financial sustainability. This is also a positive signal from the government regarding its focus on fiscal discipline in the run up to the Union Budget. For the railways, the proposal for setting up of Railway Tariff Regulatory Authority, still at inter-ministerial consultation stage, is a positive and we believe its implementation would depoliticize railway tariff.

EDITORIAL

DEVELOP INDIA

English Weekly Newspaper
Year 5, Vol. 1, Issue 238, 24 February - 3 March, 2013

Rail Budget 2013-14: Pure play EPC players to be key beneficiaries

The Railway Budget for 2013-14 was presented today, with 2014 general elections lined-up, no major tariff hike & expansion announcements were made. Railways minister has planned an outlay of Rs633.6 bn (vs. Rs601 bn in 2012-13 and Rs576.3 bn in 2011-12). On account of higher allocations & investment thrust areas identified, IndiaNivesh expects pure play EPC players& Asset developersto be the key beneficiaries.

Safety, Consolidation, Passenger amenities & fiscal discipline, were key areas majorly addressed in the proposed Railway Budget 2013-14.

- Indian Railways (IR) targets to raise Rs100 bn each, for Rail Land Development Authority (RLDA) & IR Station Development Corporation (IRSDC) which would be raised through the PPP route in 2013-14.
 - Debt service fund to be set-up to service WB & JICA loans related to Dedicated Freight Corridors(DFC) and other projects.
 - Provision for usage of portable fire extinguishers(in Guard-cum-Brake Vans, AC Coaches, Pantry Cars), fire and smoke detection systems (investment would benefit companies like Nitin Fire Protection & Other unlisted domestic players)
 - Greenfield Mainline Electrical Multiple Units (MEMU) manufacturing facility at Bhilwara (Rajasthan) in collaboration with State government and BHEL. With MoU signed few days back, this Rs10 bn state of the art factory spread across 200 acres, would manufacture 400 coaches every year (with possibility to increase the volumes further). This initiative up to certain extent would benefit BHEL as an estimated 9,000 MEMU coaches would be required over the next 10 years.
 - Implementation of new initiatives such as train protection systems on automatic signaling systems, implement train collision avoidance system etc. (Companies like Kernex Micro-systems should benefit).
 - Signaling Equipment Facility on PPP basis at Chandigarh (Companies like Kernex Micro-systems, Siemens India should benefit).
 - Deployment of new generation energy efficient electric locomotives & EMUs (to benefit BHEL).
 - Plans to implement 500 km of new lines, 750 kms of doubling and 450 kms of gauge conversion in 2013-14.
 - 347 projects prioritized with assured funding.
 - Fund allocation towards staff quartershave been enhanced to Rs30 bn. Any spending towards railway staff quartersin FY14E would benefit companies like MBL Infrastructure (as the company has experience of executing such projects).
- For every rupee the government proposes to spend in 2013-14, as much as 18 paise will go for paying interests.



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31. Malkapur-Chikali
32. Mancherail - Adilabad via Utnoor
33. Modasa-Meghraj-Banswara
34. Morappur-Dharmapuri (updating)
35. Narwana-Uklana
36. Nirakarpur and Tapanga new bye-pass line
37. Padrauna-Kushinagar-Gorakhpur
38. Pandharpur - Vijapur via Mangalwedha
39. Panisagar-Simanapur
40. Patharkandi-Kanmum
41. Pipar Road - Bhopalgarh -Asop - Shankwas- Mundawa Nagore
42. Rajpipla-Kevadiya Colony
43. Rajpura-Bye pass to avoid reversal
44. Dudhwa -Chandan Chouki abandoned rail line restoration
45. Sairang-Hbichuah as extension to Bhairabi-Sairang
46. Saja-Bhatapara
47. Saswad-Jejuri
48. Siddipet-Akkanapet
49. Sikarapai-Jagsalpatri-Junagarh
50. Sri Anandpur Sahib-Chamkaur Sahib- -Ludhiana
51. Srinagar-Kargil-Leh
52. Surjagarh-Bijapur via Bhopalpatnam
53. Suwasra-Mandsour via Sitamau
54. Thanjavur-Ariyalur (Updating)
55. Tirunelveli-Sankarankoil via Pettai,Pudur,SendamaramVeerasigamani
56. Titlagarh- Junagarh
57. Tumkur-Maddur-Malevalli
58. Vasai Road- Bye pass line between Naigoan and Diva (Juchandra)
59. Washim-Mahur-Adilabad

Gauge Conversion
1. Ahmedabad-Bahucharaji
2. Bhadran-Bochasan-Petlad-Nadiad
3. Gadhada-Jasdan
4. Mailani – Bahraich
5. Surendranagar-Dhrangdhara

Doubling
1. Bathinda -Abohar-Sriganganagar
2. Chittaurgarh- Mhow
3. Dharmavaram-Pakala
4. Daund-Manmad (Updating)
5. Firozpur-Bathinda
6. Haridwar-Dehradun
7. Jakhal-Dhuri-Ludhiana
8. Kalyan- Karjat 3rd line
9. Kandla-Palanpur
10. Khairat-Manikpur
11. Mahasamund-Baghbahra-Titlagarh
12. Mahboobnagar-Gooty
13. Najibabad-Kotdwar
14. Parbhani-Manmad
15. Purulia-Kotshila
16. Rajkot-Veraval
17. Rajpura- Bathinda via Dhuri
18. Satna-Rewa
19. Secunderabad-Mudkhed-Adilabad
20. Shamli-Tapri
21. Shoranur-Mangalore 3rd line
22. Suratgarh-Bathinda
23. Tirupati - Katpadi
24. Tumkur-Arsikere
25. Varanasi-Ballia

94. I also propose to carryout traffic survey for Patiala-Jakhal new line and a traffic survey for Kanpur area in connection with Panki- Mandhana new line project.

