

tonnes. If I may say so, these seeds are hand-picked seeds. It is a typical item getting a particular price. It is not that by keeping it in our country we will be making such a profit that we should not send it out. In fact, if we compare it, we earn more by sending it out than by extracting oil from it. So far as extraction of oil is concerned, it does not make much difference whether it is HPS or an ordinary seed. On the contrary, in the past, efforts were made to earmark 50,000 but there was no market.

MR. CHAIRMAN: I hope you have answered all the points.

SHRI MAGANBHAI BAROT: I have repeated these points so that it may not convey an impression that it is not our desire to earmark more quantity. There is no market. This year, fortunately, the total marketing of the earmarked quota is there. Incidentally it also gets the Government an additional revenue. It is not only with a view to extracting only revenue from it but also keeping in mind the difference between the international price and the domestic price and the middlemen may not exploit it that we put this restriction.

I hope the hon. Members will agree with me and they will accept it unanimously.

MR. CHAIRMAN: I will now put Substitute Motion No. 1, moved by Shri Shejwalkar, to the vote of the House.

Substitute motion No. 1 was put and negatived.

MR. CHAIRMAN: I will now put amendment Nos. 3, 4 and 5 to the vote of the House.

Amendments Nos. 3, 4 and 5 were put and negatived.

MR. CHAIRMAN: I shall now put the main Statutory Resolution to the vote of the House. The question is:

"That in pursuance of sub-section (2) of section 8, read with sub-

section (3) of section 7 of the Customs Tariff Act, 1975 (51 of 1975), this House approves the notification of the Government of India in the Ministry of Finance (Department of Revenue) No. G.S.R. 11(E) dated the 9th January, 1981, increasing the export duty on groundnut Kernel from Rs. 1500 per tonne to Rs. 3000 per tonne and on groundnut in shell from Rs. 1125 per tonne to Rs. 2250 per tonne, from the date of the notification aforesaid."

The motion was adopted.

17.16 hrs.

RAILWAY BUDGET 1981-82—GENERAL DISCUSSION

MR. CHAIRMAN: The House will now take up general discussion on the Railway Budget.

PROF. MADHU DANDAVATE (Rajapur): Mr. Chairman, I take the opportunity to initiate the discussion on the budget that has been presented to the House, by the hon. Railway Minister, for the year 1981-82. I have carefully gone through his speech and all the relevant budget documents and, on the basis of that, I would like to make certain observations.

At the very outset, let me make it clear that the Railway Budget has to be not merely an accountant's budget, it has to be a budget with financial and technological innovations and imagination. As far as this budget is concerned, I am sure that nobody would like to induct any element of politics into the budget, because it is a purely financial exercise in which we are deeply concerned and interested, with the financial and technological innovations, and only from that angle and perspective I would like to make my observations.

It is because of this perspective of mine, that no politics need be inducted in this debate. As far as this

[Prof. Madhu Dandavate]

budget is concerned, I feel deeply pained that the normal conventions of presenting the budget have been thrown to the winds. Whenever the Railway Minister presents his budget, he gives an account of the performance for the entire financial year; he does not talk in terms of the tenure of his office. Everywhere, all over the world, this has been the ethics of presentation of the budget. Therefore, I was deeply pained to find that in his speech, which was not an extempore speech but a well-prepared speech, on page 2, paragraph 3, the hon. Railway Minister said:

“I am, however, glad to report that, as a result of the various administrative and innovative steps taken three months ago, and with the economy turning the corner, the railway operation is now back on the rails’....”

AN HON. MEMBER: What a sad commentary!

