

# **LOK SABHA DEBATES**

## **(English Version)**

**Sixth Session**  
**(Tenth Lok Sabha)**



सत्यमेव जयते

*(Vol. XX contains Nos. 21 to 30)*

**LOK SABHA SECRETARIAT**  
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## LOK SABHA DEBATES

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### LOK SABHA

Tuesday, March 30, 1993/Chaitra 9, 1915  
(Saka)

The Lok Sabha met at  
Eleven of the Clock

[MR. SPEAKER in the Chair]

#### ORAL ANSWERS TO QUESTIONS

[English]

#### Performance of Navodaya Vidyalayas

\*461. SHRI HARISH NARAYAN PRABHU ZANTYA: Will the Minister of HUMAN RESOURCE DEVELOPMENT be please to state:

(a) whether the Government have reviewed the performance of the Navodaya Vidyalayas in the recent past;

(b) if so, the result of the evaluation made; and

(c) the steps taken/proposed to be taken to improve the performance of the Navodaya Vidyalayas?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) to (c). No, Sir. The

Programme of Action 1992 has envisaged a comprehensive review of the scheme after Navodaya Vidyalayas have been established and consolidated in all districts of the country. Keeping in view that the objective of Navodaya Vidyalayas is to provide good quality education with a strong component of culture, inculcation of values, environmental awareness and physical education for all-round development of the students pre-dominantly from the rural areas, the overall performance of the Vidyalayas has been satisfactory.

SHRI HARISH NARAYAN PRABHU ZANTYA: Mr. Speaker, Sir, the hon. Minister has said that the overall performance is satisfactory. But I have to say that the overall performance is most unsatisfactory. Our late beloved Rajiv ji started the Navodaya Vidyalayas with the intention of giving equal opportunity to the intelligent students of the rural areas. With that motive, in every district of India, the Navodaya Vidyalayas have been started. Nearly 2000 applications have been received at every Navodaya Vidyalaya. The best students after taking a very strict test are admitted in Navodaya Vidyalayas and the admission is only to the extent of 80 students. After giving them training, after giving them free education everything is free - if you see the performance, you will be surprised. In reply to a Starred Question No. 15, dated 24.11.92 about the Central Board of Secondary Examination results, it had been stated that in 1991, 4833 students appeared and 4629 students passed. That



means, 204 students failed. In 1992, 10,920 students appeared.

MR. SPEAKER: Please ask the question.

SHRI HARISH NARAYAN PRABHU ZANTYE: I am just giving the information.

MR. SPEAKER: You do not have to. You have to receive the information.

SHRI HARISH NARAYAN PRABHU ZANTYE: This information has not been received. This is the earlier information. You may see how every year the standard is going down.

MR. SPEAKER: Now, you have to ask the question. Please ask the question.

SHRI HARISH NARAYAN PRABHU ZANTYE: From this Report you will find out that the boys who are the best boys taken are given education. But about 10 per cent of the boys failed and only 60 per cent of students secured 1st class during the year 1991. In 1992, the Percentage 1st Class, however came down to 50. So, the case of failure increase gradually. The fact is when the students are taken inside, at the admission stage, they get about 90 per cent marks and now they are getting so much less. That means, the boys will not get any opportunity in future. so, what is the purpose of keeping them in the Navodaya Vidyalayas? What is the future in store for them? There is no commitment of the teachers. Navodaya Vidyalayas Samiti is not doing anything. As you have said, there is no evaluation. What is to be done? Who will these boys come up? There is no opportunity to them. If the Navodaya Vidyalayas fail in this respect, the rural intelligent boys will have no opportunity in the future to come up in life.

MR. SPEAKER: You mean, everybody should pass.

SHRI HARISH NARAYAN PRABHU ZANTYE: What steps the Government is taking in this regard?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI ARJUN SINGH): The anxiety of the hon. Member is very genuine. I will not deny that there was some difficulty in the interim. One of the reasons was that the very idea of having continuing with the Navodaya Vidyalayas came under question. And it was ultimately only last year that it was finally decided by the Janardhan Review Committee that this scheme would continue. That part, recruitment of teachers also posed some difficulties. Now we have adopted a procedure by which teachers will be fully recruited. The internal situation in some of the schools has also caused some of the problems. But I can assure the hon. Member and the House that overall performance of the Navodaya Vidyalaya has been above average and it is our effort that we should bring them on par with the least of the schools in the country because they are functioning in area where the facilities of this nature are normally not available.