New Train Services
95. A detailed exercise has been carried out to assess availability of track capacity, terminal facilities and maintenance infrastructure. Within the available resources, it has been possible to provide the following new train services:

Express trains
96. I propose to introduce following new express trains:
1. Ahmedabad – Jodhpur Express (Weekly) Via Samdari, Bhildi
2. Ajni (Nagpur) – Lokmanya Tilak (T) Express (Weekly) Via Hingoli
3. Amritsar – Lalkuan Express (Weekly) Via Chandigarh
4. Bandra Terminus – Ramnagar Express (Weekly) Via Nagda, Mathura, Kanpur, Lucknow, Rampur
5. Bandra Terminus – Jaisalmer Express (Weekly) Via Marwar, Jodhpur
6. Bandra Terminus – Hisar Express (Weekly) Via Ahmedabad, Palanpur, Marwar, Jodhpur, Degana
7. Bandra Terminus – Haridwar Express (Weekly) Via Valsad
8. Bangalore – Mangalore Express (Weekly)
9. Bathinda – Jammu Tawi Express (Weekly) Via Patiala, Rajpura
10. Bhubaneswar – Hazrat Nizamuddin Express (Weekly) Via Sambalpur
11. Bikaner – Chennai AC Express (Weekly) Via Jaipur, Sawai Madhopur, Nagda, Bhopal, Nagpur
12. Chandigarh –Amritsar Intercity Express (Daily) Via Sahibzada Ajitsingh Nagar (Mohali), Ludhiana
13. Chennai – Karaikudi Express (Weekly)
14. Chennai – Palani Express (Daily) Via Jolarpettai, Salem, Karur, Namakkal 32
15. Chennai Egmore – Thanjavur Express (Daily) Via Villupuram, Mayiladuthurai
16. Chennai – Nagarsol (For Sai Nagar Shirdi) Express (Weekly) Via Renigunta, Dhone, Kacheguda
17. Chennai – Velankanni Link Express (Daily) Via Villupuram, Mayiladuthurai, Tiruvarur
18. Coimbatore – Mannargudi Express (Daily) Via Tiruchchirappalli, Thanjavur, Nidamangalam
19. Coimbatore – Rameswaram Express (Weekly)
20. Delhi – Firozpur Intercity Express (Daily) Via Bathinda
21. Delhi Sarai Rohilla – Sikar Express (Bi-weekly) after gauge conversion
22. Delhi – Hoshiarpur Express (Weekly)
23. Durg – Jaipur Express (Weekly)
24. Gandhidham – Visakhapatnam Express (Weekly) Via Ahmedabad, Wardha, Ballarshah, Vijaywada
25. Hazrat Nizamuddin – Mumbai AC Express (Weekly) via Bhopal, Khandwa, Bhusawal
26. Howrah – Chennai AC Express (Bi-weekly) Via Bhadrak, Duvvada, Gudur
27. Howrah – New Jalpaiguri AC Express (Weekly) Via Malda Town

28. Hubli – Mumbai Express (Weekly) Via Miraj, Pune
29. Indore – Chandigarh Express (Weekly) Via Dewas, Ujjain, Guna, Gwalior, Hazrat Nizamuddin
30. Jabalpur – Yesvantpur Express (Weekly)Via Nagpur, Dharmavaram
31. Jaipur – Lucknow Express (Tri-weekly) Via Bandikui, Mathura, Kanpur
32. Jaipur-Alwar Express (Daily)
33. Jodhpur –Jaipur Express (Daily) Via Phulera
34. Jodhpur – Kamakhya (Guwahati) Express (Weekly) Via Degana, Ratangarh
35. Kakinada – Mumbai Express (Bi-weekly)
36. Kalka – Sai Nagar Shirdi Express (Bi-weekly) Via Hazrat Nizamuddin , Bhopal, Itrasi 33
37. Kamakhya (Guwahati) – Anand Vihar Express (Weekly) Via Katihar, Barauni, Sitapur Cantt, Moradabad
38. Kamakhya (Guwahati) – Bangalore AC Express (Weekly)
39. Kanpur – Anand Vihar Express (Weekly) Via Farrukhabad
40. Katihar – Howrah Express (Weekly) Via Malda Town
41. Katra – Kalka Express (Bi-weekly) Via Morinda
42. Kolkata – Agra Express (Weekly) Via Amethi, Rae Bareilly, Mathura
43. Kolkata – Sitamarhi Express (Weekly) Via Jhajha, Barauni, Darbhanga
44. Kota – Jammu Tawi Express (Weekly) Via Mathura, Palwal
45. Kurnool Town – Secunderabad Express (Daily)
46. Lokmanya Tilak (T) – Kochuvelli Express (Weekly)
47. Lucknow – Varanasi Express Via Rae-Bareilly (6 Days a week)
48. Madgaon – Mangalore Intercity Express (Daily) Via Udupi, Karwar
49. Mangalore – Kacheguda Express (Weekly) Via Dhone, Gooty, Renigunta, Coimbatore
50. Mau – Anand Vihar Express (Bi-weekly)
51. Mumbai – Solapur Express (6 Days a week) Via Pune
52. Nagercoil – Bangalore Express (Daily) Via Madurai, Tiruchchirappalli
53. New Delhi – Katra AC Express (6 Days a week)
54. Nizamabad – Lokmanya Tilak (T) Express (Weekly)
55. Patna – Sasaram Intercity Express (Daily) Via Ara
56. Patliputra (Patna) – Bangalore Express (Weekly) Via Chheoki
57. Puducherry – Kanniyakumari Express (Weekly) Via Villupuram, Mayiladuthurai, Tiruchchirappalli
58. Puri – Sai Nagar Shirdi Express (Weekly) Via Sambalpur, Titlagarh, Raipur, Nagpur, Bhusawal
59. Puri –Ajmer Express (Weekly) Via Abu-Road
60. Radhikapur – Anand Vihar Link Express (Daily)
61. Rajendra Nagar Terminus (Patna)– New Tinsukia Express (Weekly) Via Katihar, Guwahati
62. Tirupati – Puducherry Express (Weekly)
63. Tirupati – Bhubaneswar Express (Weekly) Via Visakhapatnam 34
64. Una / Nangaldam– Hazoor Saheb Nanded Express (Weekly) Via Anandpur Saheb, Morinda, Chandigarh, Ambala
65. Visakhapatnam – Jodhpur Express (Weekly) Via Titlagarh, Raipur
66. Visakhapatnam – Kollam Express (Weekly)
67. Yesvantpur – Lucknow Express (Weekly) via Rae Bareilly, Pratapgarh Passenger Trains