PROF. MADHU DANDAVATE: I will come to that. It is not that I am saying it now. If you go through my observations on the railway budget, when I spoke last year, I had made reference to the then Railway Minister, Pandit Kamalapati Tripathi. In the course of my observations, I wanted to make certain suggestions, when these changes had not taken place, and I said that I dare not advise Panditji, he is a veteran of the freedom struggle, therefore I would only make certain suggestions and proposals. This is the parliamentary courtesy that is expected in our democratic parliamentary life. Here is a person, who is no more the Railway Minister, but he was the Railway Minister for some time. Someone else takes charge. Ministers come and Ministers go, but the Government continues, the Ministry continues, the administration continues. There is continuity of the administration; there is no break in the financial year.

Fortunately or unfortunately, the financial year is already fixed. It starts from 1st of April—not a very nappy day—and ends on 31st of March. Therefore, one has to talk in terms of promises and performances only in relation to the entire financial year, and therefore, it must be said that it was in a very bad taste to refer to three months only. Shall I say that the presentation of the Budget lacked grace and courtesy to one of the colleagues? I am not saying about the courtesy to be shown to us, you need not show courtesy to us, and we shall never beg for it. But there are certain parliamentary conventions and decorum which have to be maintained and that is the reason why I say that I would not like to indulge in this type of exercise.

I say that the Budget must have innovations. The day the Budget was presented, my immediate reaction to the Budget was that this is the Budget without innovations and without imagination. Why did I say that? It is not to cast any personal aspersions on Kedarnath Pandayji. We have learnt our politics at the feet of men like late Acharya Narendra Dev and Jayaprakash Narayan, and it does not belong to our culture to cast aspersions on individuals even if they belong to the Opposition party. Therefore, I do not want to cast any aspersions on the Railway Minister as an individual, but I would like to point out to him that when I said that these Budget proposals and Budget documents lack technological and financial innovations and imagination, I would like to concretise my criticism. There were fortunately three important documents available, three reports that were available. If a little more home work was done on the basis of those reports, a number of innovations, financial and technological, would have been made available through the Budget proposals. Which were those three reports? I have at my disposal some of them. We had appointed under the Chair-

manship of Shri Pande—of course I am not referring to the Railway Minister—the National Transport Policy Committee. Fortunately that Committee's Report was already presented to the House and before the formulation of the Budget proposals fortunately this Report of the National Transport Policy Committee was available. Sir, this National Transport Policy Committee Report relates to coordination between various modes of transport. It discusses in depth the problems of fuel, the fuel conservation, it talks about the incentives to the developmental activities, it talks about the relationship between the motor transport, the transport by sea and the transport by railways. Valuable suggestions have been made. Certain innovations have been put forward on the basis of various witnesses who were examined, on the basis of expert knowledge that was made available to the Committee both from the railways and other fields of transport. Evidence was gathered and a valuable document was prepared I think this document could have been utilised. But that document has not been used.

Then, Sir, there was another Committee which was appointed and that was the Committee on Social Burdens. This is a very important problem. The Indian railways are having a number of financial constraints and one of the constraints that has existed for years is the social burdens that are borne by the Indian railways. In different parts of the world parts of the social burdens are borne by the Government itself. We have three important sectors in which the Indian railways are forced to bear the social burdens. We carry a number of commodities below the operating cost.

PROF. N. G. RANGA (Guntur): We have been subsidising the railways for so many years.

PROF. MADHU DANAVATE: That is why the Committee was appointed. Prof. Ranga have a little

more patience. I never interfere when you speak. (*Interruptions*) When I became Minister, the first thing I did was that I appointed a Committee on Social Burdens and, unfortunately, at that time findings were not available. Only the Capital Structure Review Committee's findings were available. I did make use of them. They will be useful to all of you. I will now refer to that.

As far as social burdens are concerned, cursorily let me make a reference. While going through the speech I find that the social burdens on Indian Railways have mounted to the extent of Rs. 277 crores. It may be more but not less. Then there are uneconomic railway lines. There are backward regions. Railways are to be run. Railways are to be developed. We cannot say that there are no industries. There is no development and, therefore, there cannot be Railways. We have to undertake those developmental activities. This is a social obligation which the Railways bear on behalf of the entire society. There are a number of coaching and other services. These are the social burdens to the tune of Rs. 277 crores.

