

SHRI P. C. SETHI: Sir, I beg to move:

"That the Bill, as amended be passed".

The motion was adopted.

MR. CHAIRMAN: The question is:

"That the Bill, as amended, be passed".

The motion was adopted.

the Enacting Formula to vote.

16.15 hrs.

METRO RAILWAYS (CONSTRUCTION OF WORKS) AMENDMENT BILL.

THE MINISTER OF RAILWAYS (SHRI P. C. SETHI): I beg to move:*

"That the Bill to amend the Metro Railways (Construction of Works) Act 1975 be taken into consideration".

While introducing the Bill for amendment of the Metro Railways (Construction of Works) Act, 1978, I submitted before this House that from the experience gathered from the working of the Metro Railways (Construction of Works) Act, 1978, since 1st February, 1979, some inconveniences were being experienced and certain omissions were also noticed. I may also state here in this connection, that originally the legislation was necessary to enable tunnelling work to be undertaken underground without acquiring the surface rights; to streamline and speed up the procedure for acquisition of land and properties to enable acquisition of right of users of the sub-soil along with the alignment of the Metro Railway both under private property as well as in public streets; to put reasonable restrictions on the right of users of the surface owners along and in the vicinity of the Metro alignment; to enable the taking up of construction work as necessary along the alignment to enable diversion, opening closing or realigning of road sewers, pipelines, telecommunication installations to enable the determination and

payment of an amount to expropriated owners as well as tenants, with varying degree of occupancy rights; to enable the determination and payment for losses and damages which may arise; and to enable compulsory evacuation of people for a limited period for their safety, if required.

As stated earlier, the Act is working since 1st February, 1979 and proposals for acquisition of lands, buildings etc. are being processed under this Act and the "competent authority" and the "arbitrator" appointed under the provision of this Act are discharging their functions in respect of such acquisition and other matters accordingly. It was not possible to anticipate at the time of the enactment of the Act, the various circumstances and situations that might arise during its implementation. Now that the Act had been in operation for a considerable period, the defects experienced and the omissions noted require to be remedied and supplied at the earliest, for the smooth working of the provisions of the Act. It is with this purpose that amendment of some of the provisions of the Act by way of deletions, additions and alterations is considered necessary.

The proposed amendments relate mostly to the functions of the 'Competent Authority' and the 'Arbitrator' appointed under the Act and the procedure governing the matters before them. It also covers to some extent the acts of the Metro Railway administration vis-a-vis the affected public bodies and private persons as indicated in the Bill laid before this House.

The amendments proposed at this moment do not, in any way, alter the character of the principal law but only seek to supply certain commissions and remove certain difficulties in the way of effective implementation of the Act. Though formal in nature, some of these proposed amendments are considered essential from the technical legal point of view. The public interest and the

removed with recommendation of the President.

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interest of justice will be served by effecting the amendments as proposed. For speedy implementation of the project and for the works connected therewith, the proposed amendments are considered necessary.

I would commend this Bill for consideration of the House.

MR. CHAIRMAN: Motion moved:

"That the Bill to amend the Metro Railways (Construction of Works) Act, 1978, be taken into consideration."

Mr. Sunil Maitra.

SHRI SUNIL MAITRA (Calcutta North-East): Mr. Chairman, Sir, I come from the city of Calcutta and it so happens that my constituency is also within the purview of the alignments of the Metro Railways. So far as the time factor is concerned, I crave the indulgence of the Chair to allow me a little more time so that I can submit to the House, and specially to the Minister, so many things that I have to submit.

I come from a city which has been much maligned, a city that has been derided, denigrated, vilified and abused in and out of season, and for the last 30 years this has been the lot of the city of Calcutta. In any case it is not very difficult to abuse and vilify, but it is more difficult to appreciate the problems and find out solutions.

It was in 1698 that a British merchant purchased three villages and founded the city of Calcutta. By 1718 there were as many as 41 villages which today constitute the city of Calcutta. From 1718 to 1947, the Britishers used the city of Calcutta as the commercial capital of their vast empire and they built the city only to sub serve their interests, to protect their interests, to preserve and further their interests. Therefore, they were only interested in that part of the city where they used to stay and carry on their business. If you look at the old

map of the city of Calcutta, you will find that virtually Calcutta was built around Fort William and the Esplanade area; that was the place where the Britishers used to live and that was also the place where human-beings could live. The rest of the city grew up in a haphazard manner without any planning like parasites growing in a jungle.

Therefore, today the situation in Calcutta is this. At high noon on any working day, you will find in the city of Calcutta eight to nine million people coming all the way from the eastern U.P., Bihar, Orissa and rural Bengal; at high noon the population of Calcutta is somewhere between eight and nine million people. Calcutta was built by the Britishers. Now the 30 years of Congress rule have not been able to build the city of Calcutta in such a way as to accommodate the various problems of 8, 9 million people at high noon—their transportation, drinking water, sewerage, etc., etc. Buses could not cope with this huge rush of people that come to the city of Calcutta. In Calcutta the added problem is—the transport problem. Whereas the cities of Bombay and Madras have 16 to 18 per cent as road-space compared to the total surface area—Delhi has roughly 24 per cent—Calcutta has only 6 per cent as road space as compared to the total surface area of the city. In Calcutta the buses carry daily 8 lakhs of people and trams 1.2 million people. But even with this somehow or the other it is not possible for the transport system in Calcutta to carry so many passengers and today the situation in Calcutta is that the city is being choked and it is being suffocated and if something very radical is not done for the relief of Calcutta, then I am sure Calcutta will die. Therefore, seeing from this point of view, when the idea of metro railway was mooted for easing the problem of transportation, all sections of people welcomed it—that perhaps at least something would be done now. Even then it should be remembered that when the metro railway project

will be completed by 1987 as you have told us now, the density of the population of the city of Calcutta will grow more and by 1987 when you will start operating the metro railway, Calcutta city's problem of over-population and the problem of transportation of this huge number of people will more or less remain the same.

Though we have been demanding in this House—myself and other members from Bengal have demanded so many times—that in addition to the metro railway you should give us a circular railway, this Government has been persistently refusing to concede our demand. Once again before I embark on the discussion of the metro railway, I appeal to the Railway Minister to give a very serious consideration to give Calcutta ring railway, a circular railway as you call it in the city of Delhi. The Central Government is making arrangements for the Asiad and Delhi is fortunate enough to have a ring railway. But Calcutta city is dying and it is a question of survival for the city of Calcutta. I appeal to the Minister that he should seriously ponder whether it is possible for the Government to grant us a circular railway in addition to the metro railway.

Then, Sir, in this House for the last two years I have been demanding along with other members from Bengal that there is already a railway line, a double track railway line, called Kankurgachi chord line which bypasses Sealdah station and goes to the south of Bengal. It is an electrified line and we have been demanding that at least some passenger trains may be run on this little double track line. Already goods trains are moving on that line. If a pair of passenger trains are run on this line which is already electrified, I think much of the rush in the Calcutta city will be avoided. I am told by the experts of Calcutta Metropolitan Development Authority that as many as 70,000 passengers daily would bypass Sealdah station and go to their places of work in south Bengal. Therefore, this thing also should be kept in mind by the Government.

Now the metro railway is conceived to run from Dum Dum to Tollygunge—a distance of 16.43 km.

But the Railway Ministry sanctioned this Metro Railway Project on 1st of June 1972. The cost was Rs. 140.30 crores. On December 28, 1972 the Prime Minister formally inaugurated the construction work of the Metro Railway Project. The original target of completion of this project was by 1978 and now we are told that the first phase of it, that is from Dum Dum to Shambazaar, would be completed by March 1985 while the second phase from Esplanade to Tollygunge would be completed by March 1987.

The target date of completion was 1978. I happened to be a Member of the PAC as also the convener of the P&T and Railway Working Groups last year; we questioned the railway authorities—the Railway Board—and we were told that up to the year 1981, only 27.5 per cent work was completed, whereas the target date of running the Metro Rail should have been in the year 1978. In the year 1981 we were told that only 27.5 per cent of the total work had been done. Our question is: why has this work not been done? It is all in the Fifty-fifty Report of the P.A.C. submitted to the Parliament. When we asked about the delay, they said that delay was due to the paucity of funds between 1972-73 and 1980-81, in a period of nine years, the railways needed Rs. 140.30 crores. Actually, the amount sanctioned and paid by Government to the Railway Ministry was Rs. 88.44 crores. So, there was no fund and hence no work could be done.

When the original target date of completion was 1978, till 1981, not more than 27 per cent of work could be done. My appeal, therefore, to the Government would be to expedite the whole thing. Now, the project cost has been revised from Rs. 140 crores to Rs. 526 crores. That means the increase is roughly between 400 to 500 per cent. I believe that when the project

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is completed by 1986, the cost would be much more than Rs. 526 crores—it would be somewhere in the neighbourhood of Rs. 700 to 800 crores.