97. I propose to introduce following new passenger trains:
1. Bathinda – Dhuri Passenger (Daily)
2. Bikaner-Ratangarh Passenger (Daily)
3. Bhavnagar – Palitana Passenger (Daily)
4. Bhavnagar – Surendranagar Passenger (Daily)
5. Bareilly – Lalkuan Passenger (Daily)
6. Chhapra –Thawe Passenger (Daily)
7. Loharu – Sikar Passenger (Daily) after gauge conversion
8. Madgaon – Ratnagiri Passenger (Daily)
9. Marikuppam – Bangalore Passenger (Daily)
10. Muzaffarpur – Sitamarhi Passenger (Daily) via Runnisaipur
11. Nadiad – Modasa Passenger (6 days a week)
12. Nandyal – Kurnool Town passenger (Daily)
13. New Amravati – Narkher Passenger (Daily)
14. Punalur – Kollam Passenger (Daily)
15. Purna – Parli Vaijnath Passenger (Daily)
16. Palani-Tiruchendur Passenger (Daily)
17. Ratangarh - Sardarsahar Passenger (Daily) after gauge conversion
18. Samastipur- Banmankhi Passenger via Saharsa, Madhepura (Daily) after gauge conversion
19. Shoranur – Kozhikode Passenger (Daily)
20. Surendranagar – Dharangdhara Passenger (Daily)
21. Suratgarh – Anupgarh Passenger (Daily)
22. Somnath – Rajkot Passenger (Daily)
23. Sitamarhi – Raxaul Passenger (Daily) 35
24. Sriganganagar – Hanumangarh-Sadulpur Passenger (Daily) after gauge conversion
25. Talguppa – Shimoga Town Passenger (Daily)
26. Thrisur-Guruvayur Passenger (Daily) MEMU Services

98. I propose to introduce following new MEMU Services:
1. Barabanki – Kanpur
2. Chennai – Tirupati
3. Delhi- Rohtak (Replacement of conventional service by MEMU)
4. Lucknow – Hardoi
5. Sealdah – Berhampore Court

DEMU Services
99. I propose to introduce following new DEMU Services:
1. Bhatkal – Thokur
2. Delhi – Kurukshetra Via Kaithal
3. Katwa – Jangipur
4. Lucknow – Sultanpur
5. Lucknow – Pratapgarh Via Gauriganj
6. Madgaon – Karwar
7. Rohtak – Rewari
8. Taran Taran – Goindwal Saheb

Extension of Trains
100. The run of following trains is proposed to be extended:
1. 19601/19602 Ajmer-New Jalpaiguri Express to Udaipur
2. 15715/15716 Ajmer-Kishanganj Express to New Jalpaiguri
3. 12403/12404 Allahabad – Mathura Express to Jaipur
4. 17307/17308 Bagalkot-Yesvantpur Express to Mysore
5. 18437/18438 Bhubaneswar – Bhawanipatna Express to Junagarh 36
6. 18191/18192 Chhapra – Kanpur Anwarganj Express to Farrukhabad
7. 16127/16128 Chennai-Madurai portion of Chennai-Guruvayur Express to Tuticorin
8. 12231/12232 Chandigarh-Lucknow Express to Patna (2 days)
9. 12605/12606 Chennai-Tiruchchirappalli Express to Karaikudi
10. 14007/14008 Delhi-Muzaffarpur Express to Raxaul after gauge conversion
11. 14017/14018 Delhi-Muzaffarpur Express to Raxaul after gauge conversion
12. 12577/12578 Darbhanga-Bangalore Express to Mysore
13. 14731/14732 Delhi – Bathinda Express to Fazilka
14. 14705/14706 Delhi Sarai Rohilla-Sadulpur Express to Sujargarh (Salasar Express)

BJP today dubbed the Railway Budget 2013-14 as "disappointing"

BJP today dubbed the Railway Budget 2013-14 as "disappointing" and said it was full of promises made by his predecessors in the last eight years that still remained unfulfilled. Initiating the discussion on rail budget, Balbir Punj (BJP) said, "I was hoping that the first Railway Minister of the Congress in the last 17 years would take measures that would bring the railways on track but his budget speech was disappointing and it seems we have lost an opportunity."

He said the rail budget was high on promises and seemed to be a "cut and paste job" of promises made by previous Railway Ministers. The BJP MP said the budget presented by Pawan Kumar Bansal has a lot of promises and announcements about new projects and schemes but did not elaborate on what happened to the announcements made in the last year. On the budget announcement that 60 more stations would be made world-class, Punj said there was no station in the country which met this criterion.

"No station can be termed as world-class in this country. The New Delhi station also does not provide even the basic amenities," he said. Punj attacked Bansal for the death of 40 pilgrims in a stampede at the Allahabad station during the Mahakumbh and sought to know whether the Minister had visited the city himself to take stock of the arrangements made there.

He said had Bansal taken inspiration from former prime Minister Lal Bahadur Shastri, he would have resigned. On the five per cent rise in freight charges, the BJP leader said there have 450 revisions of freight fare from 2001 and the present Railway Minister has also tried to make profit from this sector ignoring the adverse impact this can have on its future. Saifuddin Soz (Cong) said compartments were "very dirty" and the passengers are not even provided equipment to fight mosquitoes there. He urged the Railways to increase passenger fares "within acceptable limits" as the organisation was passing through a critical period.

