

373 *Resolution re. Approval of 1st Report of R.C.C. Rly. Budget, 1990-91 Dem. for* CHAITRA 5, 1912 (SAKA) *Grants (Rlys.), 1990-91* 374
Suppl. Dem. for Grants (Rlys.), 1989-90

(viii) **Need for laying in the Table of the House the appraisal report on the Tehri Dam**

SHRI BANWARILAL PUHOHIT (Nagpur) I would like to draw the attention of the House towards the decision taken by Government ignoring all norms including the report of environmental appraisal committee on the multipurpose Tehri Dam Project and Defence experts opinion.

A copy of the report is in circulation in the Capital I would like to impress upon the Government that an authentic copy of the report should be placed on the Table of the House

12.53 hrs.

RESOLUTION RE: APPROVAL OF FIRST REPORT OF RAILWAY CONVENTION COMMITTEE, 1989

RAILWAY BUDGET 1990-91—GENERAL DISCUSSION,

DEMANDS FOR GRANTS (RAILWAYS), 1990-91

AND

SUPPLEMENTARY DEMANDS FOR GRANTS (RAILWAYS), 1989-90 — Contd.

[English]

MR. DEPUTY-SPEAKER: We shall now take up the discussion on the Railway Budget. Shri Gopalrao Mayekar was on his legs. He may please speak now.

He is absent. I have received a letter from Mr. Inderjit Gupta is he here in the House? No. Now the hon. Railway Minister may please reply.

(Interruptions)

SHRI P.C. THOMAS (Muvattupuzha): Sir, I did not get a chance. I will take only two minutes. I have been waiting

(Interruptions)

[Translation]

SHRI SATYANARAYAN JATIYA (Ujjain). Mr. Deputy Speaker, Sir, 25 minutes allotted to BJP are still left. Kindly allow us time to make our submission.

[English]

MR. DEPUTY-SPEAKER: I am very sorry that it is very difficult to accommodate you because the schedule is very tight, we shall have to discuss the Railway Budget, then we shall have to discuss the Calling Attention, have the General discussion and then discussion under Rule 193 also.

(Interruptions)

SHRI ERA ANBARASU (Madras Central): Sir, I will not take more than three minutes.

[Translation]

SHRI KALKA DAS (Karol Bagh): Mr. Deputy Speaker, Sir, 25 minutes of the time allotted to the BJP are still left. At least the allotted time should be allowed.

[English]

MR. DEPUTY-SPEAKER: Please understand that time is not available. If I give you the chance, then others also have to get the chance I am sorry; I would have been very happy to accommodate you, but it is very difficult.

SHRI ERA ANBARASU: Sir, thinking that the Railway Budget discussion will resume on Monday, I only pressed for quorum on Friday. So, I thought I can speak today.

[*Translation*]

SHRI SATYANARAYAN (Jatiya): Please allow a few minutes each. The Railway Budget is discussed only once every year.

MR. DEPUTY-SPEAKER: You can speak during the General Budget.

SHRI SATYANARAYAN JATIYA: Matters regarding the Railways cannot be raised when the General Budget is under discussion (*Interruptions*)

[*English*]

SHRI ERA ANBARASU: Sir, it is unfortunate that the Railway Minister has toppled... (*Interruptions*)

SHRI P.C. THOMAS (Muvattupuzha): Sir, I want only two minutes

MR. DEPUTY SPEAKER: The Railway Budget has to go to Rajya Sabha. Please understand the difficulty. If it does not go to Rajya Sabha, there will be so many complications. That is why I plead with you not to press to speak here. Let the hon. Minister speak.

[*Translation*]

SHRI SATYANARAYAN JATIYA: Mr. Deputy Speaker, Sir, out of the time allotted to the BJP, 25 minutes are still left. If 5 minutes time is allowed to us, we shall be able to make our submission.

[*English*]

MR. DEPUTY SPEAKER: It is very difficult. I would have been very happy to give you time, but it is very difficult.

[*Translation*]

SHRI KALKADAS: Mr. Deputy Speaker, Sir, his problem is different. There is still some time left out of the time allotted to his party and he can be given time out of it. (*Interruptions*)

SHRI SATYANARAYAN JATIYA: Mr. Deputy Speaker, Sir, until we get time to make our submission how can our problems be heard?

MR. DEPUTY SPEAKER: All right, how much time is the hon. Minister of Railways going to take?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): I shall take half an hour.

MR. DEPUTY SPEAKER: It is all right. The Minister of Railways will complete his reply within half an hour. Therefore, you will get 2 minutes time each.

[*English*]

I can give you time, but you shall have to finish your say within 2 minutes' time. I will press the bell after 2 minutes and you have to take your seats

Shri Era Anbarasu.

SHRI ERA ANBARASU (Madras Central): Mr. Deputy Speaker, Sir, I will only request the hon. Minister to consider my request of continuing the name of Kamarajar Nagar' which was previously known as 'Maraimalai Adigal Nagar' railway station. It is the first time in the history of Indian Parliament that 27 MPs and 56,000 workers were arrested. Secondly, no solution has been suggested in the Railway Budget for preventing wastage in the Railways, especially in the Kharagpur Stock Yard where so many crores of railway materials are being looted and the loss is being estimated as Rs. Six to seven crores every year. So, it should be decentralised. Then, administration is very very poor in the railway schools and hospitals. Hence, I urge upon the Railway Minister to constitute a fact-finding committee to find out the working aspects of the railway schools and hospitals so as to suggest ways and means to improve the administration.

Sir, the late Prime Minister Mrs. Indira Gandhi died as a martyr; her sacrifice has not been respected by this Government.

She laid her life for the sake of national integration. Therefore, the Grant Trunk Express should be named as 'Indira Gandhi Express'. Then, the season ticket charges have been increased considerably. So, I request the hon. Minister not to hit below the belt of the poor people. They are the people who are using the season ticket. Therefore, consider to review it and decrease the season ticket rates.

13.00 hrs.

About Madras city, it is a highly congested city. I do not know what has happened to the Circular Railway Project. I understand the survey has been over but it has not been included in this Budget. Then, the allocation of Rs. 14 crores for the Mass Rapid Transit System between Madras beach and Luz, is very very meagre. If this trend continues, I do not think, this project will be completed in this century. Therefore, I urge upon the hon. Railway Minister to allocate more funds for this project.

Madras Railway Central Station is a congested one and every day commuters and passengers, about 50,000 to 1 lakh people are using only one gate and one exit. Therefore, there should be foot over-bridge to connect all the 14 platforms in the Madras Central Railway Station. Therefore, I request the Railway Minister to consider this proposal and implement it very quickly.

My friend very rightly has pointed out that the hon. Railway Minister is not a dynamic Minister but a 'dynamite' Minister. He is popularly known as 'dynamite' Minister for the Baroda dynamite case. The services of the people who took part in the agitation under his leadership have been terminated. I wish, he should concentrate sometime to reinstate them in service. His own trade-union Railway people are involved whose services were terminated. Therefore, I request that their service be reinstated.

MR. DEPUTY SPEAKER: Please wind up.

SHRI ERA ANBARASU: The increase

of platform ticket to Rs. 2 is unreasonable. Even for a city like Madras, it should be reduced. Moreover, the cost of platform ticket for each station should be according to the status of the railway station (*Interruptions*)

MR. DEPUTY SPEAKER: You must take your seat.

It would not go on record now.

[*Translation*]

SHRI SATYANARAYAN JATIYA (Ujjain): Mr. Deputy Speaker, Sir, I thank you for providing me an opportunity to express my point of view on such an important topic. In the ensuing 'Singhastha Kumbha Mela' of 1992, more than one crore of pilgrims from all over the country are expected to throng Ujjain. It is essential to make elaborate arrangements in Ujjain on this occasion. The expenditure likely to be incurred for this purpose will not be very heavy and there has been a demand for a long time to make these arrangements. There is no link between Khaachrod and Indore. If the Awantika Express running between Indore and Bombay is provided a stoppage at Khachrod which is the sub-divisional headquarters, it will immensely benefit the people of the area. The people of Khachrod have been making this demand for quit some time. I have already made a request in this matter to the General Manager of Western Railway whose office is located at Churchgate in Bombay. I expect that a stoppage would be provided at Khachrod. As you have stated that there is shortage of passenger bogies and tracks are also inadequate for undertaking major expansion but I would like to make a request that the express train running between Ujjain and Nagpur should be extended upto Ratlam, which will benefit the people a great deal. The 111 and 112 Baroda-Bhopal Passenger train which has been withdrawn should be restored. The Dehradun Express run on the Kota section and by the time it covers this section, other trains cover Nagda and Bhopal sections. It runs like a passenger train but its fare is equivalent to that of an express train. My request is that fare charged should be that of passenger

[Sh. Satyanarayan Jatiya]

train. Similarly in the case of Rajkot-Bhopal train, Passenger fare should be charged for the stations located between Ratlam and Bhopal. Indore, Nagda, Dewas etc. are industrial areas. Therefore, train number 107 running for the benefit of industrial workers should be extended upto Ujjain. Additional bogies will not be required for this train. If this train is run between Indore and Ujjain via Dewas, it will definitely benefit the industrial workers on this route and you should provide them with this benefit because I know that you are much concerned about the industrial workers. If communication facilities are made available for such people there can be nothing like that. I would also like to request you that Ujjain and Indore are two big cities and thousands of people travel on this route daily. There is no reason why a sub-urban train cannot be introduced on this 68 km. meter gauge stretch which would benefit 20 thousand passengers. The pretext which they take is that road facilities are available on this route but my submission is that there is no need to pay heed to such things and maximum facilities should be provided to the passengers.