I do not know how the Planning Commission has gone through the whole project and how it scrutinised the cost factor of this project. What happens is this. If a particular project is supposed to be completed in a span of seven or eight years, and, if it takes fourteen years to be completed, the cost would be double this amount. There are instances where the project cost has gone up by as much as 1,000 per cent. In the present case, the cost of the project is supposed to have gone up by 400 to 500 per cent. Having done this job in such a miserable way, the Government has now come up with this amending Bill. What is the purpose of this Bill? The Minister has said that the purpose of this Bill is to do something about the compensation to be paid to those people who were affected by the alignment of the Metro Railway. So, to facilitate the payment of compensation to these people, he has brought forward, this amending Bill.

Sir, in the principal Act, Section 25 provides for compensation for any claims arising out of damages caused by the construction of the Metro Railways. Will the hon. Minister please enquire from the Railway Board, in how many cases the claims were received by the Metro Railway authorities, under Section 25 of the Metro Railway Act. How many of these claims have been disposed of? What is the total amount of claims preferred by the persons whose properties or business have been damaged or who had to be evicted for construction of Metro Railway line.

Sir, I have some figures and I will be happy if the hon. Minister corrects if I am wrong. Out of the 159 claims settled by the competent authority payment for only one claim has been

made and the amount is Rs. 1,250/-. Out of claims of more than Rs. 1 crore coming from 159 parties you have paid the claim for only one party and that claim amounts to Rs. 1,250/- and the name of the party is Gopal Servicing Station which is situated at the crossing of Ras Bihari Avenue-Russa Road.

MR. CHAIRMAN: I think more claims have been paid by now.

SHRI SUNIL MAITRA: This is the position as on 31st March, 1982 I will be very happy if the hon. Minister rectifies if there is mistake in my figures. But if there is no mistake then let him order an investigation into the whole thing.

Then as per Section 17 of the amending Bill there is provision for transfer of cases of claims under Section 13(3) of the Principal Act to the Appellate authority. Now, another authority has been created. Earlier there were the competent authority and the arbitrator. The competent authority were to dispose of the claims and if the party so chose then it could go to the arbitrator. Now, the post of arbitrator is being abolished and a separate entity in the form of Appellate authority is being created. The amending Bill under Section 17 provides:

“That all the pending cases under Section 13(3) of the principal Act are to be transferred to the Appellate authority.”

May I know how many cases are pending under Section 13(3) of the Principal Act. There is not even one case pending under Section 13(3) of the Principal Act. The cases which are pending are under Section 22(2) and 25(2) of the Principal Act and no provision has been made in the amending Bill for transfer of the cases pending under these two Sections. There are a large number of cases pending under these two Sections. So, my point is what for have you brought this amending Bill. Is it only to satisfy one individual or certain vested interests? It is for the Minister to inquire and judge.

Again Section 16(1) of the Principal Act is being amended by Section 9(2) and 9(3) of the amending Bill. The Principal Act says that the qualification of the Arbitrator would be that of a person who is qualified to become a High Court Judge. Now what is happening is this. This post of Arbitrator is being abolished. Instead of that the post of Appellate Authority is being created. The post of Appellate Authority is supposed to be superior to the post of Arbitrator. Now, the qualification of the Appellate Authority as proposed in the Amending Bill is that of any person who can become a District Judge. Such a person can become an Appellate Authority, whereas, in the Principal Act the qualification of an Arbitrator was that of a High Court Judge.

Mr. Minister, would you kindly look into it and see whether all this is being done to suit one individual? Would you kindly see whether the Railway Administration wants to bring in an officer as Appellate Authority, which officer has perhaps retired from Railway Service around 31st of March, 1982? Is it true that the Railway Administration wants to bring in that person as Appellate Authority? Therefore that particular qualification is now being prescribed. According to his qualification, this Amending Bill is drafted. This is my charge. I request the hon. Minister to clarify this point.

I was a Member of the Public Accounts Committee. I was sent by the Public Accounts Committee to visit Calcutta because some accidents took place there.

MR. CHAIRMAN: You are not supposed to disclose what transpired inside the PAC meetings.

SHRI SUNIL MAITRA: I am not referring to internal discussions; I am only referring to published reports. These are published reports of the PAC which have been placed before the Lok Sabha. They are not supposed to

be secret documents at all. As far as PAC's internal discussions are concerned, they are secret. I am not referring to them.

SHRI ATAL BIHARI VAJPAYEE: Only verbatim Records are out of the bounds of hon. Members.

SHRI SUNIL MAITRA: After visiting the Metro Railway Construction work, I submitted my report to the P.A.C. Chairman. The PAC submitted its 55th Report to the Lok Sabha. They enclosed my letter written to the Chairman of the P.A.C. In that letter, I pointed out how on both sides of the road, in the City of Calcutta, where this metro railway works are going on, there are so many buildings which have got serious damages, cracks and fissures. All these are due to the construction of the Metro Railway. There is one Building called the Asutosh College building which has been affected very much. This Asutosh college building is a reputed educational institution where 6,000 students study from 6 O'clock in the morning till 10 O'clock in the night. As many as three colleges operate from that building. Fissures and cracks have developed in that particular building. I visited the college sometime in the month of August, 1981. The Principal of that College expressed some of his apprehensions to me that there may be some serious damages to the building unless something is done immediately to repair the building very serious things may happen. Now, some of the engineers of the Metro Railway were accompanying me. I asked them: 'Is there any foundation failure? Why have so many fissures and cracks developed? What is the reason?' The Engineers told me that there has not been any foundation failure at all. (Interruptions). I went to Calcutta and again visited the building in June last. The Principal of the Asutosh college told me about the on-coming monsoon which may result in a catastrophe. I wrote a letter to Mr. Sethi. Mr. Sethi replied to that letter saying, 'I will have the matter

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looked into'.... (Interruptions) On 11th August, 1981, the Public Accounts Committee submitted its 55th Report to the Lok Sabha. My original letter written to the Chairman of the Public Accounts Committee is contained there. I want to ask the hon. Minister: What action did the Government take? What action was taken by the Ministry of Railways on the basis of that letter? This is what I specifically want to know from the hon. Minister.

Sir, the Public Accounts Committee of this honourable House is a prestigious Committee of Parliament. But nobody is there to raise his one little finger pressing the Government to investigate into this particular matter regarding which I personally wrote a letter to the Chairman of the Public Accounts Committee. The hon. Minister only said: 'I will have the matter looked into'.

Sir, again let me warn the Railway Minister that monsoon is fast approaching and if there is a very heavy down-pour there is every possibility of the entire building collapsing. And remember, at any given point of time, there are 1500 students studying in that building and if the building collapses, if the roof of the building collapses, there is going to be a catastrophic disaster. Therefore, I would draw the attention of the hon. Minister to the fact that he should take this warning very seriously and send the Engineers, not the Railways Engineers, but independent Engineers, to find out if there has been any failure in the foundation of Metro Railway constructions in Calcutta. Please do something to save the life of 6000 students who are prosecuting their studies in the colleges housed in Asutosh College building. Thank you very much.

श्रीमती कृष्णा साहू (बेगुसराय) :

सभापति महोदय, माननीय सदस्य ने कलकत्ता की ऐतिहासिक पृष्ठ भूमि में कलकत्ता

की समस्याओं को रखा तो ऐसा मुझे लगा कि यह "कलकत्ता समस्या विधेयक" है या "भूमिगत रेल संशोधन विधेयक"? फिलहाल, कलकत्ता की जनता तो मावर्सिस्ट सरकार से ही तस्त है। (व्यवधान) जनता थोड़ी सी आगे बढ़ी है, थोड़ा और आगे बढ़ने की जरूरत है।

सभापति महोदय, भूमिगत रेल संशोधन विधेयक 1981 के समर्थन में मैं खड़ी हुई हूँ। इस बिल का उद्देश्य बहुत ही कारगर और उपयोगी है। भूमिगत रेल परिपथ के निर्माण बाबत भूमि या संपत्ति का अर्जन परियोजनाओं के शीघ्रता-पूर्वक कार्यान्वयन के लिए किया जाना ही इस विधेयक का उद्देश्य है।

सभापति महोदय, अमूमन ऐसा देखा जाता है कि जमीन या संपत्ति का अर्जन किसी महत्वपूर्ण योजना के लिए किया जाता है, परन्तु योजना के कार्यान्वयन में वर्षों लग जाते हैं, अभी कलकत्ता का ही उदाहरण लीजिए। कलकत्ता में जहाँ भूमिगत रेल का निर्माण शुरू हुआ था, उसमें वर्षों लग गए। 1972 में यह कार्य शुरू किया गया था और 1987 तक इसके पूरा होने की योजना थी और 250 करोड़ के लगभग लागत का अनुमान था। अब 100 करोड़ से ऊपर खर्च हो गए हैं और जिस रफ्तार से, कछुए की चाल से निर्माण कार्य हो रहा है, उससे लगता है कि इस कार्य के पूरा होने में अभी 10 साल और लग जाएंगे। समय जिस तरह से बदलता जा रहा है, कीमतें बढ़ती जा रही हैं। इसलिए कीमतों का देखते हुए खर्च भी बढ़ता जाएगा। इस हिसाब से जितना खर्च इस योजना पर हो रहा है, इतने खर्च से दो कलकत्ता शहर की योजनाओं का निर्माण हो सकता था।

