

SHRI P. SHIV SHANKER : My request will be that if the discussion is held after investigation, that will be better. You kindly permit us to complete the investigation and then we will have a discussion. I have no objection to that.

SHRI G. M. BANATWALLA : How long will you take ?

SHRI SAMAR MUKHERJEE (Howrah) : Sir, we express full support to the staff and the scientists who are working there to control the situation.

SHRI P. SHIV SHANKER : Sir, may I have the permission to convey the feeling of the House to the staff working there

SOME HON. MEMBERS : Yes.

SHRI SOMNATH CHATTERJEE : We hope they will succeed.

SUPPLEMENTARY DEMANDS FOR GRANTS (RAILWAYS), 1982-83.

SHRI JAMILUR RAHMAN (Kishanganj) : Sir, I want to make a submission with regard to the facilities which we used to get in the Parliament House Railway Booking Office. These facilities have been withdrawn by the DRM. Now, we cannot purchase tickets of 1st class for our relations and friends from here. We will have to go to Connaught Place. The facilities of quota which we used to get has been reduced to half causing great inconvenience to the Members of Parliament.

MR. CHAIRMAN : I think you have drawn the attention of the hon. Minister.

SHRI JAMILUR RAHMAN : We cannot go on tolerating the** action of the DRM.

MR. CHAIRMAN : The hon. Member has used certain unparliamentary word. It will be expunged.

THE MINISTER OF RAILWAYS (SHRI P. C. SETHI) : Sir, such orders were issued but when I came to know of it. I immediately cancelled these orders. The original position has been restored and all reservations of the hon. Members and their guests will be done from the

Parliament House booking office and DRM has been asked that on such policy matters he should not issue any orders without consulting the Ministry.

SHRI JAMILUR RAHMAN : I wrote a letter in this connection to DRM. The result was that the Supervisor of the Railway Booking Office has been transferred from here. This is the respect that the DRM has paid to the Members of Parliament. It is not by the grace of DRM that we are getting it but it is as a matter of right and privilege that we are getting the tickets from here. (*Interruptions*)

PROF AJIT KUMAR MEHTA (Samastipur) : We want to know whether any action has been taken against the DRM.

SHRI P. C. SETHI : The step has been re-traced and I have further instructed the DRM not to issue any such orders in future otherwise action will be taken against him.

Sir, I am thankful to the hon. Members who have participated in the debate. While presenting the Railway Budget for the current year, I had mentioned that considering the crucial role of the Railway in the economic development of the country, it would be possible for some more allocations to be given to the Railways during the course of the year. It was also the consensus of the House that the Annual Plan allocation for the Railways particularly for their Rehabilitation Programme needed stepping up. It is against this background that the present Demands for Supplementary Grants aggregating Rs. 190 crores in the net are before the House.

One of the hon. Members has mentioned here that we should not come piecemeal with such demands. But the main question is that we have recently been granted this additional amount which we are disbursing for which we need Parliament's sanction and, therefore, I had to come with this additional demand. It is only a demand for the sanction of the amount which has been given to us by the Planning Commission and it is not any budget imposing any new levies or taxes.

As the House must have noticed, the important highlights of the Plan allocation are that Rs 60 crores are intended for ex-

**Expunged as ordered by the Chair.

[Shri P. C. Sethi]

penditure on rolling stock, Rs. 25 crores on New Lines, Rs. 30 crores on Line Capacity Works including Gauge Conversions and Doublings, Rs. 30 crores for Track Renewals and another Rs. 30 crores for Wheel and Axle Plant. It is also proposed to allocate an additional amount of Rs. 15 crores for the Road Services.

With the grant of additional funds, it should be possible to expedite progress of certain works in order to move extra 5 million tonnes of freight traffic over the budgeted level of 230 million tonnes and also for initiating a state of preparedness for creating additional rail transport capacity in the subsequent years. As already mentioned by me, Rs. 30 crores alone would be spent on Track Renewals which are in heavy arrears.

The final figures show that the Indian Railways achieved a record loading of 221.2 million tonnes of revenue earning freight traffic against 195.9 million tonnes during 1980-81 and 220 million tonnes projected at the Revised Estimate stage. The Railways continue to make rapid strides in their transportation effort during the current year as well.

The Productivity Year 1982 is a year of challenge for the Railways. During the first six months of the Productivity Year, we have carried 114.6 million tonnes of revenue earning freight traffic against 107.3 million tonnes carried during the corresponding period of last year.