15. 15159/15160 Durg- Chhapra Express to Muzaffarpur and Gondia
16. 12507/12508 Guwahati-Ernakulam Express to Thiruvananthapuram
17. 17005/17006 Hyderabad-Darbhanga Express to Raxaul after gauge conversion
18. 17011/17012 Hyderabad- Belampalli Express to Sirpur Kaghaznagar
19. 16591/16592 Hubli-Bangalore Express to Mysore
20. 12181/12182 Jabalpur-Jaipur Express to Ajmer
21. 15097/15098 Jammu Tawi-Barauni Express to Bhagalpur
22. 13117/13118 Kolkata – Berhampore Court Express to Lalgaola
23. 22981/22982 Kota-Hanumangarh Express to Shri Ganga Nagar
24. 15609/15610 Lalgarh- Guwahati Express to New Tinsukia
25. 12145/12146 Lokmanya Tilak (T)-Bhubaneswar Express to Puri
26. 12545/12546 Lokmanya Tilak (T)-Darbhanga Express to Raxaul after gauge conversion
27. 12449/12450 Madgaon-Hazrat Nizamuddin Express to Chandigarh
28. 12653/12654 Mangalore – Tiruchchirappalli Express to Puducherry
29. 29019/29020 Meerut-Nimach Link Express to Mandasor
30. 22107/22108 Mumbai CST-Latur Express to Hazoor Saheb Nanded
31. 14003/14004 New Delhi -New Farakka Express to Malda Town
32. 15723/15724 New Jalpaiguri-Darbhanga Express to Sitamarhi
33. 18419/18420 Puri-Darbhanga Express to Jaynagar
34. 19327/19328 Ratlam-Chittaurgarh Express to Udaipur
35. 13133/13134 Sealdah – Varanasi Express (2 Days) to Delhi via Lucknow, Moradabad
36. 14711/14712 Shri Ganga Nagar – Haridwar Express to Rishikesh
37. 16535/16536 Solapur-Yesvantpur Express to Mysore
38. 19251/19252 Somnath-Dwarka Express to Okha
39. 12629/12630 Yesvantpur – Hazrat Nizamuddin Sampark Kranti Express 2 days to Chandigarh
40. 59601/59602 Ajmer-Beawar Passenger to Marwar
41. 56513/56514 Bangalore-Nagore Passenger to Karaikal
42. 51183/51184 Bhusaval-Amravati Passenger to Narkher
43. 57502/57503 Bodhan-Kamareddi Passenger to Mirzapalli
44. 54632/54633 Dhuri-Hisar/ Hisar- Ludhiana Passenger to Sirsa
45. 56700/56701Madurai-Kollam Passenger to Punalur
46. 56709/56710 Madurai-Dindigul Passenger to Palani
47. 56275/56276 Mysore-Shimoga Town Passenger to Talguppa
48. 59297/59298 Porbander-Veraval Passenger to Somnath
49. 66611/66612 Ernakulam-Thrisur MEMU to Palakkad
50. 67277/67278 Falaknuma-Bhongir MEMU to Jangaon
51. 66304/66305 Kollam-Nagarcoil MEMU to Kanniyakumari
52. 63131/63132 Krishnanagar City-Berhampore Court MEMU to Ranaghat and to Cossimbazar
53. 74021/74024 Delhi-Shamli DEMU to Saharanpur
54. 76837/76838 Karaikudi-Manamadurai DEMU to Virudunagar after gauge conversion
55. 79454/79445 Morbi-Wankaner DEMU to Rajkot
56. 77676/77677 Miryalguda-Nadikudi DEMU to Piduguralla
57. 79301/79302 Ratlam-Chittaurgarh DEMU to Bhilwara Increase in frequency
101. The frequency of the following trains will be increased:
1. 12547/12548 Agra Fort –Ahmedabad Express 3 to 7 days
2. 11453/11454 Ahmedabad-Nagpur Express 2 to 3 days
3. 22615/22616 Coimbatore-Tirupati Express 3 to 4 days
4. 14037/14038 Delhi-Pathankot Express 3 to 6 days
5. 19409/19410 Gorakhpur – Ahmedabad Express 1 to 2 days
6. 13465/13466 Howrah – Malda Town Express 6 to 7 days
7. 12159/12160 Jabalpur – Amravati Express 3 to 7 days
8. 11103/11104 Jhansi – Bandra (T) Express 1 to 2 days
9. 19325/19326 Indore – Amritsar Express 1 to 2 days
10. 12469/12470 Kanpur – Jammu Tawi Express 1 to 2 days
11. 12217/12218 Kochuvelli – Chandigarh Express 1 to 2 days
12. 12687/12688 Madurai – Dehradun/Chandigarh Express 1 to 2 days
13. 13409/13410 Malda Town – Jamalpur Express 6 to 7 days
14. 17213/17214 Narsapur – Nagarsol (Near Sainagar Shirdi) Express 2 to 7 days
15. 12877/12878 Ranchi-New Delhi Garib Rath Express 2 to 3 days
16. 18509/18510 Visakhapatnam – Hazoor Saheb Nanded Express 2 to 3 days
17. 22819/22820 Visakhapatnam – Lokmanya Tilak (T) Express 2 to 7 days
18. 18309/18310 Sambalpur-Hazoor Saheb Nanded Express 2 to 3 days
19. 12751/12752 Secunderabad – Manuguru Express 3 to 7 days
20. 12629/12630 Yesvantpur – Hazrat Nizamuddin Sampark Kranti Express 2 to 4 days
21. 56221/56222/56525/56526 Bangalore – Tumkur Passenger 6 to 7 days
22. 56321 Kanniyakumari-Tirunelveli Passenger 6 to 7 days
23. 56325 Nagercoil – Kanniyakumari Passenger 6 to 7 days
24. 56312 Tirunelveli - Nagercoil Passenger 6 to 7 days 39
102. Negotiating and overcoming all the difficulties, the vast Railway family is determined to play its historic role as a national carrier with resolute sincerity of purpose and strive to be a veritable vehicle of inclusive growth. For this, I earnestly seek the cooperation of Hon'ble members.

103. Earlier I had cited Christine Weatherly. I turn to her again.
But later on the Journey....
....the engine's singing still.
If you listen very quietly
You will hear this little song,
"I thought I could, ... I could!"
And so it speeds along.
104. With these words, Madam, I commend the Railway Budget for 2013-14 to the august House.