SHRI HARISH NARAYAN PRABHU ZANTYE: I am not happy with the answer. What I want to tell the hon. Minister is that he should appoint some committee, some involvement of MPs in this is called for so that we can look into this matter in more detail. Secondly, there is no commitment on the part of the teachers. He should pay more salaries and take hard work from them and they should work for the students day and night so that results to come.

My second question is, after passing the 12th, what is the opportunity for the student to go for higher studies to become doctors and engineers? They cannot compete with 90 per cent marks and crpitation fees. What opportunities will our hon. Minister be able to provide for the futur for the

better prospects of these students otherwise? they will pass out 12th and they will be lost.

**SHRI ARJUN SINGH:** Sir, the question of overall assessment and also including people from outside the educational sphere for making this assessment is accepted in principle and at some point of time when the institutions are opened in all the districts of the country we will have a fairly broad assessment area. I am totally accepting this principle that we should have an assessment and then find out where things need to be improved. So far as opportunities for students passing out from 12th is concerned, naturally the opportunities will be there as they are for everyone else in the country.

**SHRI MUMTAZ ANSARI:** Mr. Speaker, Sir, it has been provided under Navodyas Vidyalaya that exchange of students will take place from one State to another under the provision of cultural exchange. But as a result of exchange of students from one State to another, it is generally found out that students have been put to lot of trouble, specially the girl students. For example, in the Faridkot district of Haryana, girls were raped by teachers also and in Nagaland, there have been complaints and grievances have been expressed by the students to me also that the students have been beaten up by the local students. So, I would like to know from the hon. Minister what steps and what measures have been undertaken in order to protect the interest of the students in the absence of guardianship of the students?

**SHRI ARJUN SINGH:** There may be occasions here and there where such unfortunate incidents took place. But, by and large, this cultural exchange has helped the students to understand the country and in many schools I have myself visited and met the students who have come from other States. They did complain for the first five to

six months about the change of environment and many other things. Gradually, they have been able to assimilate themselves. We should be looking into the specific grievances and removing them. But the idea of having these cultural exchanges is very necessary in the present context.

[Translation]

**SHRI VILAS MUTTEMWAR:** Mr. Speaker, Sir, the hon. Minister in his reply has mentioned that the objective of setting up of Navodya Vidyalayas is to develop cultural, environmental awakening and health consciousness among students and to ensure their all round development. It is true that we can achieve all these objectives through such schools. But the conditions in several Navodaya Vidyalayas are deplorable. They do not have their own buildings and the students are studying in the godown of a Warehouse. This way, I do not think we will be able to achieve our objectives regarding environment, culture and health. The scheme was implemented in 1986. I would like to ask the hon. Minister the number of Navodya Vidyalayas opened till date and at how many places buildings have been constructed; The reasons for which buildings have not been constructed for the remaining schools? If buildings are not constructed in the next seven years then do you have a plan to construct such buildings so that some steps can be taken to develop cultural environmental awakening among the students and to inculcate values.

**SHRI ARJUN SINGH:** Till date, Navodaya Vidyalayas have been opened in 322 districts. So far as the question of their buildings is concerned it is true that only 119 such schools have been provided with buildings and we are making efforts to construct buildings for the rest of the schools as well, so that the scheme is implemented in real terms. But hon. Members are well aware of the limitations in this regard. I cannot say

much in this regard.

[*English*]

**SHRI RAM KASPSE:** Mr. Speaker Sir I would like to stress on two three points. The result of the above-average students, as far as their all-round progress is concerned, is dependent on many things, firstly the environment in which they live, secondly the teachers they get and thirdly ultimately what we are trying to get out of them.

I will mention here one specific Navodaya school, that is Boordi in Thane District. The school was opened long ago. It is having no facilities at all. The teachers are not enough in number. Really speaking, if this is the position, if you say that the results are above average, about the above-average students we feel that all the things necessary need to be done immediately. Now it is clear and last year only you have decided that we will go in for Navodaya schools. So, please assure us that all these things will be completed within a year or two. That is my expectation.