हमारा देश गरीब है और गरीब मुल्क में योजनाओं का होना तो जरूरी है, लेकिन मेरा कहना है कि योजना इस प्रकार से बनाई जाए कि उसमें धन की बरबादी न हो और कोई योजना विवेकहीन और उद्देश्यहीन सिद्ध न हो—इस ओर सरकार का ध्यान जाना चाहिए।

दूसरी बात मैं यह कहना चाहती हूं कि 1969 में कलकत्ता में इस योजना की कल्पना की गई थी और 1979 में संसद् के एक अधिनियम से वर्तमान मेट्रो रेलवे का रूप प्राप्त हुआ—जहां तक मुझे जानकारी है। उसके बाद जिस तरह से यातायात का दबाव बढ़ रहा है, आबादी बढ़ रही है और दुर्घटनाओं की संख्या बढ़ रही है, इसको देखते हुए 1975 में तत्कालीन रेलवे उपमंत्री श्री बूटा सिंह जी ने सदन में माननीय सदस्यों को बताया कि एक सर्वेक्षण हो रहा है और शीघ्र ही उसे उपस्थापित किया जाएगा, जहां दिल्ली के मेट्रो रेल की संभावना से ही सम्बन्धित था कि यहां पर उसकी सम्भावना हो सकती है कि नहीं। और 1972 में यहां से एक तकनीकी समिति जापान, मास्को और लन्दन गई अध्ययन करने के लिए कि कहां कहां इसकी सम्भावनाएं हैं जहां इसको हमारे देश में किया जा सकता है। कहने का मतलब यह है कि ऐसे काम को शुरू करने के पहले ही सोच लेना चाहिए ताकि व्यर्थ राशि खर्च न हो और आम जनता पर उसका आर्थिक भार न पड़े।

रेल सेवाएँ जो अभी हम देख रहे हैं, सेठी साहब ने उसमें काफी सुधार किया है, लेकिन भूमिगत रेल सेवा तभी हो सकती है जब हमारे यहां भूमि और आर्थिक परिस्थिति का समन्वय हो और उसके मुताबिक काम हो। इसलिए भूमि अर्जित तो की जाय, सम्पत्ति अर्जन भी किया जाय लेकिन एक काल-बद्ध योजना

के अन्दर जब ऐसे काम होता है तभी ऐसी योजना सफल होती है अन्यथा जनता को उससे परेशानी होती है और हमको आर्थिक कठिनाइयों का सामना करना पड़ता है।

इन्हीं शब्दों के साथ मैं समर्थन करती हूं कि इस विधेयक का और सरकार को धन्यवाद देती हूं।

SHRI CHITTA BASU (Barasat): Mr. Chairman, Sir, the Bill's objective, let me accept it for the time being, is to expedite the construction works of the Metro Railway in Calcutta, and the amending Bill provides for the appointment of competent authority, appointment of appellate authority, requisite qualifications for them, and also prohibition and regulation of construction of buildings or any such development upto a distance of 20 metres on either side of the Metro alignment, whereas it was ten metres in the parent Act.

So far as these objectives are concerned, and if it is with the idea of expediting the construction of Metro Railway, there is nothing to object.

We have got the background information about this project. It was started in 1972 with an estimated cost of Rs. 140.30 crores, and though I do not want to go into the details, now the estimated cost of the project would be about Rs. 800 crores. So far as the delay is concerned, it is all the more alarming. It has been said that the first phase of the construction would be completed by 31.3.1985 and the second phase would be completed by 31.3.1987. As the reports go, only 27.5 per cent of the work has been completed; more than or about 70 per cent of the work still remains to be completed. One of the reasons or the principal reason for the delay has been pointed out by the Public Accounts Committee. It is not my comment, it is the comment which has

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been made by the Public Accounts Committee of the Parliament. In order to save time, it is better for me to read out what the Committee has commented on it:

"Apart from other things, the delay has pushed up the cost of project several-fold. The Committee were shocked to learn that the main reason for the delay in completing the project was lack of funds. The Committee fail to appreciate why after having taken a well-considered decision to go in for a vital project, adequate finances were not available to the project authorities for completing the work in time.."

"The Committee have no doubt that allocation of funds for the total project has been made in relatively small doses over the years. Between 1972-73 and 1980-81, the total projected requirement of funds was worked out to be Rs. 140.30 crores and against this projection, the total amount allotted and actually spent was Rs. 88.42 crores."

While the projected requirement was Rs. 140 crores, only Rs. 88.42 crores has been so far allocated and spent. That is the main reason for the delay in the construction work of this Metro project. Therefore, Sir, I would take this opportunity to appeal to the Railway Minister to go into this Report and try to act upon the recommendation that they have made. There is a distressing state of affairs. The Committee desires that the matter may be reviewed at the highest level and at least now a time-bound schedule may be laid down for the completion of the project at the earliest. It should also be ensured that the shortage of funds is not allowed to hamper the further progress of the project."

Sir, I would urge upon the Railway Minister to consider these recommen-

dations of the Public Accounts Committee that the constraint of funds is the major and principal reason for the delay in the completion of the project. I would like to know whether the Hon. Minister will be in a position to assure this House that the recommendations made by the PAC would be acted upon properly. I would urge upon him to act on the recommendation of the PAC.

Sir, since there is not much time at my disposal, I would not deal with other subject. But one point that I want to emphasise is that even after the completion of the Metro Railway, this transportation problem of Calcutta City is not going to be over. This is the result of the study undertaken by the West Bengal Government itself. According to the study even after the completion of the Metro Railway 1.5 million commuters will remain to be catered to even after the transport capacity thus created by the Metro Railways. Therefore, the question of further expanding the transport capacity for the city is of urgent necessity. Therefore, not only the Government of West Bengal, but the people of West Bengal also have been demanding for a long time that there should be a circular Railway. Therefore, I urge upon the Government that they should review their earlier decision. Their earlier decision has been that after the clearance of the Metro-Railway there should not be another project for circular railway. That was the decision taken by the Government. I request the Hon. Minister to review that decision in view of the study made by the Government of West Bengal and also in view of the opinion expressed recently by a Canadian Urban Development expert recently. The Canadian Urban Development expert who came over to Calcutta recently, after his visit has pointed out that the city needs both Metro and Circular Railways serving two different markets. Therefore, Sir, the question of Circular Railway is to be re-opened and he should take proper action thereon.

16.59 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

There was a committee called Jine-walla Committee of 1948. They also referred to the Circular Railway. They said that the actual conditions were such that with an expenditure of only Rs. 100 crores, there could be a Circular Railway in Calcutta, which can meet the needs of a wide section of commuters.

So, having regard to this fact, viz. that the Metro Railway cannot cater to the increasing needs of the people of Calcutta, Government should review its earlier decision of abandoning the proposal for a Circular Railway, and re-open the issue. While the construction works on the Metro Railway should be expedited, some survey work or some preliminary work should also be started with regard to the construction of the Circular Railway in Calcutta. These are the moot points which Government should take note of.

Lastly, many comments have been made regarding the functioning of the Metro Railway authorities. Various irregularities have been pointed out in the PAC's report; and I would be glad if they are examined properly. I do not know when the Action Taken report will be coming; and I think this House may not have the opportunity of discussing it. So, I request the Minister to go through it and see that some remedial action is taken on the irregularities mentioned.

श्री राम सिंह यादव (अलवर) :
उपाध्यक्ष महोदय, यह बड़ी प्रसन्नता की बात है कि भारतवर्ष एशिया में दूसरा ऐसा राष्ट्र है, जिसमें मेट्रो रेलवे का काम शुरू हुआ है, और वह भी हमारे देश के एक बहुत बड़े शहर कलकत्ता में शुरू हुआ है। इस बात की भी प्रसन्नता है कि जहां पंडित जवाहरलाल नेहरू कलकत्ता शहर को केवल जुलूसों का शहर कहते थे, वहां प्रधान मंत्री श्रीमती इन्दिरा

गांधी ने 29 दिसम्बर, 1972 को उसका उद्घाटन करते हुए कहा था कि यह शहर प्रगति का शहर होगा, यह एक आधुनिक शहर होगा। वास्तव में भूमिगत रेलवे की योजना जिस इरादे से बनाई गई है, यदि उसको क्रियान्वित ईमानदारी से और सही तरीके से वहां की सरकार और नागरिक करें, तो उस शहर के नक्शे में एक बहुत बड़ा बदलाव हो सकता है।

आप जानते हैं कि जब 1978 में मेट्रो रेलवे एक्ट बनाया गया, तो उसका उद्देश्य कलकत्ता के साथ साथ दिल्ली, मद्रास और बम्बई जैसे उन शहरों में भी मेट्रो रेलवे स्थापित करना था, जिनमें ट्रांस-पोर्टेशन की इन्टैन्सिटी बहुत ज्यादा है। प्रारम्भ में केवल कलकत्ता का लिया गया था। जिस दिन प्रधान मंत्री जी ने इस योजना की नींव रखी, उस दिन वह केवल 140.3 करोड़ रुपये का योजना थी। आज उस योजना का स्वरूप बहुत बड़ा हो गया है और उसके लिए बहुत अधिक धन की आवश्यकता है। लेकिन इस व्यय-भार को बढ़ाने का जिम्मेदारी किस पर है? इसकी जिम्मेदारी बंगाल की सरकार पर है। (व्यवधान) माननीय सदस्य सुनें। मैं इसके कारण देता हूं।