Another significant achievement during this period has been that against an average out-turn of 1930 coach units per month last year from repair workshops, the out-turn in June this year has gone up to 2170 coaches. Likewise, periodic overhauling of wagons rose to 8327 units in June 1982, against a monthly average of 7213 wagons last year, registering more than 10 per cent increase over 1981. There is every possibility of higher out-turns in the coming months.

Not only this. The capacity utilisation of the workshops has considerably improved. It has touched a peak figure of 95 per cent for periodical overhaul of coaches and 90

per cent for wagon periodical overhaul. I have impressed on all railwaymen to adopt a work-oriented approach during the Productivity Year as, on their performance depends the overall economic development of the country. I have every hope that productivity in various spheres of railway working would improve by at least 10 per cent during the year.

Sir, Prevention of rail accidents has been receiving my attention. High-level composite teams of officers both from the Railway Board and the Railways have been regularly making intensive inspections and monitoring the working of safety measures; at the same time arousing safety consciousness amongst railway staff at all levels. Apart from myself, my colleagues and Members of the Railway Board are periodically meeting senior Railway Managers to discuss safety problem with them. We also had a dialogue with the representatives of the workers and workers themselves about improvement in safety standards.

Greater attention is being paid to repair and maintenance of such important assets like locomotives, wagons, track and signalling equipment. The rate of periodical overhaul of wagons and coaches has been stepped up. The condemnation of unserviceable locomotives, coaches and wagons has been accelerated. In my Budget speech, I had mentioned that during the year, 600 coaches, 18250 wagons and 550 locomotives are likely to be condemned. During the first three months of the current financial year about 350 coaches, 4900 wagons and 40 locomotives have already been condemned. A watch is being kept to ensure implementation of this programme. A time-bound programme has also been drawn up to man the un-manned level crossing gates.

This relentless safety drive has produced encouraging results. The incidence of accidents during the period from January, '82 to June '82, is 20 per cent less than that which occurred during the period from July '81 to December, '81. I am fully conscious of this vital aspect of railway operation and I entirely share the concern of the House that we have still a long way to go to make rail travel safer.

Another important aspect which is causing anxiety is the incidence of robberies and dacoities in running trains as also of thefts and pilferages of booked consignments. Recently, the strength of the Government Railway Police on the Railways has been augmented by nearly 7000 personnel and the Railways would be sharing 50 per cent of this cost with the State Governments on this account. Coordination with the State Police is being maintained at the higher levels; and the Railway Reforms Committee is also examining the issue. I am glad to say that the Cabinet Secretary and the Home Secretary are meeting me on the 4th, to discuss this very problem, and evolve a solution to the problem between the RPF and GRP, so that proper authority could be given to the Railway Police Force.

Another national evil which is being vigorously tackled by us is checking of ticketless travel. During the first five months of the current calendar year, over 13 lakh persons were detected travelling without ticket, or with improper tickets. As a result of this check on ticketless travel and unhooked luggage, an amount of Rs. 3.7 crores was recovered by the Railway during this period, against Rs. 2.77 crores recovered during the corresponding period of last year. I intend continuing this drive more intensely and extensively.

Another important matter which has been a subject of persistent complaints is about malpractices and difficulties in the matter of reservation in trains. I have, therefore, decided to computerise reservation of berths/seats in Delhi area. Accordingly, a proposal has been included in the supplementary Demands for Grants for starting preparatory work. Earlier in the year, we had amended the Railway Act to provide for sufficiently deterrent punishment for unauthorized sale of tickets and procurement of reservations. We have not been able to implement the provisions of the amended Act, because the issue has become *sub-judice*.

The question of punctuality of trains has been raised several times on the floor of the House. I am fully alive to the concern of the House that punctuality of trains must improve. I may inform

the House that the performance of about 200 important Mail/Express trains, which are treated as prestigious trains, is being daily monitored in the Railway Board's office. During the period from January to July this year, the punctuality of these trains has considerably improved, particularly from March onwards, as compared to the corresponding period of last year. (*Interruptions*)

There can be two opinions (*Interruptions*) As a matter of fact, the improvement is more than 10%. There has also been some improvement in the overall punctuality of other Mail/Express trains. Unfortunately, punctuality on Eastern, North-eastern, and North East Frontier Railways is particularly bad, while it is not satisfactory on Central and South-eastern Railways. The punctuality performance of Mail/Express trains on Northern, Southern, South Central and Western Railways is now over 90%. However, we are looking into the punctuality problems of Eastern, North-eastern and North East Frontier Railway, and also of the Central and South-eastern Railway.

I need not elaborate on the various causes resulting in bad punctuality. I can only assure the House that this is one of the important matters which is receiving foremost attention of the entire Railway Ministry, and Chairman and Members of the Railway Board.