Annexure 1

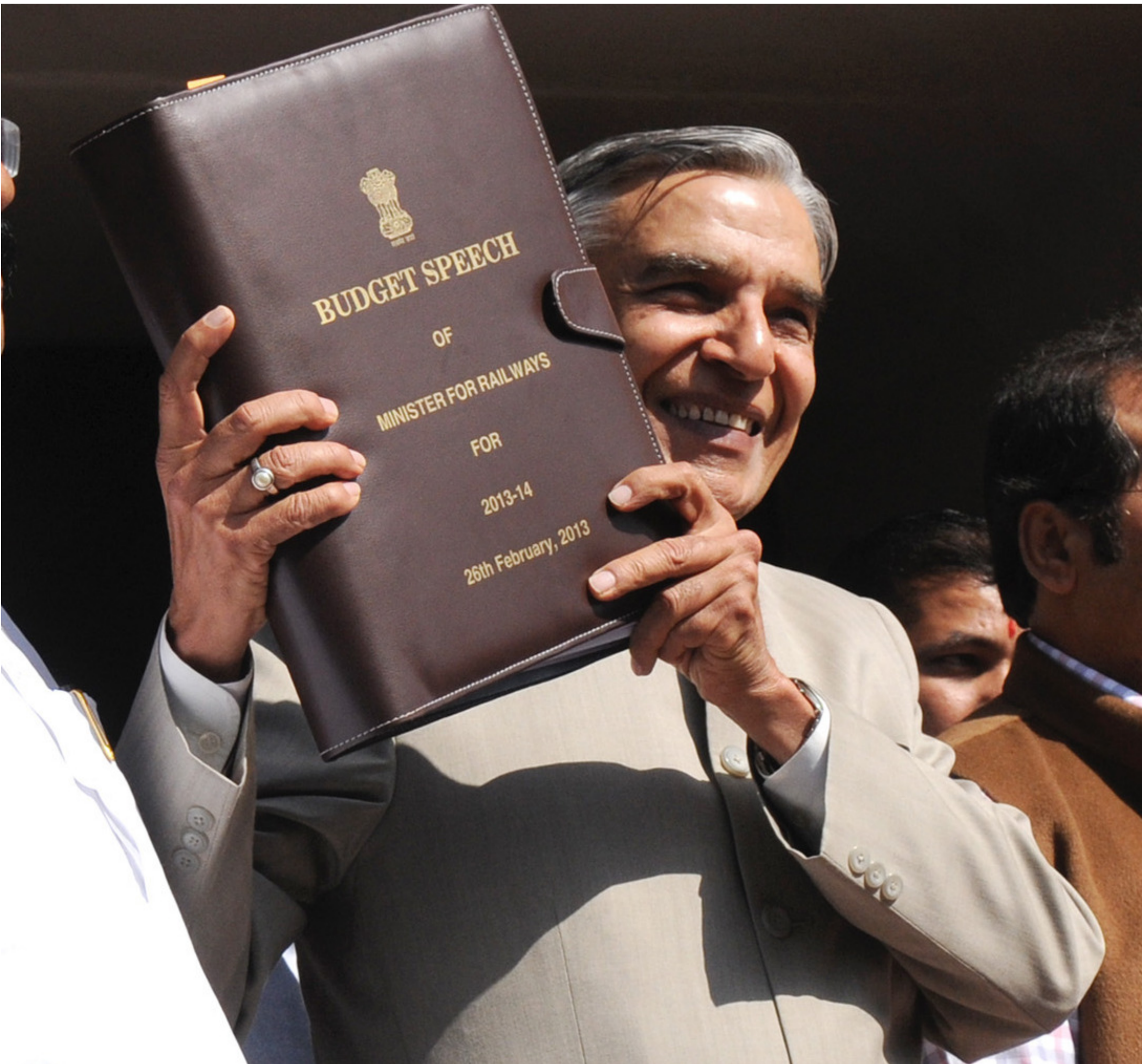
- New Lines to be completed in 2012-13
- 1 Ahmednagar-Narayandoh
 - 2 Angamali-Kaladi
 - 3 Barapallasy-Bhaturia
 - 4 Barkakana-Sidhwar
 - 5 Barmasia-Shikaripara
 - 6 Bhaluna-Katuria
 - 7 Bhind-Etawah (Part)
 - 8 Bithan-Hasanpur Road
 - 9 Chandi-Biharsharif
 - 10 Changrabandha-New Coochbihar
 - 11 Devarakadra-Krishna (Part)
 - 12 Dudhnoi-Mendipathar(Part)
 - 13 Etawah-Mainpuri(Part)
 - 14 Fatehabad-Etawah (Part)
 - 15 Gulbarga-Sultanpur
 - 16 Hazaribagh-Bes
 - 17 Hirisave-Shravanabelagola
 - 18 Jamua-Kawar
 - 19 Kakwara-Karjhausa
 - 20 Kanivehalli-Chikmagalur
 - 21 Khagaria-Bishunpur
 - 22 Khargapur-Chhatarpur
 - 23 Khurda Road-Khurda Town
 - 24 Lanjigarh Rd.-Junagarh (balance portion)
 - 25 Marikel-Makhtal
 - 26 Matnasibpur-Masagram
 - 27 Morinda-Khamano
 - 28 North Bank Rail Link & South Link up to Bogibeel Bridge
 - 29 Pinargaria-Harsingha
 - 30 Qazigund-Banihal
 - 31 Raichur-Pandurangaswamy (Part)
 - 32 Rayadurga-Avuladatta(part)
 - 33 Sagarsultanpur-Mashrakh
 - 34 Samrala-Sahnewal
 - 35 Urwan-Hazaribagh (Part)
 - 36 Y-link Mainaguri Road, New Mainaguri, New Domohini

Annexure 2

- Gauge Conversion projects to be completed in 2012-13
- 1 Banmankhi-Purnia
 - 2 Chauradano-Raxaul (Part)
 - 3 Chintamani-Sidlaghatta (Part)
 - 4 Edamann-Punalur
 - 5 Hanumangarh-Sriganganagar (Part)
 - 6 Krishnanagar City-Amghata
 - 7 Murliganj-Banmakhi (Part)
 - 8 Muthalamada-Palakkad of Pollachi-Palakkad
 - 9 Naugarh-Barhni
 - 10 Pollachi-Kinattukkadavu of Pollachi-Podanur
 - 11 Rangapara North-North Lakhimpur
 - 12 Ratlam-Fatehabad
 - 13 Sengottai-Bhagavathipuram
 - 14 Sikar-Loharu