There was a Committee on Social Burden appointed. I take it that the recommendations of Committee on Social Burden must be available. I do not find their reflection in the Budget proposals at all. There was a third Committee. Veteran Member Shri Ranga has rightly said that a number of thing existed for a number of years. That was really our concern. Rangaji, in 1924 Railway finances were separated from the General Revenue. But from that time onward till 1977-78 the Capital Structure of the railways remained undisturbed. But I was disturbed by that. Therefore, I appointed Capital Structure Committee. According to that old capital structure that existed for various types of projects that the railways undertook we were borrow-

[Prof. Madhu Dandavate]

ing capital] from the General Revenue and on that we were paying dividend. The Railway Convention Committee was fixing up the rate. They were allowed to change it. This Committee was appointed by Parliament.

Prior to 1976, almost for ten years the Railways were in the red except for two years when the Railway Convention Committee decided to give dividend relief to the Railways. Prior to 1976 for ten years Railways remained in the red and as a result the finances were bad. When the finances were bad, what about dividend liabilities? These were to be paid by borrowing loan from the General Revenue, paying interest on that and paying the dividend. So, it is something like dividend on dividend and interest on dividend. That is the method that was applied. We changed it. We did not say it was continuing for years together. Governments may come and Governments may go. Administrations may come and Administrations may go, but the new capital structure that has been formed that will give benefit to all the administrations to come because now on the basis of the new capital structure it has been decided that all the dividend liabilities will be treated in future as deferred liabilities. When the finances are bad, no loan will be drawn from the General Revenue. No interest will be paid and that large burden of interest actually has been spared. That is what has been decided and the portion will be utilised for developmental activities. These are the various reports. I think they could have been fruitfully utilised. On the basis of that certain technological and certain financial innovations would have been introduced in the Budget.

There is a rail and road transport. There are two salient aspects of the rail and road transport. Unfortunately, it is a fact and you will agree with me, because it is a non-controversial subject. As far as road transport is concerned, unfortunately most of the high rated

traffic is lifted by the road and the low rated traffic is handed over to the Railways. As a result of that we are forced to bear social burden. That is the tragedy of the Railways. Now there is motor transport lobby in this country which is trying to expand its net. It is mostly in the private sector and that private sector constantly is after the Government. I am glad Government has not yielded; no matter whether it is the Congress Government or the Janata Government, they try to exert pressure on the Government and seek more and more national permits. If they get more national permits they will further eat into the earnings of the Indian Railways. Already we are bearing the social burden and if more national permits are given, in that case more social burdens will be created and Railway finances will be further spoiled.

I would like to warn the hon. Minister for Railways not to succumb to the motor transport lobby. They will try to pressurise, demanding more national permits. They are going to do it. If you just see the various files in the Railway Board, you will find memoranda after memoranda coming from private motor transport owners, saying, "Give us more and more national permits". They are coming from the States; there is a pressure from the States. There will be pressure from private transport motor owners. You must not yield to their pressure. Therefore, I take it for granted that, as far as the railways are concerned by giving more national permits to private motor transport owners, I hope and trust that the social burden on the Indian Railways will not be further increased.

There have been chronic deficits prior to 1976. For 10 years, whenever the Railway Minister get up to present the Railway Budget, very often, the members used to whisper, "You need not read out the entire Speech. Only tell us what is going to be the deficit and let us know what is the quantum of levy that you are going

to impose on the Railway users." Excepting for 2 years, when the Railway Convention Committee gave dividend relife there has been a chronic deficit. We tried to change the pattern. There was a hat-trick; it was not a trick. We tried to mop up certain resources. The big business houses with whom large arrears were accumulated and were pending were told, "You cannot carry on this game further."

