

MR. DEPUTY SPEAKER : May I request all the Members to resume their seats ?

*(Interruptions)*

MR. DEPUTY SPEAKER : We can discuss the matter at 4 o' clock only. They are going to make a statement. At that time you can discuss it.

*(Interruptions)*

MR. DEPUTY SPEAKER : No body can dictate to me. As you are telling certain things, they are also telling...

*(Interruptions)*

MR. DEPUTY SPEAKER : Nobody can direct me either this side or that side ; nobody can dictate to me.

*(Interruptions)*

MR. DEPUTY SPEAKER : What is the point in shouting ?

*(Interruptions)*

MR. DEPUTY SPEAKER : What can I do for that ?

*(Interruptions)*

15 hrs

MR. DEPUTY SPEAKER : Now I cannot do anything.

*(Interruptions)*

MR. DEPUTY SPEAKER : I once again request all the Members to go to their seats. Already I have said that the Adjournment Motion cannot be taken up now. Please allow me to continue the proceedings now. I have not given my consent to the Adjournment Motion.

*(Interruptions)*

MR. DEPUTY SPEAKER : I cannot direct anyone...

*(Interruptions)*

MR. DEPUTY SPEAKER : At four o' clock you can discuss. I will allow a discussion at four o' clock...

*(Interruptions)*

MR. DEPUTY SPEAKER : They want to make a statement also. That also I have to listen Whether it is correct or not, it is left to you. At four o' clock you discuss the matter. At that time you raise whatever points you want to raise...

*(Interruptions)*

MR. DEPUTY SPEAKER : You also speak at that time...

*(Interruptions)*

MR. DEPUTY SPEAKER : That is why I am ready to allow at four o' clock. They will also come with the statement at that time.

*(Interruptions)*

15.05 hrs.

SPPLEMENTARY DEMANDS FOR  
GRANTS (RAILWAYS) 1988-89—  
*(Contd.)*

*[English]*

MR. DEPUTY SPEAKER : We shall now take up item No. 13 of the Agenda—Further discussion and Voting on the Supplementary Demands for Grants in respect of the Budget (Railways) for 1988-89.

Now, the Minister may continue his speech.

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : Mr. Deputy-Speakr, Sir, I must thank the hon. Members who have participated in the discussions on the Supplementary Demands for Grants, 1988-89 for the Railways and made valuable suggestions for improving the

railway services. I am also greatly overwhelmed by the general appreciation of the performance of the Railways in the last three years and the support extended by the hon. Members from all sections of the House. I assure the House that the Railways would continue to improve the services further. (*Interruptions*).

Hon. Member, Prof. N.G. Ranga has suggested urgent rehabilitation of the track. At the beginning of the 7th Plan, the arrears of track renewals were about 19,500 km. As against an average progress of 1908 kilometers of track renewals achieved in the Sixth Five Year Plan period, the renewals of 3578, 3978 and 4540 km were undertaken in the first three years of the Seventh Plan. As a result of progressive clearance of arrears of track renewals, there has been a reduction of 21% in rail fractures in 1986-87 as compared to previous year and in 1987-88, there has been a further reduction of about 13%. Sustained attention is being given to track maintenance, by adopting improved techniques of maintenance which is being given the highest priority. (*Interruptions*).

Some hon. Members also raised the question of safety of old railway bridges. I would like to inform the House that safety of bridges is being ensured through regular inspection and maintenance and high priority has been attached to the rehabilitation of those bridges which have shown any signs of distress. During the last 6 years, a total of 2110 bridges have been rehabilitated and thereby the total number of distressed bridges has been brought down from 2224 in 1982 to 913 in 1988, despite fresh arisings of the order of 100 to 150 per annum. During the first 4 years of the Seventh Plan, the average yearly outlay on bridge rehabilitation has been Rs. 41 crores, as against Rs. 15 crores during the Sixth Plan. As regards the general state of health of old railway bridges, it would be reassuring for the Members to know that the recent severe earthquakes in Assam and Bihar did not cause any significant damage to railway bridges. (*Interruptions*).

Hon. Member Shri Basudeb Acharia has also desired that the pace of electrification should be increased. He has felt

that the percentage of electrified routes on Indian Railways is low as compared to that in other countries like Switzerland, Austria etc. I would like to clarify that the major thrust in Indian Railways is to electrify high density traffic routes. During the Seventh Plan, 3400 route Kilometres are programmed for electrification as compared to 1522 route kilometres achieved in the Sixth Plan and only 533 route km achieved during the Fifth Plan. The electrification programme is going according to schedule and 1715 route km have been completed during the first three years of the Seventh Plan. Electrification is primarily confined to the broad gauge routes and out of a total of 33,669 route Kilometres 7,989 route Kilometres that is, 23.7% has been electrified by 31.3.1988. This, it may be appreciated, is quite an achievement. (*Interruptions*).