Mr. Deputy Speaker, Sir, as I have put forward a few small demands, such as the restoration of the 111-112 passenger trains, introduction of the Ujjain-Indore suburban trains etc., I hope that the hon Minister would pay special attention for meeting these demands.

[English]

SHRI INDER JIT (Darjeeling): Mr. Deputy Speaker, I want to appeal to the Railway Minister through you for a fair and a better deal for my Constituency, the Darjeeling Parliamentary Constituency. I shall make three short points.

My first point is that Siliguri has a population of over 30 lakhs. There is only one direct train from New Jalpaiguri to Calcutta at the moment. At one stage, a Kanchenjunga Superfast Express was introduced but it was

then taken on to Guwahati consequently, the people of Siliguri are suffering greatly. I would therefore plead with the Railway Minister that the Kanchenjunga Superfast express should be restarted once again from New Jalpaiguri to Calcutta. At the moment, there is only one direct train and the people are suffering a great deal.

Secondly, the problems of the people of Siliguri could be sorted out a little if we could have a three-tier coach attached to the Kamrup Express from New Jalpaiguri. At the moment, there is no such coach from New Jalpaiguri and there is no direct booking. Such a coach would make matters really simpler and more convenient.

Thirdly I would plead with the Railway Minister to get the Railway Board to give greater attention to the Teendharia Railway Workshop which takes care of the famous toy train from Siliguri to Darjeeling. At the moment, there is great need for revamping and modernising this workshop and for ensuring a more efficient running of this toy train.

I will not take more of your time and I am grateful to you for giving me even this brief chance to ask for a better deal for my constituency.

SHRI A.K. ROY (Dhanbad): Railway Minister, to whichever party he may belong to, is characterised by only two answers, (a) No sir and (b) Does not arise. I want some break in that tradition from this comrade Minister who is now handling this Railway Ministry.

In my constituency, Dhanbad, I do not need any new train, any new line, any new electrification. I only want that the trains should run properly and nothing else. These facilities should be utilised properly.

We have got a train which runs from Dhanbad to Pathardih and there is a station, Bhojudih in the rural area of Dhanbad which is also a scheduled caste constituency. That train stays at Pathardih for about two hours.

We want that that train should be brought to Bhojudih so that that idle time is utilised. After that, that could be extended to Adra and a new route to Calcutta can be opened up.

Secondly, Dhanbad to Bokaro, there is a train and there the train simply stops and there remains idle for eight hours. We want that idle time should be utilised. It should be dragged to Muri so that the entire agricultural belt can be connected with the industrial belt of Bokaro. Similarly, there is a train which comes from Barka Khana to Muri. There, the train is stopped for the whole night. We want that that train should be taken up to Tatanagar and within that time it should again be brought back so that the time is equalised. Similarly, there are the other proposals. For example, our commrade Minister was very much keen about the welfare of the workers. In our area, the coal and ash handling mazdoors are fighting for their regularisation for a long time. Their case is pending in the Supreme Court. As they come from weaker section of the people, I want that justice should be done by our hon. Minister. They should be regularised at least during this period.

Lastly, I would like to touch upon increase in fares. He has increased freight as well as passenger fares in respect of all trains. We definitely oppose that. I do hope that prudence will dawn on him and he would make some concessions during his reply. Further, I would like to say that in our area there is one train from Burdwan to Ranchi and Asansol to Benaras. Previously there used to be some 16-17 bogies. But now this train has been reduced to 11 bogies. So, the bogies should be increased. There are other basic amenities like water, provision of fan, electricity etc. These facilities should be augmented. Finally, I ask the hon. Minister not to repeat the same reply: (a) no sir and (b) does not arise"

SHRI P.C. THOMAS (Muvattupuzha): Sir, first of all I would like to submit that a sudden increase in the prices of all articles is going to take place because of the hike in the

freight as well as passenger fares. I think the hon. Minister, who is a socialist, will prove himself to be socialistic when he gets an opportunity and I hope he would withdraw most of the hikes which have been proposed. I have got only two or three points. My first point is with regard to certain lines running through Kerala. One such line is the Angamali-Achchankoil and the people of Kerala are clamouring for this line for a very long time. In fact a survey has been done by some private persons. An association has conducted that survey and that survey shows that it is less than 200 kms. It touches almost all the important centres in the area. It goes through the hilly tract and goes through the agricultural area. It conforms to all the other aspects which are stated in Budget Speech. I would submit that this will be a very easy route to Sabarimala, a place where thousands of pilgrims are visiting every year even from the North. I would humbly submit that this should be implemented. My learned friend has just now mentioned about the sort of replies we get. I put a question in regard to this line and I got an answer which the hon. Member has just now narrated—"No, Sir, it does not arise."

MR. DEPUTY - SPEAKER: But you do not have any time for all these things.

(Interruptions)

SHRI P.C. THOMAS: So, I humbly Request the hon. Minister to reconsider this line and order a survey or some kind of an investigation and see that this is feasible and it can be granted. I am not going into all the details with regard to other lines which I want to mention. I would only mention the names of those lines. The first line is regarding the Cochin-Madurai line. It is an inter-State line. If it is implemented, it will connect a very good network. Secondly, there is a very small route from Nilambur to Chamaraj Nagar in Karnataka State. That will be very advantageous because that line connects two States. That will be advantageous for the whole network of the Railways there.

Finally I would like to submit that due to

[Sh. P.C. Thomas]

the increase in freight and passenger fares, the people who are going to be affected most will be the people in the South, especially the people of Kerala. I would humbly request the hon. Minister to withdraw the hikes proposed i.e. freight rates as well as passenger fares in respect of second-class. Further, I would submit that the lines which are there in Kerala are having heavy traffic and I would request the hon. Minister to provide parallel lines or double-lines in order to ease the traffic. I also pray that electrification should be done in Kerala. In particular, the lines which come from Kanyakumari towards North should be electrified. That is all.

[Translation]

SHRI PURUSHOTTAM KAUSHIK (Durg): Mr. Deputy Speaker, Sir, I would not like to deliver a long speech, but I would like to tell two-three things to the hon. Minister. Madhya Pradesh, particularly Chhatisgarh area, is being subjected to injustice and neglect. I am saying this on the basis of the fact that out of a total revenue of Rs. 750 crore that the Railways earned last year from its nine zones spread through out India, Bilaspur Division alone contributed a revenue of Rs. 1.5 crore. Secondly, as against the average national revenue earning of Rs. 13 lakh, per kilometer the railways earned a revenue of Rs. 76 lakh per kilometre from the Chhatisgarh region of Bilaspur Division. Despite contributing this much revenue, which is one-sixth of the gross national income, the Ministry of railways has no proposal to lay down new lines in Madhya Pradesh, particularly in the Chhatisgarh region and no additional facilities are also being provided on the existing railway lines. I would like request the hon. Minister of Railways to make provision in the budget for laying down of two or three new railway lines, which are essential for Chhatisgarh and that entire region, keeping in mind the large revenue earned by the Railways from the Bilaspur Division. One is the Rajhara-Jagdalpur line. Iron ores are available in Rajhara and Jagdalpur which are backward areas. If

Rajhara is connected to Jagdalpur, Vishakhapattanam would be directly linked to Jagdalpur. Secondly, there should be a railway line linking Vishrampur with Ambikapur. These too are backward areas and this proposal too should be considered. Thirdly, the Jabalpur Durg line should also be given due consideration. Along with this, an express train, by name, Chhattapati Express, may be introduced to link Howrah with Pune, as there is no direct rail service between the two cities. Many Maharashtrians live at places situated between Howrah and Pune. The introduction of this train would provide more facilities to these people. Without taking more time, Mr. Deputy Speaker, Sir, I would like to say only this much that I would be presenting to the hon Minister of Railways, the proposals put forward by the Chhatisgarh Railway Users' Committee, but I request the hon. Minister of Railways to kindly pay more attention to the proposals, I have put forward and also to get them implemented. With these words, I support the Railway Budget.