Let me tell you an interesting experience. Some of the industrialists have a game to play in price fluctuation. When they have certain commodities lying in the wagons, they do not lift the commodities. When there is a slump in the prices, they allow the commodities to remain in the wagons and, at a convenient moment, when an artificial scarcity is created, they try to take away the commodities from the wagons so that they are able to mop up the profits. Therefore, it was decided that within free time plus 7 days, if they do not remove the commodities from the wagons, there will be an auction of those commodities and, as a result of that, they would suffer. It acted as a deterrent. I would request the hon. Minister to continue the same practice. It will be beneficial to the Government; it will be beneficial to the Indian Railways and you will be able to mop up more income and you will be able to see that these businessmen and industrialists will not be able to play the game that they want to play as far as price fluctuations are concerned.

As far as 1980-81 is concerned, the deficit went upto Rs. 52.34 crores. We had three consecutive surplus budgets....

SHRI RAM PYARE PANIKA: But you did nothing.

PROF. MADHU DANDAVATE: I did absolutely nothing. I admit. I am guilty of non-performance. We actually did nothing. That is why, when

this Government entered into an agreement about the productivity-linked bonus with the Indian railwaymen, the first clause of the productivity-linked bonus was that the base year for the productivity-linked bonus would be 1977-78 because in 1977-78, the railway performance was the record performance that we set and, if I mistake not, if by memory does not fail me, in 1977-78, we were in power. So, the less you talk about our performance, the better. Anyway, I am not speaking of my performance. I have to speak of their performance.

As far as this year's budget is concerned, the total levy that has been imposed is Rs. 356.25 crores on all the rail users. I do not want to go into the breakup because the speech of the Railway Minister has given the breakup of Rs. 356.26 crores. Even after imposing such a large levy of Rs. 356.26 crores in the budget for 1981-82, what is the surplus that they have projected? The surplus that they have projected for 1981-82 is Rs. 11.42 crores. They carved out a mountain and produced a small mouse. Rs. 356.26 crores of levies and a faulty paltry surplus of Rs. 11.42 crores which will be totally wiped out in the partial liquidation of the dividend liabilities because it was decided according to the new capital structure that all the liabilities during the bad financial years will be treated as deferred liabilities and, therefore, this paltry surplus of Rs. 11.42 crores will be wiped out in liquidating partially the dividend liability.

There is bound to be inflationary pressure on our economy due to various levies that have been imposed. Ultimately, which are the commodities that are exempted? Only commodities that they have exempted are firewood, sale that is used for domestic purposes and charcoal. Besides these commodities, all other commodities come under the net of the taxation of their levies.

[Prof. Madhu Dandavate]

You are not only our Chairman. But, you are also a student of Economics. You realise it very well that only when these three commodities have been exempted and all other commodities fall into the net of the levy that has been imposed, there is bound to be inflationary pressure in our economy. Whenever inflationary pressure in the economy grows, we are always told that the major contributory factor is the inflation due to the imported oil prices. Now we will be told of the additional element that is responsible. Different Ministries will be passing on the baby to someone else and now we will be told that the additional factor that is responsible for the new inflationary pressure is the levies that have been imposed by the Railway Minister and these are the only three commodities that have been exempted. I have not the least doubt that there is bound to be inflationary pressure on our economy.

The backward regions development is a very important problem and I am sure, that this problem will be attended to. I have carefully gone through various lines, conversions, new service, all are there.

There are certain regions and areas in our country which are very rich as far as minerals are concerned. You come from the region of Orissa. In terms of minerals, it is very rich. The States of Madhya Pradesh and Bihar are the States with very fine mineral resources. But the tragedy of the performance of our country is that those regions and those areas, even though the richest in mineral resources, they are the poorest in the per capita income. That is the tragedy of our land. This paradox is to be removed. This cannot be removed by any partisan attitude. Therefore, I am not interested in hitting at you or hitting at your party by making use of the railway budget. You are going to give us an adequate and ample opportunity politically to hit

at you. Why should I utilise the railway budget to hit at you politically? And, therefore, I would like to point to you that there are number of backward areas, for instance, Madhya Pradesh and Uttar Pradesh, covering the backward areas, the Adivasi areas. There is a survey that has been ordered.