इसकी जिम्मेदारी वहां की सरकार की नीतियों पर है। इसकी जिम्मेदारी जनता सरकार पर है, जिसका राज्य ढाई, पौने तीन साल तक रहा। जो भी काम शुरू किए गये हैं, उनमें तरह तरह की रुकावटें डाली जाती रही हैं। खुदाई का काम शुरू हुआ तो वहां मुकदमेबाजी की गई और आबस्ट्रक्शन्ज क्रीएट किये गये। उन आबस्ट्रक्शन्ज को क्रीएट करने का जिम्मेदारी इन लोगों पर है, इनकी सरकार पर है और उस सरकार की ओर से किसी तरह का सहयोग नहीं मिला (व्यवधान)

[श्री राम सिंह यादव]

यही नहीं, आप जित बात को लेकर चल रहे हैं, आप ने कहा कि एक मेट्रो रेलवे लाइन आप को मिली, यह एक नया प्रोजेक्ट है, पूरे भारत वर्ष में एक नया और प्रथम प्रोजेक्ट है, उस की सराहना न करके आज आप रिंग रेलवे या सर्कुलर रेलवे की माँग करने लग गये हैं। मैं तो रेल मंत्री से यह कहूँगा कि इसको पूरा करें और त्वरित गति से पूरा करें। क्योंकि आज कलकत्ता के अन्दर जो ट्रांसपोर्ट की इंटेंसिटी है वह कहीं ज्यादा है। जब कि बाम्बे के अन्दर वह केवल 1 हजार प्रति व्यक्ति है यहां पर करीब तीन हजार से भी ऊपर है और आज वह इंटेंसिटी अधिक से अधिक बढ़ती जा रही है।

मैं रेल मंत्री से यह भी कहना चाहूँगा कि केवल इसको ही नहीं, आप ने सन 1972 में दिल्ली का सर्वे कराया था और यहां पर यह घोषणा की गई थी कि दिल्ली में भी मेट्रो रेलवे लाइन होगी। लेकिन उस के बाद भी उसका क्या नतीजा निकला? दिल्ली की बढ़ती हुई आबादी को देखते हुये और दिल्ली में जिस तरह से आज यातायात एक समस्या बन गई है उसको देखते हुये क्या आप दिल्ली में भी इस प्रोजेक्ट को लागू करने का प्रयास करेंगे?

एक माननीय सदस्य : पैसा नहीं है।

श्री राम सिंह यादव : पैसे का प्रश्न नहीं है। 1972 में आप ने यह कहा था कि कनाट प्लेस से तीन दिशाओं में भूमिगत रेलवे लाइन होगी, रीगल पार्क के नीचे जंक्शन स्टेशन पर और वहां से सेंट्रल सेक्टोरिएट, करोल बाग और इन्द्रप्रस्थ स्टेट से जमुना पार और पटपड़गंज तक यह रेलवे लाइन बिछायी जायगी। यह भूमिगत रेलवे लाइन की योजना आप की दिल्ली

के लिये थी। आपने इसका सर्वेक्षण शुरू कराया। मैं समझता हूँ कि वह सर्वेक्षण हो चुका है। लेकिन इसके बाद भी आप ने इस को लागू नहीं किया जो कि दिल्ली की हालात को देखते हुये बहुत जरूरी था। यही नहीं इसके आगे भी दिल्ली शहर के चारों ओर फैला हुई कालोनेयों और औद्योगिक इलाकों को जोड़ने के लिये एक रिंग रेलवे लाइन बिछायी जायगी, यह घोषणा की गई थी कि उस समय और यह भी उस समय तजवीज थी कि केवल मेट्रो रेलवे लाइन नहीं, बल्कि आप एक ऐसी ही रिंग रेलवे लाइन बिछावेंगे जो कि भूमिगत होगी जिससे कि दिल्ली के यातायात की जो एक बहुत बड़ी समस्या हो रही है उस का समाधान होगा। दिल्ली में आज जिस तरह का ट्रैफिक हैजर्ड है उसमें आप देखते हैं कि निरन्तर मौत होती है और उस में सबसे अधिक नम्बर दिल्ली शहर का है। इसलिये इसको भी देखते हुये दिल्ली शहर को प्राथमिकता देनी चाहिये और यहां पर मेट्रो रेलवे के कांस्ट्रक्शन का काम हाथ में लेना चाहिये।

मैं यह भी निवेदन करूँगा कि मद्रास और बम्बई जो बहुत बड़े शहर हैं, पहले यह भी घोषणा की गई थी कि हम चारों महानगरों में भूमिगत रेलवे लाइन बिछाने का कार्य हाथ लेंगे? वह एक साथ आप नहीं ले सकते तो इंस्टालमेंट्स में लें। जिस समय कलकत्ता में आप ने शुरू किया उस समय केवल 16 किलोमीटर को आप ने घोषणा की, 16 किलोमीटर का प्रोजेक्ट हाथ में लिया। उस के बाद धीरे-धीरे बढ़ाते चले गये।

(व्यवधान)

MR. DEPUTY SPEAKER: Our getting Metro railway in Delhi, Madras and Bombay depends on the successful completion of Metro railway in Calcutta. Therefore, what are your suggestions?

* SHRI RAM SINGH YADAV: And much more on the cooperation of the people of Calcutta and the Government of West Bengal.

MR. DEPUTY SPEAKER: When it is completed successfully only then we will get it in Calcutta. Therefore, you give your suggestions as to how it should be completed successfully.

श्री राम सिंह यादव : मैं इस संबंध में यह कहना चाहूंगा कि बंगाल की जो मार्कसिस्ट सरकार है, बंगाल के जो माननीय सदस्य इस सदन में हैं और खास तौर से कलकत्ता के उनसे हम इस में कोआपरेशन चाहेंगे। जिस तरह से बीच में इस रेलवे लाइन का काम हुआ और जनता पार्टी के समय में आप देखें कि कितना धन इसके लिये दिया और कितना काम किया, मेरे विचार से कुछ भी नहीं किया मगर, उस के बाद आप देखेंगे काम हो रहा है और आज हमें खुशी है कि प्रधान मंत्री श्रीमती इंदिरा गांधी ने इसका उद्घाटन किया था और उन्हीं के हाथों यह कार्य पूरा भी होगा। यह श्रेय हमारी पार्टी के नेता को मिलेगा जिसके समय में यह कार्य पूरा होगा।

मैं रेल मंत्रालय को इस बात के लिये भी धन्यवाद दूंगा, अभी सेठी साहब ने जिस तरीके से काम को हाथ में लिया है उस में एक नयी गति उन्होंने दी है और एक नये तरीके से काम को आगे बढ़ाया है। अभी जो ग्रनमैड रेलवे क्रॉसिंग्स थे जिस में बहुत बार दुर्घटनाएँ होती थीं उन के लिये उन्होंने घोषणा की कि 2250 ऐसे ग्रनमैड रेलवे क्रॉसिंग्स को वह हाथ में लेंगे और उनको मैन करेंगे। मैं निवेदन करना चाहूंगा कि ऐसे जो रेलवे क्रॉसिंग्स हैं उन का सर्वे कीजिये। राजस्थान में मेरे क्षेत्र में भी ऐसे बहुत से रेलवे क्रॉसिंग्स हैं, उन के ऊपर आप खास तौर से आदमी बैठाइये और नियमित रूप से आदमी रखिये ताकि बहुत से जो एक्सीडेंट्स होते हैं और मौतें हो जाती हैं उनको एव.यड किया जा सके।

मेरे क्षेत्र अलवर में पड़िसल एक रेलवे स्टेशन है। वहाँ पर केवल शटल गाड़ियाँ चलती हैं जो एक सुबह नौ बजे जाती है और शाम को 5 बजे आती है। उसके अलावा हायस्ट टिकट बिक्री होती है फिर भी थ्री-अप और फोर-डाउन को वहाँ पर नहीं ठहराया जाता है। इस संबंध में कई बार लिखा भी जा चुका है। आपकी रेलवे लाइन जनता की सुविधा प्रदान करने के लिये बनाई गई है। इस लिये मेरी आपसे प्रार्थना है कि अलवर के पास पड़िसल स्टेशन पर थ्री-अप और फोर-डाउन को ठहराने की व्यवस्था करें।

इन शब्दों के साथ, माननीय मंत्री जी ने यहां पर जो विधेयक प्रस्तुत किया है, उसका मैं समर्थन करता हूँ। यह विधेयक ऐसा है जो कि मेट्रो लाइन को जल्दी पूरा कराने में सहायक सिद्ध होगा। मैं उनको धन्यवाद भी देता हूँ कि उन्होंने ठीक समय पर इस विधेयक को प्रस्तुत किया है।

SHRI NARAYAN CHOUBEY (Midnapur): Sir, some of the friends of the Congress (I) Party have always only one formula, that is,

$$(a+b)^2 = a^2 + b^2 + 2ab$$

Whatever they will start, they will start by abusing the West Bengal people, the West Bengal Government and Calcutta.

AN HON. MEMBER: And the Janata Party.