SHRI HARI KEWAL PRASAD (Salampur): Mr. Deputy Speaker, Sir, first of all, I would like to congratulate and felicitate the hon. Minister of Railways for putting forward for the first time in this House, a proposal for a blanket ban on the production of Air-conditioned and first class coaches. I would like to congratulate him for his proposals for distribution of land along railway tracks among landless people and for providing tea to passengers in 'Kulhars' (earthen-post)

Along with this, I would like to say that our Minister for Railways is a kind of person who hardly becomes anyone's pawn, but now he has become a pawn. He has become a pawn in the hands of the Railway Board and its officials. I would like to suggest to him that he should free himself from his present position of being a pawn and he should try to follow the policies and programmes of the Janata Dal. From the beginning to this date, it has been the practice that the ministers merely ditto the line suggested by the officials. I would like to suggest to the hon. Minister that he should not remain a puppet in the hands of the officials and put his

signature on the files without going into the merits of the proposal contained therein. Indian Railways have been divided into nine zones. Whenever the General Manager of each zone go on a tour, they are accompanied by a large team and an amount of atleast one lakh rupees is incurred by each zone on each such tour. From the British period itself, only one company, by the name 'W.H. Wheeler' is given the contract for selling books at the railway stations. Catering in the Railways is done by a group of people who are close to the Scindia family. There is also a proposal for hiking the prices of food provided in the trains. I would like to say that people from all over the country, including Bihar and U.p. travel to Bombay, Assam and Calcutta and they travel on the roof, of trains. Those people who put their life in peril by doing so, are also human beings. We used to raise slogans

*" Dr. Lohia ka Armaan
rail ke Dibbey Ek Samaan"*

(which meant that the aspiration of Dr. Lohia was that uniform type of coaches should be provided to all sections of the society). I would like to tell you that you should start operating Janata trains. In place of C.R.P. personnel, who now look after the bogies and railway tracks, R.P.F. personnel should be deployed He should also accord recognition to the union of those security forces, who were denied recognition by the former Railway Minister, Shri Madhavrao Scindia. Railway employees in trouble or facing problems should be provided with appropriate facilities. With these words, I would like you to at least bring about some changes in the Railways.

[English]

SHRI A. VENKATA REDDY (Anantapur): Mr. Deputy Speaker Sir, the hon. Railway Minister is aware that work of laying rail track between Chellikera and Rayadurga is going on very slowly on account of paucity of funds. The Minister has recently inaugurated a railway line between Chitradurga and Chellikera. The earth work between

Chellikera and Rayadurga is completed and the compensation is also paid to the land owners whose lands are acquired. The only work remains to be done is laying of rail track. I request the hon. Minister to provide funds to complete this work immediately.

There is a metre gauge railway line which runs from Secunderabad to Tirupathi via Guntakal junction. This is a very important meter gauge track in which Venkatadri Rail runs from Secunderabad to Tirupathi. From Tirupathi to Renugunta there is a broad gauge line. I request that this metre gauge may be converted into the broad gauge line.

There is another metre gauge line which runs from Guntakal to Guntur via Dronachalam junction. From Guntur to Vijayawada there is a broad gauge line. This is a very important metre gauge line and I request the hon. Minister to convert this metre gauge line also into a broad gauge line.

The Dronachalam Junction in Kurnool District is very important. The Gutti Junction in Anantapur District also is very important. The distance between Dronachalam and Gutti is only 48 kms. I propose construction of a new railway line from Dronachalam to Gutti. It reduces the distance.

With regard to fare and freight rates may hon. Members have already spoken in detail. I entirely agree with them and I wish to speak a few words. It is very unfortunate that the hon. Minister has proposed to increase the fare—not only of upper class passengers but also of second class passengers—and also the freight rates. I would like the hon. Minister to withdraw these proposals and do justice.

[Translation]

SHRI MITRA SEN YADAV (Faizabad): Mr. Chairman, Sir, with reference to the Railway Budget presented by the hon. Minister of Railways, I would like to express some views regarding the problems faced by my constituency. You would give me only a little time, therefore along with my sugges-

[Sh. Mitra Sen Yadav]

tion, I would like to thank the hon. Minister and give some suggestions for his consideration. The hon. Minister has given assurance to introduce several new trains. This is a welcome step, but there is a feeling of bitterness and dissatisfaction among the people, because of the hikes in second class fares and the rate of platform tickets. If the penalty for ticketless travel was increased and effective steps were taken to check theft of railway properties, it would not have been necessary on your part to increase the fares. By increasing the fares, he has spoiled the image of the Government and due to this, the credibility of the Members of Parliament too has been adversely affected. If you do not increase the fares and withdraw the proposed hike, it would bring relief to the common man and it would also save our credibility.

So far, it has been the case that all the trains were diverted to the constituencies of the Prime Minister and the Railway Minister but this time, it is being hoped that the hon. Railway Minister due to his socialist inclinations would understand the difficulties being faced by the people and would bring about some changes in the Railways.

In order to link South India with North India, my request to the hon. Minister is that a bridge should be constructed over River Sarju to link Muzaffarpur, Samastipur, Gorakhpur, Basti, Gonda, Katra and Ayodhya with South India. Ayodhya and Faizabad has remained neglected for quite a long time now. All the trains go Varanasi via Sultanpur and Amethi. The proposed new train from Surat should be run via Faizabad, Ayodhya and Varanasi. If such an arrangement is made, it would fulfil a great need of the people and would be all praise for it. The frequency of Saket Express which runs between Faizabad and Bombay should be increased from the existing once in a week to at least thrice a week.

The frequency of the two trains running through our area, that is, the Ganga-Yamuna

and the Benares-Delhi Superfast Express should be increased from the existing alternative days to a daily service. This would provide more convenience to the people, apart from increasing the profit of the Railways.

Our hon. Minister is a follower of Dr. Ram Manohar Lohia. Nowadays we are celebrating his birth anniversary too, but it is distressing to note that to date, not even a stone has been named after him. As Faizabad is the birth place of Dr. Lohia, my submission is that a bridge should be constructed on River Sarju and it should be named as 'Lohia Bridge'. This would bring a good name to you throughout the country and the people of the country would remember you for a long time to come.

Sir, you gave me very little time, though I wanted to say much more. With these words, I conclude my speech.

[English]

SHRI UTTAM RATHOD (Hingoli): Mr. Deputy Speaker, Sir, I congratulate the hon. Minister for giving the Status paper of the Indian Railways.

The demands regarding the conversion of metre gauge lines into broad gauge lines in Marathwada have been neglected. This should be given priority. I request the hon. Minister to provide more funds for the conversion of Manmad-Parli-Adilabad section. The provision will have to be made in such a way that the whole line is completed in the next five years. The conversion of Latur-Kurduwadi section should also be taken up. New lines in the section Darwha-Pusad-Bhokar and Beed-Ahmednagar should also be taken up.

I am happy that the Railway Minister has done away with the further introduction of First Class coaches. But, I would like to know why does he want to locate the Zonal and Divisional Headquarters in big cities, where one has to pay more towards the cost of land and cost of construction also. It is

better to have them in smaller places nearby and develop the smaller places. I would like the hon. Minister to pay more attention to this and develop them.

I have to say something about All India Railway Welfare Fund, for which, only Rs. 10 crores have been provided. I think, some more amount should be provided.

One more Member for Signals and Telecommunications be appointed on the Railway Board at Delhi.

I would like to suggest that if we introduce fast trains on metre-gauge and narrow-gauge sections, the whole trouble of conversion will get solved. I hope you would look into this matter.

I represent a constituency through which Madkhad-Adilabad railway section passes. It is one of the most outdated railway line. I would like the Minister to visit that Place so that I need not repeat the grievances of the people.

[Translation]

SHRI A. LARANG SAI (Surguja): Mr. Deputy Speaker, Sir, I would like to say only two-three things. I come from such a place, which adjoins the backward tribal districts of all the three states i.e. Madhya Pradesh, Bihar and Orissa. The entire belt consisting of surguja, Raigarh, Basti, Sidhi and Shahdol districts of Madhya Pradesh and Palamau, Ranchi and Hazaribagh districts of Bihar is a backward area. The only thing, I demand from the hon. Minister is to let the 85% of tribals of these areas, who have never seen a passenger train in their life, have a glimpse of a passenger train. I would like to say one more thing that crores of tonnes of coal are transported by goods trains from there, but there are no passenger train facilities for the tribals. Due to this, the tribals have started feeling that they are not being provided any railway facility despite the fact that tonnes of coal are taken away by trains from there and that if no concrete step is taken in this direction, they would not allow the goods trains to

transport coal from their area. Therefore, I request you to provide passenger train facilities to the tribals of that area. My suggestion in this regard is that a lot of work including earth work has been completed on the Barwadih-Karanji line for which a survey was conducted during the British period, but now the authorities are saying that the line is not a profitable how is it that it has become unprofitable now? If that line is not a profitable which line is profitable? They have also done a survey of the route from Lohardagga to Korba. Work on that line should also commence and that would benefit you. There should also be line linking Vishrampur with Ranchi and Mayurpur with Jharsuguda.