I will give you a few instances. In Orissa, conversions of Ruksa-Bankiposi line. Already the survey has been completed to some extent.

In Bihar, Barabanki-Samastipur. That is the line that has been pending.

In Maharashtra, the West coast Railway is not merely the railway for Maharashtra. It passes through Maharashtra, goes through Goa, it passes through Karnataka and establishes a direct link with Kerala and ultimately Tamilnadu and really it is a symbol of integration and I am glad that those are continuing.

But, unfortunately, I find some cases when I go through the Budget documents. I will just give one illustration to illustrate the point. In some of the backward regions, certain projects are taken. Only a suggestion is given to those regions that their projects are on-going in the sense that they are on-going on the paper, I will give you a simple illustration. In the South-Central Railway, there is a small portion of the big project that is taken, that is, conversion of the railway line, I mean, metre gauge into broad gauge from Manmad to Aurangabad, the backward Marathwada region, in which lot of disturbance took place some time back. In that area, what exactly are the allocations? The total anticipated cost is Rs. 1,398 lakhs. Approximate expenditure up to end of 1981-81 is Rs. 93.03 lakhs and what is the provision for 1981-82? The total anticipated cost for November again is Rs. 1,398 lakhs, and this time the allocation is Rs. 0.01 lakhs. The total anticipated cost remember again—is

Rs. 1398 lakhs. This time the allocation is Rs. 0.01 lakh, that is, Rs. 1,000. I was feeling again and again that there must be some compositor's mistake; so, I again and again tried to total it up in different ways, in various permutations and combinations. But whatever be the permutations and combinations, the answer was only Rs. 1,000. This is exactly what is happening. Therefore, merely making provisions for backward areas will not do. Adequate provisions would have to be taken. I would suggest to the Railway Minister a strategy; it might not be a very popular strategy, but it will be a fruitful strategy. The strategy should be this: rather than spreading away all the available resources on large numbers of projects that we undertake, try to utilise the allocated amounts of the Planning Commission in some small number of projects; let us spend on them, complete the project and then tell the people that the project has been completed; and then move on to the next project. If that is done, people will be more satisfied. Otherwise, the satisfaction for the people of Marathwada and Samastipur will be only this: "We are happy that, on paper, the allocation has been made; it will take ten generations for our dream to be realised; we have to imagine that our dream will be fulfilled". That is how things are taking place.

I would link up the backward regions also with another problem, and that is the problem of suburban trains. It has created a lot of disturbances in areas like Bombay; for instance, in the Central Suburban Railway, I do not want to blame the officers. I am not one among those who take the attitude 'heads I win; and tails you lose'. If there are bouquets, the Minister should share them; and if there are brickbats, you throw them at the officers, at the employees...

SHRI M. RAM GOPAL REDDY (Nizamabad): It is uncharitable; our Minister never does that.

PROF. MADHU DANDAVATE: I have said that I am not one among those...

MR. CHAIRMAN: Please try to conclude.

PROF. MADHU DANDAVATE: When my hon. friend intervenes, I have to take note of it.

Therefore, I would like to say that, as far as suburban railways are concerned, sometimes the train gets stuck up and the passengers start hitting at the officers, at the railwaymen, at the engine drivers and cabin men. They are not to be blamed. What could they do? In Central Bombay Suburban Railways, in 1959, 31 per cent rakes were imported from foreign country like U.K. Nobody did perspective planning. The compressors and the traction motors that were imported, the rakes that were imported, we never thought, would become obsolete after some time. Now, after 25 years, from the same factory from which we had imported they are no more available, and the indigenous components also will not fit in. That is the reason why this complication is taking place. I do not want to blame the Minister for this crisis. It is really the failure of perspective planning as far as this problem is concerned. That has to be taken note of. Therefore, we will have to make extra allocations to see that the suburban problem is solved; and if that is solved, I am sure there will be some relief.