SHRI NARAYAN CHOUBEY: Janata Party is a common factor with them.

Our friends have been stating that the Government of West Bengal had not been giving any cooperation in the construction of the Metro Railway. That is utterly false. It is a canard. Actually, such things should not be spoken here.

The problems of Calcutta have been accentuated due to the division of the country and after independence they became still worse. After the division of the country crores of refugees came to West Bengal and Calcutta.

[Shri Narayan Choubey]

One of the greatest sons of India, Dr. B. C. Roy, while he was alive, as Chief Minister even in 1949 he had been thinking of Metro Railway for Calcutta.

AN HON. MEMBER: He also wanted a circular and underground railway for Calcutta.

SHRI NARAYAN CHOUBEY: He brought French experts in 1949 but due to paucity of funds it had to be dropped.

PROF. MADHU DANDAVATE: Metro Railway was brought only when underground activity came up. (Interruptions)

MR. DEPUTY-SPEAKER: That may be the reason why Calcutta was chosen!

SHRI NARAYAN CHOUBEY: Actually, the Government of India took a decision to start the first Metro in the city of Calcutta and it is a correct decision. As very correctly spoken to by my Comrade Maitra, only 6.5 per cent of the entire area in Calcutta contains roads, whereas in Delhi it is 23.5 per cent and in Madras and Bombay it is much higher. Calcutta's transport problem is a very big problem and Metro will solve it in a big way. But Metro does not mean only Dum Dum to Tollygunj. It also means Salt Tala to Ram Raja Tala, Tollygunj to Garia, and Dakshineswar to Tollygunj. In every city in the world Metro has been found to be essential to solve their transport problems. Naturally, it has been found to be essential to solve their direction that you started the Metro in the city of Calcutta. But what has happened? Your problems are rising. You are a poor country. And if you cannot do the job in proper time, you have naturally to spend more. Actually as our friends have mentioned, in 1972 it was estimated to cost only Rs. 140 crores, then it went up to Rs. 250 crores.

AN HON. MEMBER: Somebody says it will cost Rs. 800 crores!

SHRI NARAYAN CHOUBEY: Also, it was expected to be completed in 1978, originally. The cost is now estimated to be Rs. 500 crores or so, and it is likely to be completed, you say, by 1983. Somebody said 1985, and somebody else said 1987. An ex-General Manager, Mr. Chakraborty said that it is not going to be completed before 1990. That means, the cost is more and the poor country has to spend more. And the Railway Ministry is facing difficulties because of paucity of funds. If the Railways could have adhered to the time schedule, perhaps, it would have to spend less money and would have completed the project in time.

What you are spending in the name of Metro Railway, that is thrown in the waste paper basket. The Public Accounts Committee has observed in its 55th Report:

"The Committee are surprised to note that out of 49 officers sent abroad 16 officers were not directly concerned with the Metro Railway and 7 officers were transferred out of the Metro Railway and are at present not working in the project. This has resulted in gross wastage of public money and also wastage of the expertise gained by them and no benefit accrued to the project as a result of this visit."

What is happening? Firstly, the money is less. Secondly, whatever money they spend, that is not utilised properly. The Railway officers go on merry making. The Railway Ministry do not stop them.

I also support the demand of my comrade friends, Mr. Maitra and Mr. Chitta Basu, for a circular railway. Already all the railway lines are there. If there is some link, it will bring relief to a large number of people. If you start this work now, it will be completed even before the completion of the Metro Railway project.

There is no doubt that construction of Metro Railway is a unique project.

Our engineers and scientists have solved many problems on their own without depending upon foreign experts. We congratulate them for that. Despite all these things, some vested interests are also finding place as they do in all other projects. Only yesterday, 'Jugantar', a West Bengal paper, has reported that even before the completion of the Metro project, thefts have started taking place in spite of the fact that there are RPF personnel to guard the property.

Mr. Maitra has said that a big accident may take place in the Asutosh College. But already accidents have taken place there.

SHRI RAM SINGH YADAV: It is because the law and order situation is deteriorating.

SHRI NARAYAN CHOUBEY: Is it because of that reason that the entire building is collapsing, the pipelines are bursting and the contractors' workers are being killed in the pipelines?

Then I come to the contractors. The press is full of reports about certain contractors getting away without any legal obligations. There is a big vested interest in the issue of contracts, even in the Metro railways. Small people would not get any contract; they must pass through some big person. Naturally there has been vested interest in the matter of issuing contracts. I hope the Minister will look into this. Why don't you punish such contractors, who are not doing their jobs properly? But what we notice is that a certain leniency is shown towards the contractors.

Works, which should normally be done departmentally, like re-railing removal of tracks, placing of ballasts etc. are now being done by the contractors, who are being paid and fed at the cost of the passengers, at the cost of the railway workers. The quality of the work would also suffer because the contractors do them in a shoddy way, unlike the departmental

workers, thus endangering the life of the passengers. I do not know why the Railway Minister has taken a fancy and love for the contractors. This should be looked into.

Coming to the Metro Railways, I have two points. Firstly, please pay some attention to the conditions of work of the employees. But it is just not being done. Under rule 14(3) the officers are never punished. I mentioned to the Minister the case of a passenger train coming from Bangladesh to West Bengal, which met with an accident. That train was hauled by a good engine, and not a passenger engine. Further, it was driven by a goods train driver, not a passenger train driver. Because of this accident, that driver was suspended and, later on, that poor man died. His wife has not received any compensation. When we ask: who ordered the employment of a goods engine and goods train driver, there is no answer. The poor driver and the poor fireman are punished, but the great DME, who ordered these things, remains unscathed. None of these big officers ever get punished. There is a proverb in Bengali that if a big man does something wrong, the small man gets punished. This should end in the railways.

Lastly, till today most of the work in the Metro Railways are being done by casual labour. Even though recently a percentage of the casual labour have been regularised, or perhaps orders have been issued to that effect, still something like 55 per cent of them are casual workers, even after putting in 10 to 12 years of service. They should be regularised immediately.

I will conclude by saying that sufficient funds should be allotted regularly for the Metro Railways so that it can be completed early. Otherwise, more money will have to be spent and there will be more hazards and more difficulties for the people of Calcutta.

श्री हरीश रावत (अल्मोड़ा) :
 उपाध्यक्ष महोदय, मैं मेट्रो रेलवे (कंस्ट्रक्शन) आफ वर्क्स संशोधन विधेयक का स्वागत करता हूँ। मेट्रो रेलवे (कंस्ट्रक्शन आफ वर्क्स) एक्ट, 1978 में जो थोड़ी बहुत कमियाँ थीं और उसके दैनिक कामों में जो दिक्कतें रेल विभाग के सामने आईं उन को दूर करने के लिये यह संशोधन विधेयक सदन के सामने रखा गया है। लेकिन कुछ साधारण सी बातों को ले कर जिस तरीके से हमारे मित्रों ने इसके कुछ उपबंधों की आलोचना की, वह बहुत अधिक समझ में आने वाली बात नहीं है, क्योंकि जहाँ तक काम्पेंसेशन न मिलने की शिकायत है, हम भी इस बात को समझते हैं कि कम्पेंसेशन समय से मिलना चाहिये। जहाँ तक प्रोजेक्ट के समय पर पूरा होने की बात है, उस विषय में भी सदन में दो रायें नहीं हो सकती है—जिस कार्य को हम स्टार्ट करते हैं, उसके लिये जो टाइम लिमिट फिक्स करते हैं उस टाइम लिमिट में वह पूरा होना चाहिये। यदि पूरा नहीं होता है तो उसमें कीमत बढ़ाने की संभावना रहती है। और प्रोजेक्ट से जो लोगों को लाभ मिल सकता है, वह उनको देर में लाभ मिलता है। ये सारी बातें हैं जो कि सही है मगर इनको राजनीतिक कलर देने की हमारे मित्रों ने कोशिश की है। (व्यवधान)

प्रतिपक्ष की तरफ से हमारे मित्र श्री सुनील मैत्रा साहब ने बहस की शुरुआत की और उन्होंने कहा कि मार्किस्ट सरकार को कांग्रेस आई के लोग बदनाम करना चाहते हैं। मैं अपने मार्किस्ट मित्रों से पूछना चाहता हूँ कि क्या कलकत्ता शहर उनका ही शहर है? क्या वे यह नहीं समझते हैं कि कलकत्ता हमारे देश का शहर है जिसमें सभी जगह के लोग रहते हैं? इस समय कलकत्ता में आपकी हार हुई और जब तक यह मेट्रो रेलवे प्रोजेक्ट बन कर तैयार होगा