These are all tribal belts, and if they are connected with railway lines it would be possible to exploit the mineral resources found in that area, which in turn would benefit the nation as a whole. Therefore, once again, I would like to say that, if you want to mine coal from that area, then you should provide railway facilities to the tribals. I want to say only this much.

[English]

SHRI INDRAJIT GUPTA (Midnapore): Sir, I thank you for acceding to my request just to clarify one point. Our party is going to vote for the railway budget, I want to make it clear that we have some very serious reservations about some of the provisions made, and those provisions are the ones which relate mainly to imposing of new burdens on the ordinary mass of railway users. I am not bothered about the first-class or the AC and all that. But as far as the all-round freight increase which has been proposed-I don't know if he is going to make any concession now- is concerned, that freight rise is going to have an all-round escalatory effect on the price level, on the market, and push up prices much further. Also, the ordinary second-class, non-AC second class fares for long distances have been steeply increased, Suburban fares have been increased. Platform tickets have been increased. The whole burden will fall on the ordinary common man. These are things which we do not approve of

[Sh. Indrajit Gupta]

especially in view of the fact that the railways have ended with quite a handsome surplus even after paying their full obligation of dividends to the general revenues. I suppose the Minister has to be congratulated for ending the year with a big surplus. That means there is a cushion available. And it is not necessary that they must impose these burdens on the ordinary passengers. We are much distressed on that score. There are developmental sides of the Railway Budget which I support, namely, extension and development of the whole railway system, modernisation and all that. This is very good.

The last point which I want to make is this. While he has suggested some novel and avenues by which the Railways can indirectly provide employment for other sections of people, he has not said anything about employment of railwaymen themselves where recruitment had been stopped for a long time... (*Interruptions*).....I am sure that the Minister knows that job security or insecurity of the railwaymen in railway workshops and in other places is something which is causing great apprehensions among them all the time where the total labour force is being reduced though various methods of rationalisation, modernisation and so on. This is being done without any corresponding alternative means of absorbing this so-called surplus labour by training them in other occupations. He has said nothing about this aspect at all. In spite of all these, we are not going to vote against the Railway Budget because that has its own implications in this Parliamentary system. We do not want to join hands with the Opposition in trying to show that we have no confidence in this Government. After all, this Government has been in power for less than four months and we think that they should be given more chances to show what they can do. But we cannot forget that they have inherited something from the past also..... (*Interruptions*).....I want to make it quite clear that while our party will vote for the Railway Budget, it is not an unqualified or unconditional support that we are giving. We have got serious reservations

on many points which I have mentioned briefly. but in spite of that, we will not vote against the railway Budget but for it.

SHRI SOMNATH CHATTERJEE (Bolpur) : Sir, I join with what has fallen from Shri Indrajit Gupta that we have our reservations and we have made them clear. Subject to these reservations, we shall support this Railway Budget.

[*Translation*]

SHRI M.S. PAL (Nainital): Mr. Deputy Speaker, Sir, so far as Railways are concerned India enjoys the top position in Asia and second in the world. Uttar Pradesh is the largest State in the country and Uttarakhand the largest region in the State. Besides supporting the budget I would like to remind the hon. Minister of Railways that in Uttarakhand region Railways operate only in the district-Nainital. The scheme of new broad-gauge line between Rampur and Haldwani was first mooted in 1971 and if the Budgetary allocations are made in the way they have been done, during this Budget the scheme would complete not before the 21st century. The hon. Minister should pay attention towards this. Similarly there is a proposal for the Kashipur Kuan broad gauge line for which provision has been made in the Budget. My submission is that the Government should pay attention to the proposed project of the railway line between Tanakpur and Bagdiwar in district Pithoragrah, the survey of which has already been made. I would also like to suggest that from the environmental point of view about ten crore trees were planted over eighty eight thousand hectares of land, but most of them have withered away and not even 1/3 of them have survived. More trees are to be planted over an area of 36 thousand hectares. My personal opinion is that all the sections of the society should be involved in this work. Social organisations in particular should also be involved in it. In this way environment will remain unpolluted and trees would be saved. I would suggest that these organisations should be involved in this work. I support the Railway Budget and conclude.

SHRI MADAN LAL KHURANA (South Delhi): Mr. Deputy Speaker, Sir, before the hon. Minister of Railways replies to the debate, I would like to make it clear that though the railway fares have been increased, Delhi has been denied metro railway and the railway employees have not been provided all the facilities. Yet we support this Budget with reservations. (*Interruptions*)

SHRI KANKAR MUNJARE (Balaghat): Mr. Deputy-Speaker, Sir, I should also be given the opportunity to speak. I had given my name six days back; it is injustice to me. (*Interruptions*)

MR. DEPUTY SPEAKER: Time is very short, so I can't allow you.

(*Interruptions*)

[*English*]

SHRIDHARAMPAL SHARMA (Udhampur): Sir, I beg of you to spare a minute for me. Since the hon. Minister is also in charge of the Kashmir Affairs, I want to draw his attention to one important matter regarding construction of railway line from Jammu to Udhampur. It has been going on for the last 7-8 years and I find that only Rs. 20 crores, a very meagre amount for this purpose, has been allocated in 1990-91. I request that the hon. Minister should allocate more funds so that this line is completed as early as possible. (*Interruptions*)

MR. DEPUTY-SPEAKER: Please take your seat. Now, the hon. Railway Minister.

[*Translation*]

SHRI GEORGE FERNANDES: Mr Deputy Speaker, Sir, I would like to convey my thanks to all the hon. Members of the House who not only participated in the Budget discussion but also offered a number of suggestions which, I am sure, would help to improve the railway system.

Before presenting the Railway Budget,

a document had been released. As soon as I took over the charge of the Railway Ministry I gathered the information in regard to the economic and other problems as I had been closely associated with the Railways. I concluded that if some of the problems are discussed at national level, it would enable us to improve the railway system and also to overcome those problems. I am glad that the document published by the Government was discussed at the national level by the political parties, Members of Parliament, people in different walks of life who utilise the railway facilities, like the intelligentsia, journalists and it was also discussed in the state capitals, and in places where railway traffic is quite heavy I am glad that country wide debate on this topic is still continuing. Actually, Mr. Deputy-Speaker, Sir, I want this discussion to continue. During the last 4-5 days in the House we found that Railways play a significant role in the life of people, and that is why the discussion is still not over. Mr. Deputy Speaker, Sir, a proposal was made in the last session for the construction of 200-225 km long narrow gauge line in Vidarbha region, and about 36 members participated in the discussion. We had thought that only the Members from this region would plead the case and offer suggestions regarding extension, closure or taken over of such lines by the Government. Actually, Mr. Deputy Speaker, Sir, that discussion was on Railway Budget and about 36 Members from 9 states not only participated in it but also demanded additional railway lines. The estimated cost of those new proposals would come to about Rs. 20,000 crores. If the demands or suggestions made during this discussion are to be met, it would require not less than Rs. twenty thousand crore. At the same time I do agree that Railways play a significant role in the life of the masses and in the economy of the country.

The Members of opposition alleged that we have not brought any revolutionary change in the Railway Budget. They expected us to bring about a revolutionary change which they could not bring about. But my submission is that it will be an issue for a prolonged debate as what revolutionary

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changes should be brought in the Railways. Suppose for a moment the Government takes the revolutionary step of converting all the upper classes like first class, two tier AC, AC I class etc. into 2nd class. Even then the present arrangement will have to be continued for two years. It would take about two years to convert the AC coaches into second class coaches.