I do not want to strain you more, Mr. Chairman, nor do I want to strain the Railway Minister. I only want to say that there was a certain perspective that we had built up. With this, I will conclude. We had already decided that, in this land of Mahatma Gandhi, all long distance trains would be classless trains in which there will be the near-First Class facility and the Second Class fare. I was very happy to find that both sections of the House were able to give full co-operation on that and these trains are running wonderfully well. When the

[Prof. Madhu Dandavate]

Geetanjali Express was introduced on 24th November, 1977, we were told by some elites that the common man did not deserve this padded cushion. The common man did not deserve this lending library. They don't deserve the utensils of stainless steel. Don't give them; they will destroy them. Our experience is that on 24th November 1977, the Gitanjali Express—Classless comfortable train—was introduced. Upto now you do not find any padded cushions being destroyed; you do not find lending libraries being destroyed. They are being utilised in a proper way. If you take the people into confidence, they will also take you into confidence. Love begets love. That is the basis. Therefore, I would like the same strategy to be adopted about these classless trains. Let the same perspective be continued modernisation also may be introduced. We have one difficulty about the oil. The import bill on oil has gone up to Rs. 5,000 crores. Probably it is going to aggravate. I was trying to read the report on National Transport Policy. As far as I find in 1953-54, in transport, the coal used was 56 per cent; in 1960-61, it was 47 per cent and in 1976-77 it was 17 per cent. Coming to all consumption, in 1953-54 it was 41 per cent, in 1960-61, it was 51 per cent but in 1975-76 it was 81 per cent. Coming to electricity, in 1953-54 it was 3 per cent, in 1960-61 it was 2 per cent but in 1975-76 it was 2 per cent. Coming to electric consumption, in transport, it has almost stabilised to nearabout 2.3 per cent. I think we will have to increase it slightly. Hydel power will also have to be increased. More electricity will have to be generated. Of course, for that, railways alone cannot be held responsible. But, I do hope and trust that the railways will ask the Planning Commission to give permission to have more captive power plants so that they will be able to manage their own show better than what they are able to do at present. I think that also will have to be done. A number of technological changes will

have to be there. I just narrate them. We will have to see that the automatic warning systems will have to be rationalised; signalling system has to be rationalised.

In the transshipment points, there is always pilferage. One who indulges in pilferage. He gets a double opportunity. While you move from one gauge to another, while unloading the commodities and again loading them in the broadgauge, you are able to get the opportunity twice. Therefore, the container system must be tried. In Europe it has been tried on a large scale. Of course, that will mean that more investment will have to be done. Coupler system will have to be rationalised and concrete sleepers will have to be used. Track-circuiting will have to be used on a large scale to prevent the accidents. As regards primary renewals, I am happy that you are able to secure Rs. 110 crores. I congratulate you for having secured Rs. 110 crores for this. With ultrasonic tests, the backlog of those rails are likely to be fractured, may be of the order of 5,500 Kms. Therefore, if you are able to secure 110 crores this year. It is a commendable thing. I hope that this Rs. 110 crores will be properly utilised. Primary renewals will be gone into. If this is done, then we will be able to give a proper security and safety. About the workers' problem, I will just say this. How can I sit down without referring to the working-class? You are modding your head, I think you agree with me.

MR. CHAIRMAN: I say you please conclude

PROF. NADHU DANDAVATE: In conclusion, I may say that I belong to the Science Faculty and, therefore our method demands that whenever you complete one point, you draw an inference that you move on to the next.

I am following this procedure. As far as working class in the railway is concerned the Administration will

have to carry on not in confrontation with the trade unions but in cooperation with them. The trade unions will also have the same sense of responsibility so that they should be able to contribute their mite to the development of the Indian railways and to the development of infrastructure and also to the integration of the country. The Locomen's Committee was set up and they have gone into the problems. On the basis of that, the issues should be sorted out. I am glad that the locomen's strike has ended. But, on the basis of the recommendation of the Committee, their problems can be sorted out and justice can be done to them. There is a ban on recruitment. The Ministerial staff is facing the worst type of grievance. Station masters have grievances. Cadre review of the officers has taken place. Twentyfive per cent of the officers come from medical categories. Their cadre review has not been gone through.