**SHRI ARJUN SINGH:** The hon. Member has pin-pointed the essential requirements very correctly and that is precisely our effort. I cannot say that in each Navodaya schools we have been able to fulfill this in complete measure. About the school which the hon. Member has pointed out, I will make a personal assessment and I would like to come to the hon. Member on this subsequently

**SHRI BALIN KULI:** I would like to know whether it is a fact that Assam is deprived of Navodaya schools. Will the Government consider introducing this scheme in Assam?

**SHRI ARJUN SINGH:** There was some difficulty in Assam, but we are overcoming it and we are opening Navodaya Vidyalayas there.

[*Translation*]

Mr. Speaker, Sir, regarding the particular school which has been mentioned by the hon. Member, I cannot say anything at the moment but I would certainly try to look into the reasons for the situation that has developed described by him. So far as the question of setting up committees regarding running the schools is concerned the committees are there but the proposal of inducting public representatives into them is under consideration of the Government and we are very soon going to take a decision in this regard so that public representatives can be associated with them.

[*English*]

**SHRI SUDHIR GIRI:** Mr. Speaker, Sir, the objective of the Navodaya Vidyalayas is to impart good and quality education to the students of predominantly rural areas. May I know from the hon. Minister whether the criteria have been fixed by the Government to select the students from the rural areas? what are the criteria which have been fixed by the Government to select them?

**SHRI ARJUN SINGH:** There is a selection process which is already being implemented by which we ensure that SC/ST students in proportion to their population in that district are taken; not more than 25 per cent should be from urban areas; generally students from lower income groups should be there; 1/3rd should be girls. These are the things on which they are selected.

[*Translation*]

**SHRI NITISH KUMAR:** The hon. Minister has replied in the manner in which the Government generally deals with the questions.

(*Interruptions*)

The hon. Minister does not believe in following the berten path. He believes in departing from the berten track he proved at Suraj Kund and we were expecting that his reply would also be on the same lines.

Mr. Speaker, Sir, today the internal management of the Navodayas Vidyalayas is very defective. In my district, a student of my constituency belonging to Scheduled Caste died one and half year ago in suspicious circumstances. This incident was a result of a defective internal management of Navodayas Vidyalayas but the entire matter was hushed up. Today, the internal management of these schools has worsened to such an extent. *(Interruptions)*

There is a school in Rajgir, which is a famous pilgrimage and this incident took place at the very site where Gautam Budhia attained 50 per cent enlightenment. Such is the state of affairs of these schools. Generally the internal management in all Navodaya schools in Bihar is very miserable. The students do not even get their meals in sufficient quantities and moreover they are not taught in a proper manner. In view of this, we would like to know from the hon. Minister, through you, whether the Government have a proposal to constitute an Advisory Committee of Navodaya Vidyalayas of the district and include M.P. and M.L.A. of that district in it for the proper monitoring of the activities of the schools and also to ensure that the objects with which Navodaya Vidyalayas were started are being achieved or not.

SHRI UPENDRA NATH VERMA: Mr. Speaker, Sir, I would like to know whether it is true that more than one thousand sanctioned posts of teachers are lying vacant in these schools for the reason that the schools

located in the interior do not have residential facilities. You have promised to construct houses but I do not think that you will be able to construct these before 15 to 20 years as your financial position is very miserable. Navodaya Vidyalayas sangathan has asked for a sum of Rs. 16000 crores in Eighth Five Year Plan but you only allotted Rs. 900 crores. Providing meals to the students does not cost much. It costs only Rs.200 or Rs. 225 per students does not cost much. It costs only Rs. 200 or Rs., 225 per student. They are not getting good food. I myself have visited many schools which do not have 90 per cent teachers. Latehar Navodaya Vidyalayas of Bihar, Jawahar Aligarh Navodayas Vidyalaya Sitamarhi and Jenyin Navodaya Vidyalaya are glaring examples. I have been there. Due to non-availability of residential accommodation the schools do not have 80 to 90 per cent teachers. Therefore, I want to know from the Government if it is not in a position to construct houses for teachers then is the Government considering the closure of these schools.