Within the existing constraints, we have tried to speed up the on-going works to the extent possible. Examples of this approach are:

—Allocation of an additional amount of Rs. 6 crores for the Bangalore-Guntakal conversion project. I should think that this should give some satisfaction to Shri Shamanna who raised this point during the last debate.

—allocation of a further amount of Rs. 1 crore to the Karur-Dindigul project which has been referred to by Shri C. T. Dhandapani and Mr. Kosalram.

—allocation of an additional amount of Rs. 4 crores to the six new lines in the North Eastern region. I am sure

[Shri P. C. Sethi]

that Shri Ajit Kumar Saha will take note of this.

/Efforts will continue to be made for speeding up the other works subject to availability of funds. Completion of surveys and sanctioning of projects will also be subject to the availability of funds and clearance from Planning Commission. I am fully conscious of the need for undertaking more and more railway projects in the various regions of the country, but unfortunately the resources available are far too inadequate. This applies equally to the rehabilitation programme also. I am grateful to the Planning Commission and the Ministry of Finance for the additional allocation of Rs. 190 crores now made available, approval to which I have sought through the Supplementary Demands under discussion.

My endeavour will be to persuade the Planning Commission to consider our case in the mid-term plan appraisal for a substantial increase in the allocations.

I am thankful to the hon. Members of this House for their active participation in the discussion and for giving useful suggestions. It would not be possible for me to go into details, but I would like to reply to some of the points made by the hon. members. For example, Shri Qazi made a point regarding the shifting of the Division from Aurangabad and the allocation was also reduced. I have ordered keeping the division there and the allocation has been increased to Rs. 1 crore; and in future also, we shall do more for this. Mr. Staya Deo Singh has spoken with regard to the improvement in the train services and the slow running of the trains between two stations, which is hardly 30 miles. I would certainly look into them. Mr. Shastri has mentioned about two corruption cases. I only promise him that I would certainly make an enquiry into them; and as far as pantry car on Son Bhadra Express and the question of bringing the train upto New Delhi is concerned, I would surely consider this point. Mr. Rakesh has given to me personally this case. This is wrong to say that I have not given orders; I have given orders to enquire into the case. Now he has come out with the fact that

CRB has acted against my orders. I would certainly go into it; and if I find that CRB has acted against my orders, then I will have to take a severe notice of this.

SHRI R. N. RAKESH : On that paper you have ordered immediate transfer of those culprits, but that was not executed.

SHRI P. C. SETHI : No, no but you have given along with proof, signatures of 145 persons.

SHRI R. N. RAKESH : Already I have given you all the relevant documents which are with you.

SHRI P. C. SETHI : As far as track replacement is concerned, I have said that we have provided additional Rs. 30 crores; and as far as bridge repairs are concerned previously, when the question of bridge repairs was discussed, I had already said that bridges are being considered. As far as Mr. Banwari Lal and other members from Rajasthan are concerned, Kota-Chittorgarh is now already an approved work. We have further increased the amount for this line and we hope to complete this line before the cement factory on this line comes into existence. He also said that more defence project in Rajasthan should be taken up. I would like to inform him that Suratgarh-Anupgar and Suratgarh-Bikaner new broad-gauge lines have been taken up and they are mostly defence lines and from the defence point of view, they have been taken up. Mr. Jatiya and other hon. members have also given some suggestions which I would surely look into them. Mr. Ravindra Varma has made a point about the railway suburban services in Bombay. As far as suburban services in Bombay are concerned on the Western Railway, he himself has admitted that the services are comparatively better. But on the Central Railway, the EMUs are old and they are not being imported; now they are being manufactured by Jessops; and we are now trying to acquire more EMUs from the Jessops and ICF. We have already received two or three; and in another 4-5 another 9 rakes are likely to be received. The trains which were damaged have been repaired; and now almost 805 pairs of trains on the Central Railway in the suburban are running. As far as meeting in Bombay is concerned, I met

the consumers there. I also met the Members of Parliament who were present in the town and I had discussed it with them. If Mr. Varma so desires, I can have another meeting when all the Members from Bombay and other representatives of the associations could be present.

15.24 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*].

SHRI R. N. RAKESH : What about the illegal possession of land

MR. DEPUTY-SPEAKER : I am sorry, the Minister has completed his reply. If he has not replied to your points, you will get some communication from him as to what action is being taken on your demand.

Now some cut motions have been moved by the members on the Demands for Grants in respect of the Budget (Railways) for 1982-83.

If hon. Member agree, I shall put all the Cut Motions to the vote of the House.

(Interruptions)

MR. DEPUTY-SPEAKER : The House has agreed to putting all the Cut Motions together.