तब तक सारे पश्चिम बंगाल में आपकी हार हो चुकी होगी।

इसका कारण होगा कि सेंट्रल गवर्नमेंट की तरफ से आपको जो धन और सहायता दी जा रही है उसका दुरुपयोग किया जा रहा है। जब कोई सरकार ठीक प्रकार से धन का उपयोग नहीं करेगी या ठीक प्रकार से काम नहीं करेगी तो अपने आप समस्याएँ पैदा होंगी। आज ट्रांसपोर्ट की समस्या के लिये आप रेल मंत्रालय को दोषी ठहराते हैं। आप कहते हैं कि इस प्रोजेक्ट को पूरा करने में विलंब हो रहा है। ट्रेनों के चलने में विलम्ब हो रहा है। मैं पूछना चाहता हूँ कि बस ट्रांसपोर्ट को आपकी गवर्नमेंट किस तरह से मैनेज कर रही है? मैं समझता हूँ कि जितनी रद्दी ट्रांसपोर्ट कलकत्ता की है उतनी रद्दी ट्रांसपोर्ट इस देश के किसी शहर में नहीं है। आपके बिजली बोर्डों की क्या हालत है? बिजली के अभाव में आज सारा कलकत्ता शहर त्रस्त है। इसके लिये कौन दोषी है। वहाँ पर जितने भी निर्माण कार्य चल रहे हैं उनको आप किस तरह से ट्रेड यूनियन एक्टीविटीज के द्वारा रोकने की कोशिश कर रहे हैं। आप इन सब बातों को दूर कोजिये और आपको जो धन और सहायता केन्द्र सरकार द्वारा दी जाती है जिसका आप ठीक से उपयोग नहीं कर रहे हैं, उसका ठीक से उपयोग कीजिये।

आप केन्द्रीय सरकार से और धन और सहायता देने की मांग करते हैं और कहते हैं कि हमारे यहाँ सरकुलर ट्रेन बनायी जाए। इस तरह की मांगों के आधार पर आप बार-बार केन्द्रीय सरकार का उल्लेख करते हैं। लेकिन जो योजनाएँ आपके लिये बनायी गयी हैं और जिन पर कि लोग काम कर रहे हैं उनके बारे में तो आपको सहयोग देना चाहिये। अगर आप उनमें सहयोग नहीं दें तो निश्चित तौर पर

उनके पूरा होने पर विलम्ब होगा । इस मेट्रो रेलवे के जो कार्य हैं उनको तेजी से पूरा करने में आपको सहयोग देना चाहिये जिससे कि यह जल्दी से जल्दी पूरे हों ।

सरकुलर रेलवे की मांग की गयी । यह मांग सही हो सकती है लेकिन हमारे देश में कई क्षेत्र ऐसे हैं, कई प्रांत ऐसे हैं जिनमें कि स्वतंत्रता प्राप्ति के बाद से एक भी नयी रेलवे लाइन नहीं मिली है । हमें उनकी मांगों को भी देखना चाहिये । हमें केवल जनमत और प्रबुद्ध जनमत के दबाव में नहीं आना चाहिये और उसके दबाव में आ कर हम किसी जगह सरकुलर लाइन बनाने के लिये भारत के एक बहुत बड़े हिस्से और उपेक्षित हिस्से को और उपेक्षित कर दें तो यह पालिसी अच्छी नहीं होगी । इसलिये सरकार को इन उपेक्षित हिस्सों और क्षेत्रों की तरफ भी ध्यान देना चाहिये और उनकी मांगों को पूरा करना चाहिये ।

इन शब्दों के साथ मैं इस संशोधन विधेयक का स्वागत करता हूं और अपने कम्युनिस्ट भाइयों से यह आशा और अपेक्षा करता हूं कि कलकत्ता में जो निर्माण कार्य केन्द्रीय सरकार कर रही है उनमें सहयोग देने की बात को वे मानेंगे ।

MR. DEPUTY-SPEAKER: Prof. Ajit Kumar Mehta may speak now.

Mr. Vyas, I am interested in your health. You have already spoken. Only tomorrow you can speak.

DR. SUBRAMANIAM SWAMY: Physical or mental?

MR. DEPUTY-SPEAKER: He has spoken already today once or twice.

DR. SUBRAMANIAM SWAMY: Physical or mental?

MR. DEPUTY-SPEAKER: Physical.

श्री गिरधारी लाल व्यास :
मेहता जी के बाद तो मेरा नम्बर ही आता है ।

MR. DEPUTY-SPEAKER: Tomorrow.

श्री० अजीत कुमार मेहता : (समस्तीपुर)
उपाध्यक्ष जी, मैं माननीय वक्ताओं के वक्तव्यों और भाषणों को ध्यानपूर्वक सुन रहा था । उनको सुन कर मुझे ऐसा लगता है कि पिछले 30-32 वर्षों की गलतियों पर, उनके भाग्य से केन्द्र में दो-ढ़ाई साल के जनता पार्टी के शासन के अन्तराल से और पश्चिम बंगाल में मार्किस्ट्स कम्युनिस्ट पार्टी के शासन से उन के कुशासन पर हमारे मित्रों को पर्दा डालने का बहाना मिल गया है ।

MR. DEPUTY-SPEAKER: Simply tell them if you come to power you will implement it successfully. That is all. It is how you have to meet the opposition.

श्री अजीत कुमार मेहता : अब मैं क्या कहूं ? मान्यवर, मेट्रो रेलवे के निर्माण के दौरान जो बाधाएं खड़ी हैं, उन असु-विधाओं को दूर करने के लिए यह संशोधन विधेयक लाया गया है, यह अच्छी बात है । काम जल्दी समाप्त हो, इसमें सबका हित होता है, लेकिन जैसी कि रावत जी ने कहा कि हमको सारा ध्यान महा नगरों की ओर केन्द्रित नहीं करना चाहिए । महा नगरों के अलावा एक बहुत बड़ी जनसंख्या, जिसको भारत की आत्मा कहा जाता है, दूसरी जगहों पर है, देहातों में है । उनकी ओर भी ध्यान दिया जाना चाहिए । केवल महानगरों के लिए अपने सारे साधन समाप्त कर देने से देश का काम नहीं चलेगा ।

अभी स्थिति यह है कि हजार किलोमीटर रेलवे ट्रैक को बदलना है जो आप सीमित साधनों की वजह से नहीं बदल पा रहे हैं । दो हजार किलोमीटर के बारे में तो अभियंताओं ने गति सीमा

[श्री अर्जुन कुमार मेहता]

बांध दी है कि उससे अधिक गति पर गाड़ियां नहीं चल सकतीं। यह सारे काम आपको करने हैं, जिसके लिए आपके पास साधन नहीं हैं और आप अपना सारा ध्यान महा नगरों की ओर केन्द्रित कर रहे हैं।

पश्चिम में बड़ी-बड़ी बातें होती हैं, उन बातों का अंधानुकरण करने से हमारा कल्याण होने वाला नहीं है। पश्चिम में मेट्रो रेलवे है तो हमारे यहां भी होनी चाहिए, इससे समस्याओं का समाधान नहीं होगा। अंधानुकरण का एक उदाहरण सुपर फास्ट रेलें हैं। बिना विचार किए हुए कि जिस टेक्नालाजी का हमारे रेलवे में इस्तेमाल किया गया है वह बहुत पुरानी है और वह टेक्नालाजी इतनी तेज रफ्तार सह नहीं सकती। परिणाम क्या हुआ? पिछले दिनों दुर्घटनाओं का सिलसिला चलता रहा। तो उस टेक्नालाजी के अनुसार जो सबसे अच्छा उपाय हो सकता है समस्या के समाधान का, वह किया जाना चाहिए।

सुझाव आया कि मेट्रो रेलवे के अलावा कलकत्ता में या अन्य महा नगरों में सरकुलर रेलवे की व्यवस्था होनी चाहिए—उस योजना के बारे में भी सोचना चाहिए, आप नहीं सोच रहे हैं। आपका सारा ध्यान पश्चिम के जो अद्भुत हैं उनका अंधानुकरण करने की ओर लगा हुआ है। दो-तीन बातें और कहना चाहता हूं।

SHRI SATYASADHAN CHAKRABORTY: Hundred per cent correct. You must have circular railway.

प्रो० अर्जुन कुमार मेहता : इस अंधानुकरण का यह परिणाम हुआ है कि गाड़ियों की लम्बाई बढ़ा दी गई है। नतीजा यह हुआ कि छोटे-छोटे मोड़ों पर भी एंजिन से ड्राइवर को गार्ड का डिब्बा दिखाई नहीं देता। इस वजह से

दुर्घटनाएं होती हैं। मेरा सुझाव है कि इस तरह की दुर्घटनाओं को रोकने के लिए ड्राइवर और गार्ड के बीच कोई संपर्क व्यवस्था होनी चाहिए, जिससे संभावित खतरों की सूचना वे एक-दूसरे को दे सकें। टेलीफोन की व्यवस्था की जा सकती है, इस तरह से बहुत से खतरे दूर हो सकते हैं।

इस सम्बंध में मैं कहना चाहता हूं कि दुर्घटनायें दो प्रकार की होती हैं—एक प्रत्यक्ष दुर्घटना जिसकी जांच होती है जिसके बारे में सब कोई जानते हैं, उनका विश्लेषण होता है, किन्तु बहुत सी दुर्घटनायें अप्रत्यक्ष होती हैं जो टल जाती हैं, उनका कोई विश्लेषण नहीं करता है और न प्रकाश में आती हैं। इन सारी घटनाओं का उचित विश्लेषण किया जाना चाहिए। यह दुर्घटनायें रोकने के लिए आवश्यक होगा।

अब मैं अपने क्षेत्र की चर्चा कर दूँ जब आप मेट्रो रेल की बात करते हैं जिसमें बहुत खर्चा होगा और बड़े शहरों की ओर ही ध्यान देते हैं तो साथ ही थोड़ा ध्यान छोटे कस्बों की ओर भी दीजिये : समस्तीपुर से हसनपुर सकरी रेल लाइन की परियोजना बहुत दिनों से लम्बित है। उसमें शीघ्रता होनी चाहिए। दरभंगा से समस्तीपुर लाइन को ब्रोडगेज में परिवर्तित करने की योजना का उद्घाटन भूतपूर्व रेल मंत्री ने कर दिया था, उसमें भी शीघ्रता करनी चाहिए।

एक हमारी स्थानीय समस्या है। समस्तीपुर मंडल का बहुत सा जूरिस्टिक्शन काट कर के सोनपुर मंडल में जोड़ दिया गया है।...