Annexure 3

- Doubling projects to be completed in 2012-13
- 1 Ajjampur-Shivani
 - 2 Ambika Kalna-Dhatrigram
 - 3 Apta-Jite
 - 4 Ariyalur-Kallakkudi Palanganatham
 - 5 Attipattu-Ennore 4th line
 - 6 Banas-Sirohi
 - 7 Barda-Basulya Sutahata
 - 8 Belghana-Tenganmada
 - 9 Bhadbhadaghat-Diwanganj
 - 10 Bhagawangola-Jiaganj
 - 11 Chandrapura-Rajabera (part)
 - 12 Channapatna-Settihalli
 - 13 Chauri Chaura-Baitalpur
 - 14 Chulha-Anuppur
 - 15 Champa-Bye pass
 - 16 Dainhat-Patuli
 - 17 Dankuni-Bally(part)
 - 18 Dharnagaon-Paldhi(part)
 - 19 Dumetra-Champajharan (Part)
 - 20 Esivi-Kupgal
 - 21 Garhmadopur-Jenapur
 - 22 Ghaghraghat-Chowkaghat
 - 23 Gulabganj-Sumer
 - 24 Hanakere-Mandya
 - 25 Hari-Venkatnagar
 - 26 Hodal-Chhata



- 27 Jahangirabad-Barabanki
- 28 Jenapur-Jakhapura
- 29 Jharsuguda-Rengali (part)
- 30 Kalhar-Mandi Bamora
- 31 Kharagpur-Gokulpur
- 32 Korukonda-Alamanda-Kantakapalli
- 33 Kosgi-mantralayam
- 34 Krishnanagar-Dhubulia
- 35 Kurwaikaithora-Mandir Bamora
- 36 Madpur-Jakhpur
- 37 Mahisadal-Barda
- 38 Manchiriyal-Mandamari
- 39 Mandhar-Urkura
- 40 Mandya-Yeliyur
- 41 Manoharpur-Posoita
- 42 Mansa-Maur
- 43 Melmaruvthur-Tozhuppedu
- 44 Muragachha-Bethuadahari
- 45 Muri-Muri Outer
- 46 Nagavangala-Ajjampur
- 47 Nalhati-Takipur
- 48 Ottivakkam-Madurantakam
- 49 Panskura-Haur
- 50 Patuli-Purbsthali
- 51 Phulia-Kalinarayanpur
- 52 Pirpanthi-Mirzachoki
- 53 Poradanga-Mahishasur
- 54 Poradanga-Manigram
- 55 Rajgoda-Tamluk
- 56 Rajkharswan-Mahalimarup
- 57 Sabri Road-Lilapur
- 58 Silyari-Mandhar
- 59 Simhachalam North-Gopalipatnam DL of bypass line
- 60 Sukhi sevan-Nishadpura
- 61 Tikiapara-Santragachi (Part)
- 62 Tindivanam-Perani
- 63 Tinpahar-Taljhari
- 64 Ukaisongarh-Chinchpada
- 64 Valadi-Kallakkudi Palanganatham
- 66 Venkatachalam-Nidigunpapalem
- 67 Venkatnagar-Nigaura

Annexure 4

- Sections to be Electrified in 2012-13
1. Phaphamau-Unchahar including Allahabad-Prayag
 2. Siwan-Baitalpur
 3. Ahmadpur-Sainthia-Murara
 4. Chanipai-Sainthia

5. Kanniyambadi-Vellore Cantt
6. Shoranur-Elattur
7. Mondh-Phaphamau Junction
8. Chakkibank(ex)-Bharoli-Ravi & Budhi-Ujh-Jammu Yard
9. Udampur-Manwal
10. Tinich-Domingarh
11. Paman-Kanpur including Kalyanpur-Anwarganj-Kanpur
12. Mathura-Deeg
13. Sahibpurkamal-Karhagolaroad
14. Kuretha-Mukuria
15. Jhaua-Mukuria-Barsoi-Kishanganj
16. Ramnagaram-Maddur
17. Kondapuram-Vemulpadu
18. Gooty-Taticherla
19. Yelahanka-Someshwara
20. Belapur-Daund

Annexure 5

- New Line projects to be completed in 2013-14
1. Avaludatla-Vedavathy Bridge
 2. Azimganj-Jiaganj
 3. Bagalkot-Karkelmatti
 4. Bah-Etawah
 5. Bangurgram-Ras
 6. Bes-Kuju
 7. Bhambewa-Gohana
 8. Bhind-Etawah (balance portion)
 9. Chhotaudepur-Ambari
 10. Dausa-Didwana
 11. Dekpura-Nursarai
 12. Dodhnoi-Mendipathar (balance portion)
 13. Ginigera-Budagumpa
 14. Gohana-Sonepat
 15. Hansdiha-Bhaturia-Shikaripara-Harinsing
 16. Harmuti-Naharlagun (Balance portion)
 17. Hazaribagh-Banadag
 18. Kadapa-Pendlamarri
 19. Kawar yard and approaches
 20. Khurda Town-Sunakhela
 21. Mortad-Armoor-Nizamabad
 22. Padma-Hazaribagh
 23. Rayadurg-Avaludatta (part)
 24. Tantisilwai-Hundur
 25. Tiliaya-Kheraund
 26. Udampur-Katra
 27. Walajah Road-Arcot

Annexure 6

Gauge Conversion projects to be completed in 2013-14

1. Barhni-Gonda
2. Chhindwara-Sauser
3. Fatehabad-Indore
4. Kasganj-Bareilly
5. Kinattukkadavu-Podanur
6. Minakshivaram-Palakkad
7. North Lakhimpur-Murkongselek
8. Suratpura-Ellenabad