For example now that we have decided that the first class coaches would not be manufactured with immediate effect. It does not mean that the coaches which are already in the assembly line would not be completed because the budgetary provisions are already made for the year. Actually it takes at least 2 years to implement a decision. There was a misunderstanding among some Members in regard to the decision taken for the conversion of first class coaches into second class, which they expressed in their speeches while participating in the discussion on the Budget. We announced that as a result of this decision we would get 15000 additional seats in the next two years. But the Members thought that the quota has been restricted to merely 15000 seats. Actually these seats will be in addition to the present quota. If the first class coaches are withdrawn, we would succeed in providing 15000 additional seats during the next two years. First of all I would like to make it clear to the House that revolutionary changes cannot be brought in the Railways with one stroke of pen. First we decide which things should be given priority and which areas should be improved. Keeping these factors in view the Government tried to give priority to certain tasks and one of them was construction of new railway lines. The total expenditure incurred on the construction of railway lines last year was Rs. 264 crores, while the allocation for this work in the entire Seventh Plan which is going to close of 31st March was about Rs.912 crores. In the current year, the Government proposes to spend Rs. 371 crores on constructing new railway lines. There has been 40 per cent increase in the expenditure as compared to the previous

year. I do agree that this is an area which requires maximum investment. Similarly so far as the question of gauge conversion is concerned, one of the Members pointed out that if fast trains are operated on metre gauge, the demand for broad gauge would decrease. I agree with this view and the Government is making efforts to implement a scheme in regard to increasing the speed of trains running on metre gauge. I am confident that after sometime the speed of those trains which run at 70-80 kms per hour on metre gauge would be increased to 100 km or even than that. The Railways propose to implement a scheme to this effect. But gauge conversion does not mean merely to run fast trains on metre gauge. Priority to gauge conversion will have to be given throughout the country, particularly to link those parts of the country, where coal and steel are found in abundance, with the industrial centres.

But the issue of gauge conversion assumes political overtone also as it is rooted deep in people's mind that development of a place is possible only if it is connected with the big cities with broad-gauge lines and often political leaders seeking elections give assurance to the people that if they vote for them they will ensure broad-gauge lines for the area. So this attitude on the part of the common people puts a very strong political pressure on the Railways. That is why we are planning to make a provision of Rs.120 crores for gauge conversion in this year's budget as compared to Rs. 87 crores made last year. As regards doubling of single railway track is concerned, we have made a provision of Rs.338 crores for the year 1990-91 as compared to Rs.282 crores in the year 1989-90. So we have tried our best to fulfil the genuine demands of the people with regard to gauge conversion and doubling of track about which demands have been made by the hon. Members in this House and in the current Budget we have made an all time high allocation for these purposes. But mere laying of new tracks or increasing the length of the present ones or doubling of tracks which do not serve the purpose, necessary provision will have to be made for railway coaches, good quality locomotives and roll-

ing stock , etc. Mr. Deputy Speaker, Sir, against an amount of Rs. 496 crore incurred on rolling stock last year, we are going to spend an amount of Rs 630 crores this year for this purpose. Apart from this , last year an amount of Rs. 1000 crores was raised by the Railway Finance Corporation by issuing bonds. The amount so raised was given to Railways for purchasing rolling stock, this year we propose the raise Rs.1170 crores by way of bonds. Never in the past so much amount of money was provided for the purposes of laying new tracks, extending railway facilities and starting new trains as is made in the current Budget. Due to shortage of time I would not be able to give reply to all the points raised by the hon. Members who participated in the debate as it will not serve any fruitful purpose. However, we are marching ahead in the direction of fulfilling the genuine demands of the people.'

Mr. Deputy Speaker, Sir, I would like to submit one or two points more. The other day our hon. Member from Nagaland, shri Sema Sahib Submitted that the eastern region of our country had been being discriminated for a long time. I do agree with him. I would like to say that this discrimination must end. Just now hon. Members in their short speeches submitted that at least a survey be carried out in their respective areas. So a demand for carrying out a survey is first raised, then a survey is announced; but the work on it starts only after two years, and thus in the process a period of five years is spent. with the announcement and ongoing survey work, hon. Members, the general public and the railways all becomes happy and this achievement is encashed in the election. What to be encashed in the next election? They demand for techno-economic survey. Their demand is again accepted and an amount of Rs. 5 lakh or so is provided for it. Some officers are deputed for it and the work is started after one or two years. Again an amount of Rs.5 lakhs is provided for this purpose as against the estimated cost of Rs. 150 crore on the project and for this purpose an engineer or for that matter an officer and a peon are deputed and a jeep is also provided to him. And in this process another five years are spent.

14.00 hrs

Here I am not talking light in the house on this issue, On the country I have seen that a number of schemes of the Railways have been under implementation in various parts of the country for a pretty long time and my statement is based on the experience gained therefrom. Those schemes were started nearly fifteen years ago and all of them are still incomplete. Mr. Deputy Speaker, Sir, I would like to draw attention of the House to the substantial loss being suffered by the Railways on this score. This loss can be illustrated like this—suppose Railways decide to start a project with a capital investment of rupees one hundred and fifty crores and makes provision of rupees one crore in the budget for a year which not more than one or one and a quarter kilometre of railway line could be laid. Had the work been completed, Railways could hve earned return on the capital so envested but railways do not earn any income because the project remains incomplete. Thus, my opinion is that a large amount of money is blocked here and there, as a result, railways are not earning a single penny on it. It will take long for these schemes to be completed and unless they are completed, the question of any income therefrom does not arise at all. Today, it is impossible for Railways or the nation to earn something from the capital so invested. Therefore, Mr. Deputy Speaker Sir, I request the House to give a serious thought to this matter. All of us should sit together and decide as to which places require to be connected with railway and then we formulate a scheme. Afterwards this scheme be placed before the house for its approval and if need be, the consent of State Governments should also be taken. A unanimous decision should be reached as to where the scheme should start from, how it should be started and which places should be given priority. Once general consentaneouness is reached, we can made adequate provision in the budget to complete the project unobstructed within the stipulated period so that Railways start receiving profit on the capital so invested at the earliest. We should try to make Railways reach a position where it starts earning from every fresh railway line

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laid down and every fresh activity of development started. I fully understand that it is not that easy a job to create such a situation as I have bitter experience in this regards. Moreover, a number of objections will be raised from different places, therefore, it requires serious thinking on the matter. Since Railways is not earning any thing from its blocked money. Therefore it has become very necessary to put a check on it. As one hon. Member has said that survey of a particular railway line was conducted during British regime and work relating to laying of the railway line was also started by then, even then the work could not be completed as yet. On being asked by him as to why the work could not be completed, it was replied that the work was stopped because it was economically not viable. I have made it very clear in my budget speech that I am not one who thinks in terms of economic viability or unviability as a precondition for starting any new project. This matter has been a subject of discussion in the house as well as outside the House for the last so many years. My opinion is that if we start thinging in terms of profit and loss only, then this attitude will definitely hamper our development. That is why I am not ready to accept this theory. What is required today is that we should take railway lines to undeveloped and neglected corners of our country and these should be laid on the basis of priority. Since a mention has been made about the development of railways during British regime, I must make it clear to the House that on an average less than one thousand kilometres of railway line were laid every year before independence. This was the position before independence.

[English]

SHRI K.S. RAO (Machilipatnam): You have mentioned that you are taking railway lines to remote corners of the country where they are not there. We support this point. You have also stated that you are taking a railway line from Mangalore to Bombay. Will you call it a remote area? We do not agree with you.

[Translation]

SHRI GEORGE FERNANDES: Yes. Perhaps you are not aware of it since you belong to Maharashtra and Bombay is very big and a beautiful city. But I may tell you that as soon as you cross the sea from Bombay and reach Konkan, it is so dark there that hon. Minister can not even imagine. Had hon. Minister even the faintest idea of helplessness and poverty of the people of Ratnagiri, Konkan and Karwad regions, he would not have interrupted me like this.

[English]

I invite you to travel with me once into Konkan. You would then get to know it after understanding the size of the situation there. In the district of Ratnagiri you will not find one single able-bodied person between the ages of 15 and 55. They are all working in the streets of Bombay, in the mills of Bombay, and they sleep on the pavements of Bombay or the Jhuggies and Jhophadies of Bombay...*(Interruptions)*. That is because there is nothing there; there are no communications there. There is no electricity there.

SHRI MURLI DEORA (Bombay South): Then, why have you increased their train fare of the same very people?

SHRI GEORGE FERNANDES: Konkan is one of the most backward areas of the country.

[Translation]

When we talk about backward areas in India, we mean Vidarbha, Marathwada, Bundelkhand, states, North Bihar or for that matter entire Bihar, Chhatisgarh and Orissa, similarly we consider Konkan also as a backward area. Konkan is as backward an area as those regions are. Hon. Member will agree that there is no politics involved in it. I am all prepared to give evidences to support my statement. Therefore, you should not make any complaints against our taking railway line to Konkan. It is needed very badly

there and we are trying to take railway line to Konkan.

Mr. Deputy Speaker Sir, what I was trying to say is that as compared to the Britishers who laid one thousand kilometres of railway line on an average a year, we are lagging for behind as we have not been able to lay down even sixty to seventy kilometres of railway line per year over a period of forty to forty-two years since independence.

A FEW HON. MEMBERS: Shame, shame.

SHRI GEORGE FERNANDES: There is no politics involved in it. The point to be decided is that ultimately what amount of money should be spent on it.

[English]

SHRI K.S. RAO: So, you will lay one thousand kilometres of railway line every year.