Hon. Member, Shri Piyus Tiraky has pointed out that new lines should be taken up on developmental considerations and not only on commercial considerations. In this connection, I would submit that in accordance with the recommendations of National Transport Policy Committee which have been accepted by the Government, the criteria for taking up construction of new rail lines are as under :— (*Interruptions*)

- i) Project-oriented lines to serve new industries or tap mineral or other resources.
- ii) To serve as a missing link which can form alternative route to relieve congestion on existing busy rail routes.
- iii) On strategic considerations.
- iv) As developmental lines to establish new growth centres or give access to remote areas.

A number of new lines have accordingly been taken up purely on developmental considerations and these are being progressed. On N.F. Railway, very high priority has been accorded to construction of new lines. Besides allotment of Rs. 25.50 crores out of a total of Rs. 195 crores for all new lines in 1988-89, a General

[Shri Madhavrao Scindia]

Manager (Construction) has been posted at Guwahati to expedite progress of these new lines and other construction projects. (*Interruptions*).

Hon. Members had suggested for improved medical, educational and other facilities for the railway staff, as well as the need for improvement in passenger amenities. There has been a continuous expansion of medical services, both in quantity and quality. Many of the existing hospitals are being expanded and more health units added for serving people in the peripheral areas. (*Interruptions*).

The expenditure on medical services has risen from 62.91 crores in 1985-86 to Rs. 87.5 crores in 1987-88 (Revised Estimates), an increase of as much as 39% in two years. A new thrust has been given to strengthening of the medical infrastructure and implementation of this Plan is closely monitored at various levels. So far as educational facilities are concerned, Railways have always provided facilities for the education of children in the form of Railway schools of which a few have been upgraded as Junior colleges. (*Interruptions*).

Besides, subsidised hostels, educational assistance, and reimbursement of tuition fees are also given. Although provisions of educational facilities is primarily the responsibility of the State Governments, Railways have particularly in the recent years, taken vigorous steps to establish Kendriya Vidyalayas at several centres where educational facilities were not adequate. During 1986-87, 13 Central schools Kendriya Vidyalayas were sanctioned at centres with sizeable concentration of Railway staff. Last year, sanctions were obtained for 17 schools. The expenditure on staff amenities works has risen from an annual average of Rs. 8.36 crores in the last Plan period to an average of Rs. 18.34 crores in the first four years of the current plan, and the budget for this year is about Rupees 22 crores. Similarly, expenditure on staff quarters has increased from annual average of Rs. 12 crores per year to an annual average of Rupees 24 crores during first four years of 7th Plan. (*Interruptions*).

Hon. Members are also aware that Productivity Linked Bonus was introduced in 1979-80. A new formula scientifically linking output for measurement of productivity, was devised with the full agreement of the two recognised Federations of Railway employees. Bonus under the revised agreement was declared equal to 42 days' wages for the year 1986-87, as the House may recall. (*Interruptions*).

By raising the limit of salary for eligibility to Productivity Linked Bonus, the contribution of the great majority of railway employees in increasing productivity was recognised.

I am also glad to submit that efforts are continuously made to improve the amenities offered to the passengers. There are two dimensions to this - investment on works of passenger amenities, and the quality of service provided to passengers. (*Interruptions*). As far as the investment part is concerned, current levels of expenditure are far higher than the position that obtained even three years ago. Specifically, under the "Passenger Amenities" Plan Head we have provided for Rs. 18 crores in the current year's Budget compared to Rs. 6.75 crores in the first year of the Plan and an annual average of Rs. 5 crores during the 6th Plan period. (*Interruptions*). Counting certain other aspects, like provision of cushions in Second Class coaches, and the amenity works covered by other schemes, the investment is as much as Rs. 24.37 crores in the current year. The arrangements for supply of potable water to passengers, bedrolls, cleanliness in coaches and better reservation facilities etc., are closely monitored and constantly improved. (*Interruptions*).

Hon. Member Shri Basudeb Acharia wanted to know why the RDSO should not develop new designs rather than adopt foreign technology. I would like to submit that RDSO have to their credit many important indigenous designs of rolling stock, which have been performing well and giving excellent service. This includes all types of rolling stock such as locomotives, wagons and coaches. Special mention may be made of the BOXN wagons and the CASNUB bogie used on these wagons fitted with air-brakes which has enabled a high

degree of reliability and helped Indian Railway to a record performance of more than 1400 NTKM per wagon day, which is the highest in the world. (*Interruptions*). However, for the latest art-of-technology for new designs of rolling stock, it is necessary to import technology as development efforts will take time. Concurrently, a sound R & D base is being developed at the RDSO, so that further design requirements for railway rolling stock and equipments can be indigenously evolved.