प्रो० सत्य देव सिंह (छपरा) : उसका मैं विरोध करता हूं।

प्रो० अर्जुन कुमार मेहता : आप अपनी बात कहियेगा।

इस के कारण समस्तीपुर मंडल में प्रशासनिक और ऑपरेटिंग कठिनाइयाँ होती हैं। इसलिए पहले वाला स्टेटसको मेन्टेन किया जाय और जो भाग समस्तीपुर मंडल का काट कर के सोनपुर मंडल में मिलाया गया है वह फिर समस्तीपुर मंडल को वापस कर दिया जाय। जिससे इस क्षेत्र के व्यापारियों और यात्रियों को सुविधा हो।

MR. DEPUTY-SPEAKER: I will allow you and Mr. Verma at third reading. The Minister will reply now.

SHRI SATYASADHAN CHAKRABORTY: How long the city of Calcutta will remain in operation?

SHRI P. C. SETHI: Many hon. Members have made certain points apart from Metro Railway and certain points in connection with Metro Railway. I would like to say that under Section 13, there are about 80 cases pending and therefore it is not correct to say that there is only one case pending. As far as the number of claims under Section 25 is concerned, 102 claims have been registered, out of which 93 claims have been disposed of.

SHRI SUNIL MAITRA: In how many cases, the actual payment has been made?

SHRI P. C. SETHI: I do not have the figures.

SHRI SUNIL MAITRA: In only one case it has been made. In all other cases, the payment has not been made. Please enquire.

SHRI P. C. SETHI: You have very kindly mentioned that the cases have not been disposed of also. (*Interruptions*)

MR. DEPUTY-SPEAKER: You can furnish the information.

SHRI P. C. SETHI: The hon. Member has mentioned about the Ashutosh college building. This building has

been repaired by the Metro Railway at the cost of more than one lakh of rupees. If there are any repairs necessary, we would certainly look into the matter.

SHRI SUNIL MAITRA: Will you please allow me a minute? This is not a question of controversy. I am just giving you the information that the qualified engineers have already stated that there is a great damage and there is an apprehension of building collapse. Please go into these things and get it examined by an independent authority of your choice.

SHRI P. C. SETHI: The Metro Project is certainly one of the prestigious projects. It has certainly taken time and it has been delayed. I would not like to blame anybody for the delays which have taken place.

SHRI CHITTA BASU: You have to blame yourself.

SHRI P. C. SETHI: Every delay has not taken place only during this period. It is right from 1972 that delays have occurred.

SHRI CHITTA BASU: I did not mean "you"; I meant the Railway Ministry.

SHRI P. C. SETHI: As a Minister, I am fully responsible for all the delays.

As far as the Project Construction is concerned, now we are trying to speed it up and the House will be glad to know that in the Sixth Plan period, Rs. 220 crores have been provided and we have asked for more allocation of funds in the Sixth Plan period itself. I am told by the Railway authorities that the First Phase of the Project will start commencing from 1985 and the Second Phase will start commencing from 1987. We are not expecting any delays and I am quite hopeful that the Railways would be able to keep up their word. We are trying to get more funds apart from this.

SHRI NARAYAN CHOUBEY: What about Salt Lake to Ramraja Tala project?

SHRI P. C. SETHI: The hon. Member is raising a new question. This is a very limited question only for the change of the Act and the change of the Act only provided for the mode of compensation to be paid. At present, it is by an arbitrator. Now, we will have an appellate authority. The hon. Member has also drawn my attention to the fact that it is being connived at in order to accommodate somebody who is retiring from the Railways. I will certainly look into the complaint and see that no such connivance takes place.

Sir, whenever any debate on the Railways starts all demands of all areas raised. We are certainly aware of the difficulties of the backward areas. In terms of the constraints of resources and the funds allocated to us, we are trying to do our best and we are now hoping to get more funds. Recently, we have got Rs. 195 crores more and we are trying to allocate these funds. I will be coming before the House with the Supplementary Demands sometime next week.

MR. DEPUTY-SPEAKER: I shall now put the motion for consideration of the Bill to the vote of the House.

The question is:

"That the Bill to amend the Metro Railways (Construction of Works) Act, 1978, be taken into consideration."

The motion was adopted.

MR. DEPUTY-SPEAKER: The House will now take up clause-by-clause consideration of the Bill.

The question is:

"That Clauses 2 to 17 stand part of the Bill."

The motion was adopted.

Clauses 2 to 17 were added to the Bill.
Clause 1—(Short title and Commencement)

Amendment Made:

Page 1, line 4,—

for "1981" substitute "1982" (2)

(Shri P. C. Sethi)

MR. DEPUTY-SPEAKER: The question is:

"That Clause 1, as amended, stand part of the Bill"

The motion was adopted.

Clause 1, as amended, was added to the Bill.

Enacting Formula

Amendment Made:

Page 1, line 1,—

for "Thirty-second" substitute "Thirty-third" (1)

(Shri P. C. Sethi)

MR. DEPUTY-SPEAKER: The question is:

"That the Enacting formula, as amended, stand part of the Bill."

The motion was adopted.

The Enacting Formula, as amended, was added to the Bill.

The title was added to the Bill.

SHRI P. C. SETHI: Sir, I beg to move:

"That the Bill, as amended, be passed."

MR. DEPUTY SPEAKER: Motion moved:

That the bill, as amended be passed

SHRI SATYASADHAN CHAKRABORTY (Calcutta): Sir, I would like to be very brief because you are in a hurry and we are also in a hurry to bid farewell to our President.

You know that a great part of this Project falls in my Constituency, Calcutta South, and the whole city has been on the operation table for the last 10 years.

The most important question is that it is being delayed right from 1972. Nowhere in the world you will find that when such a Project is taken up, this kind of delay takes place. By 10 years, they would have completed two Metro railway projects like this.

whenever this question is discussed you say that step are being taken to see that this is expedited. But from experience you will find that the delay is causing distress to the people. You can well understand the difficulty of the people of Calcutta when such an important thoroughfare on which vehicles ply has been kept pending completion.

That is why, a firm commitment from the Hon. Minister is necessary that that project would be completed by a certain date and that all the necessary resources would be mobilised for this purpose.

I, therefore, would like the Hon. Minister to give the firm date by which this project would be completed.

My friend Shri Chitta Basu will also be supporting me when I say that this project alone will not solve the problem. They must reconsider the Circular Railway, review the decision and that will not cost much. You must review this decision and you must complete this project of Circular Railway for Calcutta so that the problems and the sufferings of the people of Calcutta will be over.

I would like to have some firm commitment from the Hon. Minister as to the firm date by which this

decision of the circular railway would be reviewed and the project completed.

श्री गिरधारी लाल व्यास (भालवाड़ा):
उपाध्यक्ष महोदय, मैं समझता हूँ कि बंगाल में इस समय जो सरकार कायम है, उसके रहते हुए वहाँ पर मेट्रो रेलवे पूरे तरीके से कामयाब नहीं हो पाएगी। जब बंगाल की मार्क्सिस्ट सरकार डिसमिस की जायेगी, तब जा कर मेट्रो रेलवे स्थापित हो सकेगी। चुनाव के समय हम बंगाल गए थे और हम ने देखा कि वहाँ मार्क्सिस्ट किस तरह काम करते हैं। इस योजना को पूरा करने में जो स्कावटें हैं, वे मार्क्सिस्टों के कारण ही हैं। उनकी वजह से ही सब काम ठप्प पड़ा हुआ है। इस योजना की प्रोग्रेस न होने की जिम्मेदारी उन लोगों पर है और उनकी सरकार के रहते हुए वहाँ ज्यादा प्रोग्रेस नहीं हो सकती। मैं भारत सरकार से निवेदन करूंगा कि मेट्रो रेलवे की बढ़ी हुई कास्ट बंगाल सरकार से वसूल की जाए। (व्यवधान)