I am sure that will also be gone through. The R.P.F. has not been included in the productivity linked bonus formula. I hope the Railway Board and the Minister will sympathetically consider this. I do not say that you give me a definite assurance here and now. But please enter into negotiations and try to find out whether that could also be done. Ultimately, for the recognition of the unions, within the department of the Railways, let us try to have a ballot of all the railwaymen working in various categories and decide once and for all who will be the bargaining agent in this department. I am sure that if you are able to do that, our Indian Railways will act not merely as an instrument of massive infrastructure in the country but it will also act as an instrument of national integration for the unity of this land, this great land that stretches from the lofty peaks of the Himalayas to the sacred shores of Kanya Kumari.

PROF. NARAIN CHAND PARASHAR (Hamirpur): Mr. Chairman,

Sir, I rise to support the Railway Budget, presented by Mr. Kedarnath Pandey, the hon. Railway Minister.

I was listening very attentively to the speech made by Prof. Madhu Dandavate. He was making some passionate pleas for the development of backward areas. My only concern is this. While in office Prof. Dandavate did not think of the backward areas like Himachal Pradesh and other areas. What happened? Was it a tragedy which is too compassionate to be described here in this House? He talked of 'Grace' and 'Courtesy'. But may I ask: Had he the courtesy to carry on something that was started by our late Railway Minister, Shri L. N. Mishra, when he inaugurated the construction work of Nangal Talwada railway line in H.P. at Amb in Una district on 22nd December, 1974? Mr. Mishra got a commitment from the Chief Minister of Himachal Pradesh, Dr. Y. S. Parmar that land would be given at the cost of the State Government. A poor State like ours has been asked to give the cost of the land and it was promised that the work will be completed as soon as the survey was over. Now, Mr. Kamalpathi Tripathi who succeeded him as the Railway Minister, promised on the floor of the House in the Fifth Lok Sabha, that is, during the years 1975-76 and 1976-77, that this line would be constructed. But the whole thing was undone and forgotten by Prof. Madhu Dandavate as Railway Minister. I wrote a letter to Prof. Dandavate from Himachal Pradesh where I was an M.L.A. at that time. The only reply that I got was that 'the matter is under consideration.' It remained 'under consideration' for full three years as long as Prof. Madhu Dandavate was the Railway Minister. Sir, the grace would have been finer and the courtesy would have been deepened had he constructed this railway line which was inaugurated by Mr. L. N. Mishra. Prof. Dandavate's concern for the backward areas would have been properly appreciated had he looked to the needs of the backward areas like

[Prof. Narain Chand Parashar]

Himachal Pradesh, Jammu and Kashmir, M.P., Bihar, Orissa, Rajasthan and Maharashtra and others. The Government led by Shrimati Indira Gandhi looked to it that the commitment of the previous Government was honoured. Shri Kamalapati Tripathi accepted the responsibility for the construction of 6 new railway lines in the North-Eastern region for which survey was ordered by Shri L. N. Mishra. I challenge him to go through the speech of Shri L. N. Mishra while presenting the Union Railway Budget for 1973-74 wherein he has said that the calculus of remunerative returns must be discarded for the development of backward areas. He ordered 20 to 30 new surveys all over the country and 6 new lines especially for the N.E. region. I appeal to you, Mr. Railway Minister, that whatever has been undone by the Janata Government and Prof. Dandavate as Railway Minister must be rehabilitated. The Union Government must accept the responsibility for the construction of new railway lines all over the country and provide the money for it. This House should look to the concern of each and every region of the country. Kindly look to the backward areas of the country whose needs are paramount.