SHRI GEORGE FERNANDES: This year we will try to- since we have allocated Rs. 371 crores and since we will also be receiving more money through the Corporation that will be set up for the West Coast Railway-or whatever authority that we are going to set up for the West Coast Railway-I am sure that the total amount of money that we will be spending will be considerable and the effort will be to see that at least 350 kilometres of railway line is laid. That will be the effort. We will make that effort.

[Translation]

But Mr. Deputy Speaker Sir, I am not talking of three or three hundred fifty kilometres of railway lines to be laid in a year. This is my request to the House that I have brought forward the proposed new framework of Konkan railway line which was approved by the House and about which I had mentioned in my Budget speech that I will present the proposed outline before the house for its approval. Simultaneously, we have put forward the proposal of converting

Kandla-Bhatinda metre gauge railway line into a broad gauge railway line. We have discussed the proposal with Chief Ministers of Gujarat and Rajasthan also and they have agreed to it. We will try to implement this scheme in all those parts of country wherever it is possible to raise money from local sources to lay down more and more railway lines and we will also see to it that more money is allocated for laying railway lines in the budget. If the House resolves to lay down one thousand kilometres of railway line every year in the coming ten years, keeping in view all the incentives provided in our economic policy, my belief is that it will provide employment to more than two lakh people. But we will have to work hard to achieve the goal. Ministry of Railways alone can not cope up with this task. Massive efforts are required to achieve the target and I would request the hon. Members to give us a helping hand as much as possible. The complaints are specially regarding the fares. Many hon. Members belonging to the parties supporting the National Front Government have stated that though they do not favour this move yet they support the Budget. I am grateful to them and believe that though Congress does not support our Government directly, their constructive support will always be there at least on this issue because the question of laying new railway lines is involved and there is no politics in it. There can be a dispute regarding Goa and regarding my tours. There is bound to be a dispute over political matters but I request the opposition that in regard to construction and laying of new railway lines if there is a consensus it would help a lot in promoting the work and fulfilling the aspirations of the M.P.s. Therefore, I would like to place some facts before the Members of the House which have forced us to raise the railway fare. The amount of plan expenditure for railways last year was about Rs. four thousand four hundred and fifty crores. During the current year, which began from 1st April, the capital available for the development work is just about Rs. five thousand crores. With a mere increase of Rs. 550 crores, it is very difficult to meet the situation. The Rs. five thousand crores which we have today for our next year's programme is just 28.4%

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of the total budget whereas last year, i.e., the year which has just come to a close the allocation was about 32% of the total Budget. This year we have got the budgetary support of Rs. 1420 crores whereas it was Rs. 1434 crores last year. So the allocation that we get from the Government and the Consolidated Fund of India is decreasing every year whereas the expenditure is increasing. The items on which expenditure is increasing are ordinary working expenses i.e. the cost of running the railways. Now it is around Rs. 794 crores. Rs. 307 crores have to be spent on the payment of wages to workers, whether we like it or not. As the things are, Rs. 116 crore more have to be spent on energy i.e. coal, diesel, electricity and fuel. Take it as around Rs. hundred crore. A sum of Rs. 400 crore would be spent on employees and fuel. Besides, the burden of pensions is also increasing. A total of Rs. 1318 crores, during the current budget, has to be spent on other allied heads. Some of them are wages, dearness allowance, fuel, provident fund, investment in various items, payment of interest and dividend on bonds which were raised last year. In all an additional expenditure of Rs. 1318 crores, has to be made over the last year. A mere Rs. 892 crores have been mobilised by way of increasing passenger fare and freight.

Besides, the railways have achieved what is called extra efficiency and higher productivity through fundamental reforms. The railways is already bearing 30-35 per cent of the total expenditure. The need for raising Rs. 892 crores, through this budget, was necessitated in the absence of any other alternative means of raising funds.

An hon. member said agitatedly that it was a surplus budget. But it is not so. The surplus amount is also spent on developmental works including passenger amenities; and this we call surplus.

[English]

It does not mean that the money is surplus in

the sense that it will be put in the fixed deposit or in the savings bank account. This money is earmarked for passenger amenities and other services.

[Translation]

This means that every penny earned by the railways is utilised fruitfully. There is no chance of non-utilisation or savings. Different demands for different things, *inter alia*, the running of new trains perplex me. New trains can't be run without money. An hon. Member complained of putting a very heavy burden upon the public. I would like to explain one thing particularly to my friends in the opposition that this new burden was not imposed by the newly elected National Front Government. The 1989-90 budget presented by my able friend, Shri Madhavrao Scindia last year, imposed an extra-burden of Rs. 876 crores on the people. Percentage wise Rs. 892 is not much because Rs. 876 crores is the extra-burden inherited from the previous Government. Didn't you welcome the decision of imposing burden on the public last year?

SHRI UTTAM RATHOD: When we enhanced the freight charges, did you keep quiet at that time? You had also condemned our action.

SHRIGEORGE FERNANDES: I am not condemning you. I am just presenting the facts before you. I am not saying anything wrong. I request you to support the Budget with a happy gesture in the same way as a discussion on it was started with a happy note.

SHRI HARISH RAWAT (Almora): Had they increased the second class fare?

SHRIGEORGE FERNANDES: Passenger fares were not increased last year.

[English]

It was all in the freight.

[Translation]

I did not say that passenger fares were increased last year. I said that freight was increased.

[English]

Rs. 876 crores was only on freights.

[Translation]

But the fare was increased in the previous year. It was Rs. 358 crores.

[English]

Rs. 358 crores was the additional levy on account of passenger fares in the year 1988-89.

[Translation]

In the same year, additional levy on account of freight was Rs. 241 crores. What I mean to say is that there was not a single year in the past when fares and freight charges were not increased. The point is that an amount of Rs. 1318 crores will be spent.

A major portion of this amount will be spent on laying new railway lines. Besides, funds are also required for the provision of additional amenities, new trains and new coaches. At the same time we want to continue the facilities which were made available last year. We will have to increase the income. Without increasing income, it is not possible to provide additional amenities under any economy. Economy Experts are sitting here. Shri Chidambaram is an Economic Expert (Artha Pandit). There are also economic experts among our friends who are sitting on both sides in the House.

SHRI HARISH RAWAT: Are you an 'Anarth Pandit'.

SHRI GEORGE FERNANDES: I would like to know if there are any measures by which development work will be carried on without investment of capital? You had tried

all these measures and collected an additional levy of 876 crores last year. You will not admit that...

[English]

That you were not for efficiency, that you were not trying to reduce the cost... (Interruptions)

SHRI P. CHIDAMBARAM (Sivaganga): We are bad. You are much better than us, you are much clever than us. Tell us now what have you done to cut down administrative costs, to improve efficiency. Those two things you are not touching upon at all. Why don't you do that?

SHRI GEORGE FERNANDES: Sir, I have already made the point that of the Rs. 1,318 crores additional expenditure, thirty per cent has been absorbed and that has been absorbed through efficiency, through productivity... (Interruptions)

SHRI P. CHIDAMBARAM: Have you worked out a co-efficient of efficiency?

SHRI GEORGE FERNANDES: I could work it out and I could give it to you. But the point I am making is that out of Rs. 1,318 crores of additional expenditure, the new levies are only Rs. 892 crores. The Railways have absorbed over 30 per cent of the additional expenditure and that has been through efficiency... (Interruptions)

[Translation]

SHRI RAM NAIK (Bombay North): It amounts to same thing. They killed a cow and you are killing a calf. It should not happen.

SHRI GEORGE FERNANDES: The problem is that if you are asked to present the Budget, you will also take recourse to increasing the fares. Mr. Deputy Speaker, Sir, in this connection I would like to make a submission to the House. The entire railway infra structure is far bigger than the mystification of railway, a word which is being used

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in this context. For example, we have the BEST in Bombay and the D.T.C. in Delhi. Railway is also a transport service, but it is a much wider and larger service. It connects the entire country. It is spread all over the country. Otherwise, the railway undertakes the same business and performs the same duties. The only difference is that the functioning of railways has been linked with politics. Various political parties make announcements as to what they are going to do before the elections and what they will do after the elections. But functioning of railways has nothing to do with the performance of a party after it comes to power. I know that the House will not take a decision in this regard and perhaps it might express its anguish over me, but mystification of the Railway Budget should be done away with. Railway Budget is primarily a balance sheet of the income and expenditure and if there is an expenditure which is more than the income, then some way has to be found to get that income. That is all that is there to the Railway Budget; there is nothing more to the Railway budget. They are unnecessarily trying to mystify this whole exercise..(Interruptions)

SHRI A. CHARLES (Trivandrum): Sir, you have just stated that in the last year, even Madhavrao Scindiaji had raised the freight charges and about Rs. 800 crores were levied at that time. But now not only that additional charge is there, you have further enhanced it. We thought when you come to power, the additional charges would be reduced and you would do something for the poor. But you are also enhancing it. What is your answer to this?