यही लोग हैं, जिनके कारण बंगाल में अव्यवस्था है। श्री चौबे ने कहा कि मेट्रो रेलवे की योजना पूरी नहीं होती, क्योंकि वहाँ चोरी होती है। चोरी इस लिए हो रही है कि बंगाल में ला एंड आर्डर की पोजीशन इतनी खराब है, जिस की कोई हद नहीं है। बंगाल सरकार के निक्ममेपन के कारण वहाँ अव्यवस्था है और चोरियाँ, डकैतियाँ और लूट-मार बहुत अधिक है। इस लिए जब तक उस सरकार को भंग नहीं किया जाएगा, तब तक मेट्रो रेलवे काम ठीक तरह नहीं हो पाएगा। उपाध्यक्ष महोदय, मद्रास में भी मेट्रो रेलवे स्थापित करनी है, तो आप सरकार से सिफारिश करें कि बंगाल की वर्तमान सरकार को जल्दी भंग किया जाए। वहाँ की सरकार को भंग कर के इस रेलवे लाइन का काम पूरा करने की व्यवस्था करें।

[श्री गिरधारी लाल व्या]

मैं एक और बात कहना चाहता हूँ, जैसा अन्य माननीय सदस्यों ने भी कहा, आप इन बड़े-बड़े नगरों में यह मेट्रो रेलवे बना कर करोड़ों रुपया खराब कर रहे हैं। देहाती क्षेत्र में जहाँ से हम लोग आते हैं और हिन्दुस्तान की 80 प्रतिशत जनता जहाँ रहती है वहाँ का ख्याल नहीं कर रहे हैं। मेरा यह कहना है कि हमारे गांवों के अंदर वह रेलवे लाने बनवाई जायें। हमारे यहाँ आप ने सैंक्शन कर दिया सर्वे के लिए, वह सर्वे भी नहीं हो रहा है उन का और उन को आप बना नहीं रहे हैं। देहाती क्षेत्र के लोग बहुत तकलीफ में हैं, इसलिए आप का ध्यान उस तरफ जाना चाहिए और वहाँ की रेलवे लाइनों को बनाना चाहिए न कि इन बड़े-बड़े महानगरों में जहाँ पर कि मार्क्सिस्ट लोग तरह तरह के आन्दोलन कराते रहते हैं, वहाँ पर मजदूरों का आन्दोलन कराते हैं जिस से आप के लिए गड़बड़ होती है, कम्पन्शंसन आप को ज्यादा देना पड़ता है, इस प्रकार के लोग जहाँ रहते हैं उन को आप क्यों प्राथमिकता देते हैं, जहाँ के लोग आप की सरकार को बनाते हैं और आप की सरकार को ज्यादा से ज्यादा ताकत देते हैं उन जगहों को आप को प्राथमिकता देनी चाहिए। मेरे क्षेत्र में जो रेलवे लाइनें आप ने सर्वे के लिए सैंक्शन की हैं उस का सर्वे करा कर उन रेलवे लाइनों का कांस्ट्रक्शन हो, इस की व्यवस्था कीजिए। धन्यवाद।

SHRI SOMNATH CHATTERJEE (Jadavpur): Let it be on record, Sir, that we are greatly obliged to him for the free entertainment that we got.

श्री रीत लाल प्रसाद वर्मा (कोडरमा):
उपाध्यक्ष महोदय, जो मेट्रो रेलवे ऐक्ट है उस की मुख्य धारा 13 की उपधारा 2

का संशोधन मंत्री महोदय कर रहे हैं और इस को उभयकृत बनाना चाहते हैं, मुझे मालूम नहीं कि दस वर्षों से जो यह काम चल रहा है, जब इस का प्रारूप बनाया गया, इस का प्राक्कलन बनाया गया, यह कार्य करने का समूचा निर्णय किया गया, उस समय न जाने किस प्रकार से अधिकारियों ने इस की रचना की थी जो उस वक्त उन की उसमंज में यह नहीं आया। अभी भी इस का 25 परसेंट भी निर्माण का काम दस वर्षों में पूरा नहीं हो पाया है तो अब एक आर्बिट्रेटर की जगह एक कम्प्यूटेड अपोलेट एयारिटी होना चाहिए, यह संशोधन आप कर रहे हैं। यही सब करते करते यह ब्यूरोक्रेसी देश के सारे रुपये का सत्पानाश कर रही है। सारे देश की अर्थ-व्यवस्था इस से लड़बड़ा जाती है। पहले 250 करोड़ की इस की योजना थी लेकिन अब लगता है दस बारह सौ करोड़ रुपये से कम में यह योजना समाप्त नहीं होने वाली है। क्योंकि हमारे देश में कोई भी योजना समय-बद्धता के हिसाब से नहीं चल रही है। समय-बद्धता किसी भी योजना में है ही नहीं। इसी कारण से सारे देश की अर्थ-व्यवस्था, गांवों की रचना का काम और दूसरे विकास के काम ठप्प हो जाते हैं। जो अधिकारी योजना बनाते समय जिम्मेदारी लेते हैं कि इंजीनियरिंग ऐसी है, इस की टेक्नालाजी यह बताती है कि इस तरह से यह पूरा होगा, उस के अनुसार अगर इस का कार्यान्वयन नहीं होता है और काम पूरा नहीं होता है तो इस की जिम्मेदारी किसी पर तो आनी चाहिए। यह देश का पैसा, गरीब जनता का एक-एक पैसा पानी की तरह बहाया जा रहा है और लूटा जा रहा है। वहाँ सामान की चोरी हो रही है, मकान धंस रहे हैं। जिस ने योजना बनायी कौन सी टेक्नालाजी, कौन सा ज्ञान उस

के पास था ? क्या यह विशेषज्ञता उस के पास नहीं थी, उसे यह मालूम नहीं था कि मकान घसेंगे ? उस की समझ में यह नहीं आया था कि इस के लिए क्या सुरक्षा होनी चाहिए ? आज करोड़ों रुपये तो केवल क्लेम्स में दिए जाएंगे । तो इस प्रकार से उन इंजीनियर्स का ज्ञान जो है उस के बारे में हम क्या सोच सकते हैं ?

हम यह जानते हैं कि रेलवे यातायात में अमेरिका और यूरोप के बाद जापान और भारत का नम्बर आता है । रेलवे की टेक्नालाजी हमारे देश में बहुत पुरानी हो गई है । इस कारण से हमारे इंजिनियर और विशेषज्ञ जो इस के हैं लगता है उन का भी दिमाग पुराना हो गया है इसी लिए वह पैसे का अन्धाधुन्द अपव्यय कर रहे हैं और आम जनता के विकास के और कार्य बन्द हो रहे हैं ।

यही नहीं, दिल्ली, मद्रास और बम्बई या और दूसरे शहरों में भी भूगर्भ रेलवे की बात सोची जाती है तो इस समय जब हमारा देश विकास की तरफ बढ़ रहा है । और अभी इस देश के करोड़ों लोगों को रोजगार मोहैया करना है । मैं समझता हूं वहां पर यदि सड़क के ऊपर रेलवे लाइन बनाने का प्रावधान होता या सर्कुलर रेलवे बनाई जाती तो कम खर्च में यह काम किया जा सकता था । इसलिए यह जो योजना है वह जन-विरोधी है । कुछ संशोधन कर देने से या अफसरों की बटालियन लगा देने से अपव्यय और भी बढ़ेगा । कुछ तो मंत्रियों को भी देखना चाहिए कि वहां पर काम हो रहा है या नहीं हो रहा है, सड़क खोद रहे हैं या मकान खोद रहे हैं या क्या कर रहे हैं । मंत्रियों की भी कुछ जिम्मेदारी होनी चाहिए ।

जिन स्थानों पर अभी लाइन नहीं बनी है वहां के लिए लेटर लिखे जाते हैं लेकिन कोई ध्यान नहीं दिया जाता है । गिरिडीह से कोडरमा तक, ये लिखते हैं कि छोटी लाइन से बड़ी लाइन बनाने पर विचार किया जा रहा है जबकि सर्वे भी कम्प्लीट नहीं हुआ है । इस तरह के तो इनके अधिकारी हैं, इनके डायरेक्टर आफ वर्क्स हैं, जिनका कच्चा दिमाग है, जो गलत बात को बताते हैं तब उस स्थिति में मंत्री जी क्या करेंगे, किस तरह से अपव्यय को रोकेंगे ?

SHRI P. C. SETHI: The need of Calcutta city as far as transport is concerned is very great. It is true that as far as this project is concerned, the cost is going up because of the delay. But at the same time it cannot be denied that Calcutta does need this system.

As far as conceding circular railway is concerned, I do not deny that Calcutta does not need it. The only constraint at present is resources. But we have not abandoned it and as soon as the resources permit us and we get the report from the West Bengal Government, we would certainly consider it...

SHRI SOMNATH CHATTERJEE: Thank you. We are obliged to him. I got a letter from Shri Kedar Pandey when he was Railway Minister that a Committee has been formed to look into it. Please don't shelve it. Let it be operative.

SHRI P. C. SETHI: I do not shelve any committee that has been formed.

[Shri P. C. Sethi]

As far as the other points which have been raised, I had in reply to the last question which was raised said that the needs of Calcutta city are great and, therefore, this was a necessity and the amount has to be spent.

As far as the point made by Mr. Vyas is concerned, whatever surveys we have provided for in the Budget, I can assure him that we will take them up. We have now given more funds even for the line which is going from Kota to Chittor.

MR. DEPUTY SPEAKER: Now the Question is:

"That the Bill, as amended, be passed."

The motion was adopted.

17.59 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Thursday, July 22, 1982/Asadha 31, 1904 (Saka)