Annexure 7

Sections proposed to be doubled in 2013-14

- 1 Ambala Cantt-Dhapper
- 2 Ambari Falakata-Belakoba
- 3 Angul-Kerjang
- 4 Ariyalur-Sendurai
- 5 Bardoli-Vyara
- 6 Basni-Bhagat Ki Kothi
- 7 Belakoba-Raninagar-Jalpaigudi
- 8 Bethuahadari-Palassy
- 9 Bhadaian-Sultanpur
- 10 Bhadohi-Mondh
- 11 Bhubneshwar-Barang
- 12 Bimalgarh-Patasahi
- 13 Bina-Kurwai Kethora
- 14 Brindamal-lapang
- 15 Byadarahalli-Pandavapura
- 16 Chakki Bank-Bharoli
- 17 Chandrapura-Rajbehra (part)
- 18 Chandraul-Trivediganj
- 19 Chengannur-Tiruvalla
- 20 Chhan Arorian-Buddhi
- 21 Chilkidra-Harichandanpur
- 22 Chinchpada-Nandurbar
- 23 Cuttak-Barang
- 24 Delang-Sakhigopal
- 25 Dhatrigram-Nabadwipdham
- 26 Dhubulia-Murugacha
- 27 Goadhi-Keonjhar
- 28 Golden Rock bypass
- 29 Jalandhar Cantt-Suchipind
- 30 Jite-Pen
- 31 Kalhar-Bareth
- 32 Kalumna-Nagpur
- 33 Kasu-Roha
- 34 Kotharnana-Keshawganj
- 35 Lebutala-Champapukur
- 36 Lilapur-Sunderanagar
- 37 Lohta-Chowkhandi-Sewapuri
- 38 Luni-Hanwant with luni bypass
- 39 Mahalimarup-Sini
- 40 Maur-Kotfateh
- 41 Mondh-Suriwan
- 42 Mulanturutti-Piravom
- 43 Nabadwipdham-Purbasthali
- 44 Naraj-Barang
- 45 New Alipurwar-Samuktala Rd
- 46 New Coochbehar-Baneswar
- 47 Nidiguntapalem-Krishnapatnam
- 48 Ottivakkam-Karunguzhi
- 49 Piravom Road-Kuruppantara
- 50 Porjanpur-Goadhi
- 51 Raghavpuram-Pedampet
- 52 Rajkharwan-Pendrasali
- 53 Sahibganj-Mirzachowki
- 54 Salawas-Basni
- 55 Sanchi-Salamatpur-Diwanganj
- 56 Sendurai-Ichchangadu
- 57 Setthalli-Maddur
- 58 Shivani-Hosadurga
- 59 Shivanagar-Bandhuan kalan
- 60 Simhachalam-Gopalpatnam doubling of bye pass
- 61 Sini-Gamariya
- 62 Somer-Sorai
- 63 Sonapur-Hajipur
- 64 Sorai-Vidisha
- 65 Suriwan-Sarai Kansarai
- 66 Takipur-Mogram
- 67 Taljhari-Maharajpur
- 68 Tamluk-Mahisadal
- 69 Tenganmada-Khongsara
- 70 Tiruvottiyur-Ennore
- 71 Tozhuppedu-Olukur-Tindivanam
- 72 Tughlakabad Jn Cabin - Palwal 4th line
- 73 Ulundurpet-Parikkal
- 74 Vani Road-Sabli Road
- 75 Viramgam-Sadla
- 76 Vridhachalam Jn to Ulundurpet
- 77 Yelahanka-Chennasandra

MILLIONAIRE SPACE TOURIST
PLANNING ‘HISTORIC
JOURNEY’ TO MARS IN 2018

Millionaire Dennis Tito is planning a 2018 trip to Mars (and back), according to a news release from the non-profit Inspiration for Mars Foundation posted on NASASpaceFlight.com. Tito's organization is holding a press conference at The National Press Club next Wednesday to discuss its plans to launch an "historic journey" to Mars in January 2018.



DR Congo: African leaders
sign peace deal

Regional African leaders have signed a UN-brokered accord which aims to bring peace to the troubled eastern region of the Democratic Republic of Congo. The deal was signed in the presence of UN Secretary General Ban Ki-moon in the Ethiopian capital, Addis Ababa. He said he hoped it would bring "an era of peace and stability" to the region. As many as 800,000 people have been displaced since the March 23 rebel group took up arms against the Kinshasa government last May. "It is only the beginning of a comprehensive approach that will require sustained engagement," Mr Ban said. The agreement, signed by leaders and representatives of 11 countries of the Great Lakes region, may lead to the establishment of a special UN intervention brigade in eastern DR Congo, along with political efforts to bring peace.



An initial attempt to get the peace agreement signed last month was called off at the last minute. Leaders from Mozambique, Rwanda, Tanzania, South Africa, Democratic Republic of Congo, Congo Republic and South Sudan attended the signing. The M23 rebels say they want to improve living conditions for the people of eastern DR Congo, but the UN says they are supported by Rwanda, which has been heavily involved in its eastern neighbour since those responsible for the country's genocide fled there en masse in 1994. Bosco Ntaganda, who is accused of being one of the M23 leaders, was an officer in the Rwandan army before he left to join a rebel movement in DR Congo. The ICC accuses him of using child soldiers and the UN says he controls several mines in the east of the country. The group briefly seized control of the city of Goma last November after carving out an area for themselves in North Kivu province. DR Congo's government and rebels have been holding talks in Uganda aimed at reaching an agreement on a range of issues. In January, the rebels declared a unilateral ceasefire. An earlier attempt to reach a deal collapsed in December after the group accused President Joseph Kabila of failing to honour a deal to integrate rebels into the army. The region's mineral riches have been plundered by numerous groups and countries over the past 15 years and little has been spent on DR Congo's infrastructure.

85th ACADEMY AWARDS

"Argo," which told the story of the rescue operation that saved six Americans during the Iran hostage crisis, took home three Oscars at the 85th Academy Awards, including the biggest award of the night: best picture. It was both an expected and yet unlikely conclusion to an awards season that took off in strange directions, though it ended up pretty much where the Oscar prognosticators thought it would. Director Ben Affleck, who co-produced the film with George Clooney and Grant Heslov, acknowledged the strangeness of the process in his acceptance speech. Back in early January, "Argo" was considered an Oscar also-ran, if only because Affleck was overlooked in the best director category. In the entire history of the Oscars, just three films had won best picture without a directing nomination, and just one, "Driving Miss Daisy," in the last 80 years. But then the film caught fire, winning awards from the producers', directors' and actors' guilds, as well as a Golden Globe, AFI Award and BAFTA. The bandwagon seemed unstoppable, except for that lack of a directing nomination. Affleck, however, really was happy just to be here and gave a nod to his up-and-down past in his speech. "I never thought I would be back here, and I am," he said, thanking many people who were kind to him in Hollywood when he couldn't repay them. The film was also honored for its screenplay, by Chris Terrio, and William Goldenberg's editing. "This is nuts!" Oscar night itself held few surprises after a season that seemed to promise an anything-goes affair. Perhaps the biggest surprise was the appearance of one of the presenters: first lady Michelle Obama, who joined Jack Nicholson via satellite to read the winner of best picture. But most of the show met expectations. Jennifer Lawrence, just 22, won best actress for her performance as a troubled widow in "Silver Linings Playbook." The performer was as down-to-earth in her acceptance as she's been all season. Indeed, she almost came down to earth literally, slipping on her flowing dress as she approached the stage. "This is nuts!" she exclaimed before thanking the other nominees in her category. She concluded with happy birthday greetings for Emmanuelle Riva, nominated for "Amour." Riva turned 86 Sunday. Daniel Day-Lewis set a record with his third best actor win, this time for playing Abraham Lincoln in Steven Spielberg's film "Lincoln." The usually serious actor got off perhaps the funniest acceptance of the night when he turned to Meryl Streep, who had presented the award, and noted that originally their roles