SHRI GEORGE FERNANDES: That is precisely the point I am making that insofar as the running of an undertaking like the Railways is concerned, this is primarily a business undertaking, a transport business undertaking. A transport business undertaking and irrespective of who sits as Railway Minister and which party is in power, which party sits in Opposition, you have to balance the budget of the Railways, you have to find

the income to meet your expenditure. That is all about. So, there is a Railway Budget.

SHRI RAMESH CHENNITHALA (Kottayam): It is a public utility service also.

SHRI GEORGE FERNANDES: And because it is the public utility service, the State has specific responsibility and in the last few months ever since I moved into the Rail Bhawan and even before I moved into the Rail Bhawan, there was an issue for which I had constantly campaigned, and, that is, that the social cost which the Railways are expected to bear, must be borne not only by the Railways, not only by the Railway users but the entire community. Therefore, social cost must be re-imbursed by the State Exchequer. This has been my position even when I fought for railway workers' demand. Now, this issue has always been thrown in the face of those who have asked for reduction in fares, who have asked for rationalisation in freight rates, etc. In those days, in early 1970 the social cost was Rs. 120 crores, Last year the social cost was over Rs. 1600 crores and for passenger service, it was over Rs. 1300 crores and for freight another Rs. 300 crores were the cost. So, it was over Rs. 1600 cores last year. This year, it will be a little more, In other words, we are asking the users of the Railways and there again not just the users but the poorest of the poor because bulk of the passengers in the Railways, 97% of the passengers are those who use Second Class and 50% are travelling in the suburban trains, that is, E.M. Us. In the compartments meant for 700 people, you really have 3500 to 4000 people and more people do not travel in the compartments because there is no room for them to get in, not for any other reason. We have a situation today where the social costs are being borne by the railway users alone, not by the entire community and we need to take a view on this. I pleaded with the Finance Ministry; I pleaded with the Planning Commission on this issue and I would like the House to join me in pleading further both with the Finance Ministry and with the Planning Commission because I certainly believe that the social cost should not be the responsibil-

ity of the railway users alone but it should be the responsibility of the community at large.

[*Translation*]

Mr. Deputy Speaker, Sir, I do not say this only for the reason that it has created a big problem for the people. My point of argument is that we must find out some or the other way. If we are not able to find a way out let everybody seriously think about it and help us arrive at a decision. Without taking much time of the august House, I would like to make one or two points more. The hon. Members expected that there will be some improvement in the fares. Before making my points in this connection, I would...(*Interruptions*) I have not yet made my points. I have not yet made my points. I would like to make two or three points more...(*Interruptions*)

[*English*]

SHRI A. VENKATA REDDY (Anantapur): With regard to the fare hike for Second Class and hike in Sleeper Surcharge, they should be withdrawn.

SHRI GEORGE FERNANDES: I will come to that afterwards...(*Interruptions*)

[*Translation*]

Mr. Deputy Speaker, Sir, I would like to clarify two-three points about which the hon. Members have made earnest appeals. The first point is that several hon. Member have expressed their anguish and asked us to disband the Railway Board. On the other hand, there are several other hon. Members who have given me in writing to co-opt them as members of the Railway Board. It appears that they do not know what the Railway Board is. In fact, the Railway Board is neither a Company Board nor a recruitment board. Some hon. Member has even suggested that there should be a Secretary in the Railway Board just as we have Secretaries in the Ministries of Finance, Commerce and Industry. What is this Board? It is the same board and nothing other than that.

While there are Secretaries in other Ministries, we have a Chairman here who is equal to a Principal Secretary. The rest is the same. It is exactly the same, what all of you want, no difference.

Such requests have been received from various quarters. So far as Railway Board is concerned, I may make it clear to the hon. Members that Railways are not a Corporation. That are functioning under the Ministry of Railways. In the case of other Ministries viz. the Ministry of Industry or any other Ministry, these are headed by Secretaries. But the representatives of the Board in the Ministry enjoy the status of a Secretary. The seniormost among them becomes the Chairman for a period of one or two years and he enjoys the status of a Principal Secretary. Hence, there is no substance in the argument that all disorders in the railways are attributed to the Railway Board and everything will be set in order once the board is given official status.

The hon. Members have made widespread complaints regarding corruption and misuse of funds in the railways. There is hardly a Member who did not make a strong point in this regard. I do agree that there are certain spheres where the funds are misused and wasted. We are looking into this aspect. About 1 1/2 months ago we had issued a circular that in future if a person in a lower category was found indulging in some undesirable activities such as the unauthorised selling of railway tickets, booking of parcels or any other work of that sort, not only the person concerned, but all his senior officers would also be held responsible for the wrong act. We will try to fix the responsibility for the same.

SHRI KALKA DAS (Karol Bagh): Will you cover the Minister also under it?

SHRI GEORGE FERNANDES: If the Minister is found involved and responsible for the lapse, he will also be included. Let us take the example of Parcel Booking Office at New Delhi Railway Station. If an employee indulges in theft while booking parcels, I am

[Sh. George Fernandes]

of the view that it is not only the employee concerned, but also his supervisor who should be held responsible for the lapse. It is the responsibility of the supervisory officers to see that their subordinate staff are diligent and perform their duties honestly.

[English]

SHRI K.S. RAO: If you are really serious, we don't need to increase the fares at all.

SHRI GEORGE FERNANDES: We will do our best. I promise you, we will do our best in this direction.

[Translation]

SHRI BALASAHEB VIKHE PATIL (Kopargaon): Mr. Deputy Speaker, Sir, it is not only the person who takes bribe but also the person who gives bribe. Both of them should be covered thereunder.

SHRI GEORGE FERNANDES: The problem is that neither the person, who gives bribe, asks for a receipt nor the person, who takes bribe, gives a receipt. I fully agree with you and also agree with the view of the hon. Members that both the persons, ie one who gives and other who takes, should be punished. In addition to that, we propose that not only the person who is found guilty, is punished, but also his senior colleagues should be punished.

Mr. Deputy Speaker, Sir, this is the reason that the present system needs reformation. I would like to assure the hon. Members as well as the august House that we will take stern measures to reform the system. Ticket booking is not the only field of corruption and problem, we have also received information that crores of rupees are being misappropriated in scrap deals. We are also receiving information from other fields. It will take time to reform the system. But we are proceeding in this direction very speedily. Now let me come to catering estab-

lishment. The old rental charges are Rs. 500 whereas the original person has subletted it for Rs. 5000 and is earning Rs. 4,500 without putting in any labour. All these things need improvement. If the catering establishment in the railways is run on the actual rent of Rs. 5000, it will be given direct to the actual person not on the payment of Rs. 500. but on a payment of Rs. 5,000. Apart from this, we would also like to see to it as to on which of the works, railway funds are spent, and the persons in whose hands the funds reach. We will have to regularise all these things. I have just made a mention of scrap deal. We will look into such cases in other fields also where there are the chances of dishonest practices. Mr. Deputy Speaker, Sir, our Ministry is taking concrete steps to stop and eliminate the misappropriation and I hope that the position will much improve this year and I will get an opportunity to tell the hon. Members of the House about the improvement.

Now I come to the matter relating to the employees. We will agree to it that today the relation between the employees and the employer in Railways is cordial as a whole and there is no conflict or dispute between them. However, we are having one or two problems. Firstly, there is question of recognition of the unions. There are several unions but out of them only two have been recognised and the recognition of yet another union is pending decision in the Supreme Court. Earlier, we had talked with some body but now-a-days no such talk is going on with anyone. Today we are finding several anomalies. Mr. Deputy Speaker, Sir, so far as the question of dialogue with the Mazdoor Unions and their recognition is concerned, the National Front had already declared that in case they were voted to power, they would recognise only one union of Railwaymen by way of secret ballot and that union along would be authorised to have talk on behalf of the workers and it would work for their welfare.

My colleague, the Labour Minister, Shri Ram Vilas Paswan told me yesterday that a Bill providing for recognition of Unions through

majority to be determined by secret ballots would be soon brought forward by the Government in the House. I hope that with the passage of the proposed Bill we will succeed in removing the multiplicity of unions and their rivalries. Therefore, I would like to assure the hon. Members who have shown much concern for it that the question of recognition to unions would be solved very shortly.

SHRI KALKA DAS: By the way how much time will be taken in materialising it?

SHRI GEORGE FERNANDES: The Labour Minister has assured me that a Bill will be brought in the current session itself.

The second problem relates to the removal of workers under 14(2) for participating in various agitations launched during the period from 1980-81 onwards, particularly the Loco-running staff agitation. The matters relating to reinstatement of dismissed employees under 14(2) has been pending for a quite long time and I am happy that all the members of the House have raised this matter. In this regard, I would say only this much that.