(Interruptions)

MR. DEPUTY-SPEAKER : What is that you are objecting to?

SHRI SUDHIR GIRI : I want to speak. Only a small speech.

(Interruptions)

MR. DEPUTY-SPEAKER : No. You cannot speak on cut motions now. The discussion is over. You cannot now speak on Cut Motions. That is what I am telling.

(Interruptions)

SHRI R. N. RAKESH : Under what rule?

(Interruptions)

MR. DEPUTY-SPEAKER : If you want I will put your Cut Motion separately to the vote of the House. I am prepared to agree to that. You cannot now speak. Nobody can speak on Cut Motions now.

SHRI SUDHIR GIRI : How is it? I want to speak.

MR. DEPUTY-SPEAKER : I have already told you.

(Interruptions)

MR. DEPUTY-SPEAKER : Nobody can speak now. No speech now. Shall I put all the Cut Motions moved to the vote of the House? Or do you want your Cut Motions to be put to vote separately?

(Interruptions)

SHRI SUDHIR GIRI : I want to speak on each. Please allow me to speak on the Cut Motion.

MR. DEPUTY-SPEAKER : No. This is not the practice. I am very sorry.

(Interruptions)

SHRI SUDHIR GIRI : Why are you doing so?

(Interruptions)

MR. DEPUTY-SPEAKER : Shall I put all the cut motions together?

I shall now put all the cut motions moved to vote of the House.

Those in favour will please say 'Aye'.

SOME HON. MEMBERS : 'Aye'.

MR. DEPUTY-SPEAKER : Those against will please say 'No'.

SEVERAL HON. MEMBERS : 'No'.

MR. DEPUTY-SPEAKER : I think the 'Noes' have it. The 'Noes' have it.

SOME HON. MEMBERS : The 'Ayes' have it.

MR. DEPUTY-SPEAKER : Let the lobbies be cleared. The lobbies have been cleared. Now, I shall put all the cut motions to the vote of the House.

The Cut Motions Nos. 7 to 17, 20 to 27 and 37 to 42 were put and negatived.

SHRI SOMNATH CHATTERJEE : Whatever you have said, will that be taken as your ruling?

MR. DEPUTY-SPEAKER : Whatever I have said, it is all there in the proceedings.

SHRI BAPUSAHEB PARULEKAR : If whatever you have said is in the proceedings, that will become a precedent. So, that should be deleted.

MR. DEPUTY-SPEAKER : Now it is all settled. Why do you want to take it up?

Now, I shall put Supplementary Demands for Grants (Railways) 1982-83 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 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, 1983, in respect of the heads of Demands entered in the second column thereof—

Demand Nos. 2 and 16.

The motion was adopted

APPROPRIATION (RAILWAYS) No. 3
BILL*, 1982

THE MINISTER OF RAILWAYS (SHRI P. C. SETHI) : 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 1982-83 for the purpose 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 1982-83 for the purposes of Railways."

The motion was adopted.

SHRI P. C. SETHI : Sir, I introduce the Bill.

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 1982-83 for the purposes of Railways, be taken into consideration."

MR. DEPUTY-SPEAKER : Motion moved :

"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 1982-83 for the purposes of Railways, be taken into consideration."

SHRI SUDHIR GIRI (Contai) : Speaking on my cut motion. I would like to say that my constituency is lying in a very backward region of West Bengal. Rail communication in this region is nil. Thousands of people of this region have to travel daily a long distance by bus and truck to reach Calcutta, Haldia and other trade centres to transact their daily business. If this long distance is covered by railways, apart from a great deal of revenue to the railways, the travelling public would be greatly benefited. For this purpose a rail link between Tamruk and Digha in the district of Midnapur is urgently needed.

In 1980-81 a provision of Rs. 20,000 was made for a preliminary survey of the viability of the rail link between Tamruk and Digha. In answer to my oral question the hon. Minister, Shri Mallikarjun, stated on the floor of the House that from the view point of the passengers the prospect of the proposed rail link is very good. To a subsequent question in this regard, it was mentioned in a written reply that the Planning Commission has not provided any amount of money for this rail link.

I may state here that Contai Taluk, my constituency, being by the Bay of Bengal, thousands of tonnes of dried fish are transported from there to cater to the needs of different parts of the country. Further, there are many salt factories in the region, producing thousands of tonnes of salt, which is also transported to different regions of the country. Betel leaves constitute one of the principal economic crops of the region. These are also transported to different parts of the country. Transport of all these items by truck, besides being costly, is also time-consuming.

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†Introduced/moved with the recommendations of the President.