I share the anxiety of the hon. Members of the House for safety in rail travel. It has been my continuous endeavour to improve the track, rolling stock, and other assets to ensure rail safety. Accidents on Indian Railways have declined over the years despite heavy increase in freight and passenger traffic. From a level of 1,013 accidents in 1980-81, the number has come down to 604 in 1987-88. The incidence per million train kilometres has dropped from 2.00 to 1.02, a reduction of almost 50% in 8 years. The number of passenger train accidents in particular has come down from 346 to 202; a reduction of nearly 24%. The number of passenger trains involved in fatal accidents has dropped from 13 in 1984-85 to 7 in 1987-88.

The accident record of the Indian Railways compared favourably with those of some of the advanced countries. For instance, the accidents per million train KM on the Canadian Pacific Railways was 1.26 in 1986 and 1.10 in 1987, while the corresponding figures for the Indian Railways are 1.13 and 1.02. Safety has been accorded a very high priority on the Indian Railways (*Interruptions*).

The Commissioner of Railway Safety, Southern Circle, Bangalore has forwarded his preliminary report of Inquiry in accordance with Statutory Investigation into Railway Accident Rules, 1973 framed by the Ministry of Civil Aviation, into the abovementioned accident. The report was forwarded to the Chief Commissioner of Railway Safety, who has his headquarters at Lucknow on 22nd August, 1988 with a copy to Railway Board.

In his preliminary report, the Commissioner of Railway Safety has concluded that the accident was not due to :—

- (i) any act of sabotage or tampering with track ; or
- (ii) any mechanical failure of equipment or structures (either or track components, locomotives, coaches or the bridge structure) ; or
- (iii) convulsions of nature.

He has classified the accident as falling under "Failure of Railway staff."

CRS has not made any immediate recommendations in his preliminary report.

The cause of the accident and responsibility, if any, will be known only after the Final Report is received. (*Interruptions*).

Sir, the country has witnessed a terrible calamity recently in Bihar. The Prime Minister has directed that all Ministries should assist to the maximum extent to ameliorate the sufferings of the affected people. In pursuance of this directive, we have decided to carry free of charge relief materials like foodstuffs, medicines, utensils etc intended for free distribution amongst the earthquake-affected population and consigned to authorised officers of the State Government. It has also been decided to allow 50% concession in second class rail fare to students for visiting their homes in the areas affected by the earthquake. Necessary orders in this regard have been issued. (*Interruptions*).

I am grateful, Sir, for the various suggestions. I have tried to cover the main points raised by the hon. Members. So far as the other valuable suggestions are concerned, I assure the hon. Members of the House that these will receive considered attention. With this, I commend the Supplementary Demands for Grants to the House. (*Interruptions*).

MR. DEPUTY-SPEAKER : I shall now put the Supplementary Demands for Grants (Railways) for 1988-89 to vote.

[Mr. Deputy Speaker]

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 of India to defray the charges that will come in course of payment during the year ending the 31st day of March, 1989, in respect of the heads of Demands entered in the second column thereof against Demands Nos. 2 and 16.”

*The motion was adopted.*

SUPPLEMENTARY DEMANDS FOR  
GRANTS (RAILWAYS) 1988-89  
VOTED BY THE LOK SABHA

No. of Demand	Name of Demand	Amount of Demands for Grants noted by the House
1	2	3
		Rs.
2	Miscellaneous Expenditure (General)	1,00,000
16	Assets—Acquisition, Construction and Replacement	
	Other Expenditure	
	Capital	1,00,000
	Railway Funds	150,01,000

— — —

15 16 hrs

APPROPRIATION (RAILWAYS)  
NO. 4 BILL\*, 1988

[English]

MR DEPUTY-SPEAKER : The House will now take up Appropriation (Railways) No. 4 Bill. Shri Madhavrao Scindia.

\* Published in Gazette of India Extraordinary, Part II, section 2, dated 1.9.1988.

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : Sir, I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1988-89 for the purposes of Railways.

MR. DEPUTY-SPEAKER : The question is :

“That leave be granted to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1988-89 for the purposes of Railways.”

*The motion was adopted.*

SHRI MADHAVRAO SCINDIA : Sir, I introduce † the Bill.

MR DEPUTY-SPEAKER : The Minister may now move the Bill for consideration.

SHRI MADHAVRAO SCINDIA : Sir, I beg to move † :

“That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1988 89 for the purposes of Railways, be taken into consideration ”

MR. DEPUTY-SPEAKER : The question is :

“That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1988-89 for the purposes of Railways, be taken into consideration.”

*The motion was adopted.*

† Introduced/Moved with the recommendation of the President.