Now, I would like to refer to the recommendations made in their Report by the Railway Coordination Committee. In Recommendation No. 21 it has been stated that 5750 K.M. of new railway line has been constructed since 1950. There is another Recommendation, No. 25, which says that 5000 K.M. of more new lines would be required to make the whole system effective and truly national in character, spread over all the regions of the country. You please look to the interests of the backward areas like Himachal, Kashmir, Maharashtra so on. The present Government has accepted the responsibility of looking towards the interests of all States. I learnt certain details from one of the

publications of the Railway Board about the statewide kilometrage of the railway track as at present, existing. But what is more helpful would be for the Railway Board to tell us how many K.M. of new track has been added on to each one of the States after independence. Then the country would be able to know whether the Railways are a true national concern. About 25 years ago, that is in 1956, a survey for the construction of railway line between Nangal and Talwada was started. Now, this is the silver jubilee year of survey. We are now sick of the surveys and re-surveys for the construction of this railway line. The inauguration of this new railway line construction was by-passed by the then Government led by Mr. Morarji Desai and then Railway Minister Prof. Madhu Dandavate. I would request Mr. Kedar Panday kindly to look into this and see that justice is done to Himachal Pradesh. Himachal Pradesh has made a significant sacrifice for the cause of the defence and development of the country in as much as more than 1000 jawans had lost their life for the defence of the Motherland in successive wars since independence. Its fertile valleys have been submerged for the sake of green revolution in Rajasthan, Haryana and Punjab. Several people have been uprooted for the construction of the railway lines.

On 2nd June 1980, the Chief Minister of Himachal Pradesh, Shri Ram Lal, wrote to the Union Minister of Railways for bearing the cost of the entire earth work for this railway line amounting to Rs. 3 upto Rs. 4 crores. On behalf of the State Government, on 5th June 1980 he wrote again to the Union Minister of Railways saying that half the cost of wooden sleepers for the construction of this railway line. So, Shri Kamalapati Tripathi in his budget speech on 16th June, 1980 ordered for update of the survey of this line keeping in view the offers made by the Chief Minister of Himachal Pradesh. Unfortunately,

this has not been included even in the present Budget and I make a sincere plea to the Union Railway Minister to include this line in the present budget and insure its construction as early as possible.

There are fine points in the Budget and I am happy to appreciate the stand taken by Mr. Kedar Panday, in regard to the meter gauge railway line. He has promised to improve the operational efficiency of the meter-gauge. When the trains can be run more efficiently and with more speed on the meter gauge line in Japan, why cannot it be done in our country? Therefore, let us have more new railway lines rather than conversion of railway lines from meter gauge to broad gauge for which sanction is necessary only rarely for supplying the missing links or for connecting it to the main broad gauge network. Now, Mr. Kedar Panday is the first Railway Minister to announce this in his budget speech. He has named his budget as a rehabilitation budget because all that is undone by the Janata Government has to be rehabilitated and rebuilt by the present Government.

MR. CHAIRMAN: Mr. Parashar, you may continue your speech

tomorrow. Now, Mr. Maganbhai Barot to lay papers on the Table.

17.59 hrs.

PAPERS LAID ON THE TABLE—
contd.

THE DEPUTY MINISTER IN THE MINISTRY OF FINANCE (SHRI MAGANBHAI BAROT): I beg to lay on the Table a copy each of Notification No. 19-Customs [G.S.R. 80(E)] and 20-Customs [G.S.R. 81(E)] (Hindi and English versions) published in Gazette of India dated the 26th February, 1981 together with an explanatory memorandum regarding exemption to Ethylene Dichloride imported for the manufacture of Polyvinyl chloride Resins from the whole of the basic, additional and auxiliary duties of customs leviable thereon, under section 159 of the customs Act, 1962 [Placed in Library. See No. LT-1947/81]

18.00 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Friday, February 27, 1981/Phalguna 8, 1902 (Saka).