were supposed to be reversed. "It's a strange thing, I had actually been committed to play Margaret Thatcher, and Meryl was Steven's first choice for Lincoln," he said to laughter. "I'd like to see that version." Streep won best actress last year for playing Thatcher in "The Iron Lady." In a mild surprise, Ang Lee won the Oscar for best director for "Life of Pi." The film, based on the novel by Yann Martel, won four Oscars, the most for any film. "Thank you movie god," he said, praising "all 3,000" people who worked on the movie with him. Anne Hathaway ("Les Misérables") won best supporting actress and Christoph Waltz ("Django Unchained") won best supporting actor. Hathaway looked at her statue in wonder. "It came true," she said. MacFarlane shines James Bond, too, emerged a winner. After 50 years of great (and not-so-great) Bond themes, one of them finally won: Adele's "Skyfall." The music, in fact, carried much of what was an uneven broadcast. Shirley Bassey, the original James Bond hit singer, dazzled with a version of "Goldfinger." Soon after, Jennifer Hudson raised the roof, and got a standing ovation, for a remarkable version of "And I Am Telling You I'm Not Going," from "Dreamgirls." Hudson won an Oscar for playing Effie, who sings the song, in 2006's film version. Adele sang "Skyfall," and Barbra Streisand sang "The Way We Were" for co-writer Marvin Hamlisch, who concluded the "In Memoriam" segment. Host Seth MacFarlane started slowly, but got looser (and funnier) as the show stretched into its fourth hour. His opening consisted of some mild jokes, only a couple of which drew gasps, and some dandy song-and-dance numbers. William Shatner, in character as "Star Trek's" James T. Kirk, offered advice -- he was from the future, after all -- so MacFarlane wouldn't go down as the "worst Oscar host ever." But it was later in the show that MacFarlane really shined, whether it was maintaining an affable, cracking-wise-in-the-living-room demeanor or simply keeping the proceedings moving along as much as the Oscars can be moved along. At one point, welcoming Michael Douglas and Jane Fonda to give the best director honor, he quipped, "They remember when this town was cocaine trees as far as the eye can see."

"My taste aside, this is a great show for people who love Seth MacFarlane and musical theater. Which is pretty much Seth MacFarlane," tweeted Time's James Poniewozik. Twitter, of course, was the appropriate place to crack wise, and express displeasure with Oscar's choices. "Just a friendly reminder that Harry Potter never won an Oscar. Apparently, inspiring an entire generation isn't good enough," wrote Professor Snape. (For those who've never seen one of the eight Potter movies, Snape is a wizard professor.) "So are they going to do the BIG FOUR AWARDS in the next 12 minutes?" said Michael Buckley, noting the show's typically glacial pace. And at least one person was upset at a snub during the "In Memoriam" segment, which began with Ernest Borgnine, paid tribute to critic Andrew Sarris among many others, and concluded with Hamlisch. "Will someone at the academy ask why Andy Griffith, who was in more than a dozen films, not in the memoriam while publicists were?" tweeted Chuck Raasch. Affleck rising Snubs seemed to be the theme of this year's Oscar season, none more than Affleck's for director.

But he wasn't having it. Ten years ago, after all, he was a punch line. After winning an Oscar in 1998 for co-writing "Good Will Hunting" with his good friend Matt Damon, he'd plunged into critical and/or box-office failure -- "Bounce," "Pearl Harbor," "Changing Lanes," "Daredevil" -- topped by "Gigli," the 2003 flop that became synonymous with the word "flop." He was a tabloid staple -- romances with Gwyneth Paltrow and Jennifer Lopez will do that -- and so ripe for mockery that Mindy Kaling (!) played him as a track-suited doofus in her off-Broadway play, "Matt and Ben." The OscarJust luck. After all, in "Matt and Ben," the script for "Good Will Hunting" literally falls from the heavens. Sunday night, he showed that you make your own luck. It was a topic he touched on a few weeks ago, when the film's ride to the top was just picking up steam. "I just feel so incredibly honored to be nominated as a producer for this movie, to be here at the big party," he told reporters at the Oscar luncheon in early February. "I don't get into worrying too much about who got what and who didn't get what. I mean, I've had many, many, many, many, many years watching from home." As he thanked the academy for the best picture prize, he graciously paid tribute to many people, from "Lincoln" director Steven Spielberg to the nation of Canada, which some observers believe got short shrift in "Argo." His words, perhaps, might inspire a little more humility on the part of people who raged on his behalf. "You can't hold grudges. It's hard, but you can't hold grudges," he said, tearing up. "And it doesn't matter how you get knocked down in life, 'cause that's gonna happen. It matters how you get up."

The 85th Academy Awards ceremony (referred to as The Oscars) took place February 24, 2013. The Academy of Motion Picture Arts and Sciences (AMPAS) presented its annual Academy Awards to honor the best films of 2012 that played in the United States. The ceremony was held at the Dolby Theatre in Hollywood, California. Seth MacFarlane hosted the Academy Awards for the first time. It was the most watched ceremony since the 76th Academy Awards in 2004, with 42.40 million viewers. Life of Pi won four awards (the most for the evening), including Best Director for Ang Lee. Argo won three awards, including Best Picture. Les Misérables also won three awards. Django Unchained, Lincoln and Skyfall won two awards each. Other winners were Silver Linings Playbook, Brave, Zero Dark Thirty, Anna Karenina, Searching for Sugar Man, Innocente, Curfew, Amour, and Paperman with one award each. Jennifer Lawrence won the Best Actress award for her role in Silver Linings Playbook, becoming the second youngest winner in the category. Daniel Day-Lewis won a third Best Actor award (the most for any actor) for portraying the titular character in Lincoln.



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