[English]

All the cases under 14(2) will be reviewed in their entirety and we shall take a decision that will help to resolve this problem that has been bothering all the trade union among the railwaymen.

[Translation]

SHRI RAJVEER SINGH (Aonla): Will the oppressive provision like 14(2) be rescinded?

SHRI GEORGE FERNANDES: It is not my individual views only but the National Front have also promised it in its election manifesto that provisions of Article 311 as well as all other anti-workers and oppressive provisions will be rescinded.

SHRI PURUSHOTTAM KAUSHIK (Durg): Certain dismissal cases of 1977 are

still pending in the courts and employees have not been reinstated. Will the hon. Minister say something about them?

SHRI GEORGE FERNANDES: If any specific cases are brought to my notice, I shall do justice to them. Mr. Deputy Speaker, Sir, I do not want to take more time of the House because we have to take the consent of the House and also that of the Rajya Sabha.

SHRI KALKA DAS: Has any relief been given to the Railway employees or not? Some employees are under suspension and are in great hardships, so relief should be given to them also.

SHRI GEORGE FERNANDES: I have said so.

[English]

SHRI A.K. ROY (Dhanbad): What about regularisation of coal and ash handling mazdoors?

SHRI BASUDEV ACHARIA: There are 4,000 contract workers.

SHRI GEORGE FERNANDES: I will have that matter looked into... (Interruptions)

[Translation]

I am thankful to the Members who supported the Budget in spite of the fact that they expressed their concern over the increase of railway fares etc. We are withdrawing the proposal of increase of cost of platform ticket which was proposed to be increased from Rs. 1.50 to Rs. 2. Besides it, the proposed hike in the fare of second class was minimum Rs. 2 and maximum Rs. 20, so, taking into consideration the fact that generally poor people travel upto a distance of 25 km., we have withdrawn the increase in the fare upto a distance of 25 kms.

[English]

SHRI MURLI DEORA (Bombay South):
Is it including sub-urban routes.

SHRI GEORGE FERNANDES: It is on
all routes... (*Interruptions*)

[Translation]

I have not yet completed the point. Please listen to me first. The increase of Rs. 20 for a distance of more than 1000 km is being reduced to Rs. 15. We are withdrawing the proposed increase in fare upto a distance of 25 kms. The maximum increase of Rs. 20 in the second class fare is being reduced to Rs. 15. Earlier, I have proposed hike in the rates of season tickets from Rs. 4 to Rs. 12 for second class and Rs. 16 to Rs. 48 for first class, now we are reducing this hike to Rs. 3 to Rs. 9 for second class and Rs. 12 to Rs. 36 for first class. I hope that the House will appreciate our constraints. The concessions I have given will reduce our income by Rs. 45 crores. The Railway has to perform its duty and we should have sympathetic view towards it. Without sharing the burden, the work of national construction is not possible. Therefore, all of you should pass this Budget unanimously.

With this, I conclude and once again thank all the Members.

[English]

Sir, on all other matters on which hon. Members have spoken, including the Zonal Railway headquarters, I will communicate with them individually. (*Interruptions*)

Because more than 70 Members have participated in this discussion, it will not be possible for me to reply to each one of them individually in the House. I shall communicate to them on the issues raised by them individually.

I will communicate to them on their cut motions also.

MR. DEPUTY-SPEAKER: I shall now put the resolution regarding approval of recommendations made in the First Report of the Railway Convention Committee, 1989, moved by Shri George Fernandes to the vote of the House. The question is:

"That this House approves the recommendations made in paragraphs 10 to 14 contained in the First Report of Railway Convention Committee, 1989, appointed to review the rate of dividend payable by the Railway Undertaking to General Revenues as well as other ancillary matters in connection with the Railway Finance and General Finance, which was presented to Lok Sabha on 13th March, 1990."

The motion was adopted.

MR. DEPUTY-SPEAKER: A number of cut motions have been moved by Members to the Demands for Grants (Railways) for 1990-91. Shall I put all the cut motions to the vote of the House together or does any hon. Member want any particular cut motion to be put separately? Shri Harish Rawat, do you want to put them separately?

SHRI HARISH RAWAT: Yes.

MR. DEPUTY-SPEAKER: I shall now put cut motion Nos. 42 to 48 and 78 and 79 moved by Shri Harish Rawat to the vote of the House.

Cut motions Nos. 42 to 48 and 78 and 79 were put and negatived.

MR. DEPUTY-SPEAKER: I shall now put all the other cut motions which have been moved together to the vote of the House.

Cut motions Nos. 2, 5, 6 and 67 were put and negatived.

MR. DEPUTY-SPEAKER: I shall now put the Demands for Grants (Railways) for 1990-91 to vote.

The question is:

417 *Resolution re. Approval* CHAITRA 5, 1912 (SAKA) *Grants (Rlys.), 1990-91* 418
of 1st Report of R.C.C. Rly. *Suppl. Dem. for Grants*
Budget, 1990-91 Dem. for *(Rlys.), 1989-90*

"That the respective sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India out of the Consolidated Fund of India to defray the charges that will come in the course of payment during the year ending the

31st day of March, 1991 in respect of the heads of demands entered in the second column thereof against Demand No. 1 to 16."

The motion was adopted.

Demands for Grants (Railways) for 1990-91 voted by Lok Sabha

No. of Demand	Name of Demand	Amount of Demand for Grants voted by the House
1	2	3
		<i>Rs.</i>
1	Railway Board	10,11,16,000
2	Miscellaneous Expenditure (General)	67,17,00,000
3	General Superintendence and Services on Railways	471,69,08,000
4	Repairs and Maintenance of Permanent Way and Works	975,95,71,000
5	Repairs and Maintenance of Motive Power	770,67,35,000
6	Repairs and Maintenance of Carriages and Wagons	1042,31,92,000
7	Repairs and Maintenance of Plant and Equipment	523,26,10,000
8	Operating Expenses—Rolling Stock and Equipment	810,68,02,000
9	Operating Expenses—Traffic	1394,75,47,000

No. of Demand	Name of Demand	Amount of Demand for Grants voted by the House
1	2	3
		<i>Rs.</i>
10	Operating Expenses—Fuel	1601,28,85,000
11	Staff Welfare and Amenities	348,69,48,000
12	Miscellaneous Working Expenses	536,69,02,000
13	Provident Fund, Pension and Other Retirement Benefits	840,47,29,000
14.	Appropriation to Funds	3108,25,00,000
15	Dividend to general Revenues, Repayment of loans taken from General Revenues and Amortization of Over-Capitalization	989 14,79,000
16	Assets—Acquisition, Construction and Replacement	
	Revenue	50,04,00,000

No. of Demand	Name of Demand	Amount of Demand for Grants voted by the House
1	2	3
	Other Expenditure	Rs.
	Capital	5445,30,10,000
	Railway Funds	2315,76,80,000

425 *Resolution re. Approval* CHAITRA 5, 1912 (SAKA) *Grants (Rlys.), 1990-91* 426
of 1st Report of R.C.C. Rly. *Suppl. Dem. for Grants*
Budget, 1990-91 Dem. for *(Rlys.), 1989-90*

MR. DEPUTY-SPEAKER: I shall now put the Supplementary Demands for Grants (Railways) for 1989-90 to vote.

The question is:

"That the respective supplementary sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President of

India out of the Consolidated Fund to defray the charges that will come in course of payment during the year ending the 31st day of March, 1990 in respect of the heads of Demands entered in the second column thereof-

Demand Nos. 1, 3, 4, 6, 7, 9 to 16.

The motion was adopted.

Supplementary Demands for Grants (Railways) for 1989-90 voted by Lok Sabha

No. of Demand	Name of Demand	Amount of Demand for Grants voted by the House
1	2	3
		Rs.
1	Railway Board	32,02,000
3	General Superintendence and Services on Railways	6,20,20,000
4	Repairs and Maintenance of Permanent Way and Works	2,64,67,0000
6	Repairs and Maintenance of Carriages and Wagons	2,83,42,000
7	Repairs and Maintenance of Plant and Equipment	5,30,04,000
9	Operating Expenses—Traffic	15,31,77,000
10	Operating Expenses—Fuel	32,83,04,000
11	Staff Welfare and Amenities	5,84,56,000

No. of Demand	Name of Demand	Amount of Demand for Grants voted by the House
1	2	3
		<i>Rs.</i>
12	Miscellaneous Working Expenses	13,19,09,000
13	Provident Fund, Pension and Other Retirement Benefits	88,87,57,000
14.	Appropriation to Funds	28,00,00,000
15	Dividend to General Revenues, Repayment of loans taken from General Revenues and Amortization of Over-Capitalization	10,45,29,000
16	Asset—Acquisition, Construction and Replacement	
	<i>Other Expenditure</i>	
	Capital	168,58,77,000
	Railway Funds	31,71,70,000