SHRI ARJUN SINGH: Mr. Speaker, Sir, situation may be good at one place and bad at another place but it will not be justified to wind up a good scheme. Instead of winding up the scheme we should improve the situation. *(Interruptions)*

SHRI UPENDRA NATH VERMA: The teachers are not going there, very few have come forward. *(Interruptions)*

SHRI ARJUN SINGH: There is no doubt that there is dearth of teachers. We are making efforts to employ teachers in more and more numbers by the end of next academic session. Regarding accommodation and other facilities, it is but natural that we have our limitations as per the present situation of the rural areas. We cannot change

this situation for Navodaya Vidyalayas.

### Uniform Policy on PDS

\*462 SHRI MANJAY LAL:  
DR. CHINTA MOHAN:

Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Government have formulated a uniform policy at national level with a view to make public distribution system more comprehensive and effective in the country;

(b) if so, the main features thereof; and

(c) the time by which the policy is likely to be implemented?

[English]

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION AND MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI KAMALUDDIN AHMED):(a) to (c). A Statement is laid on the Table of the House.

### STATEMENT

As per the present policy of the Central Government, entitlement to benefits of the Public Distribution System (PDS) is universal. However, at the 15th meeting of the Advisory Council on PDS held on 21st March, 1993, it was resolved that "a National Policy on PDS may be evolved, which should focus on the need to ensure supply of larger and more meaningful quantities of foodgrains through PDS to the really needy and poorer sections of the Society". The implementation of PDS is a joint responsibility of the Central and State Governments. Any change in the existing policy can be made only in

consultation with the State Governments. Therefore, it may not be possible to set any definite time limit for a decision in this regard.

[Translation]

SHRI MANJAY LAL: Mr. Speaker, Sir, the reply given by the Government is evasive. The hon. Minister has stated that the meeting of the Advisory Council on the Public Distribution system was held on March 2, 1993. The members in that meeting decided to evolve a policy to ensure supply of foodgrains to the poor people. I would like to place before you some figures. If you compare the figures of October, 1991 and October, 1992, you would know the real position. The total foodgrains supplied in 1991 was about 17.10 lakh tonne while that in 1992 13.99 lakh tonne foodgrains was supplied. In November, 1991, the total quantity of foodgrains supplied was 15.29 lakh tonne while in 1992 it was 13.76 lakh tonne. Similarly in December, 1991 the total quantity of foodgrains supplied was about 15.81 lakh tonne while in December, 1992 it was 14.57 lakh tonne. 25 per cent reduction has been enforced in just four months and the Government proposes to adopt a new policy to supply foodgrains to the poor people. It also proposes to curtail about 30 lakh tonne of foodgrains during the year 1993-94. Foodgrains supply has been curtailed in each month. The Government may please make it clear whether it proposes to supply foodgrains to the people living below poverty line through PDS.

SHRI KAMALUDDIN AHMED: Mr. Speaker, Sir, no curtailment has been made nor it is intended to curtail foodgrains supply. I would like to state with regard to the point to which the hon. Member has drawn attention that owing to lower procurement, reduction at some places was certainly made during the last several months. But on the whole I do not think that the Government has

either made any drastic reduction on the whole or propose to do so. As regards the hon. Member's question about the national policy, I have furnished this information. Recently, a meeting of the advisory council was held in which a resolution was adopted. I have given information about all that in my statement.

SHRI MANJAY LAL: Mr. Speaker, Sir, my question is that the Government propose to adopt a new policy to cancel the cards of people of higher income so as to supply foodgrains to the needy persons and thus run the PDS efficiently. I doubt that if the cards of upper class people are cancelled, the lower class card-holders may also be deprived of the benefits of PDS, they will also have to purchase foodgrains at higher prices in black market. The Government purchases foodgrains from the farmers at lower rate and supplies it at higher rate. The amount of subsidy that the Government gives is going to increase three times this year than that of last ten years, and the Government has to bear most of this burden particularly in connection with PDS. Keeping this fact in view I would like to know what measures the Government propose to take to check the extravagant expenditure on PDS.

SHRI KAMALUDDIN AHMED: The central issue price has been increased just a few days back and provision of about Rs. 3000 crore has been made in the Budget. Therefore, there is no question of any reduction in it.

MR. SPEAKER: Does the Government propose to adopt a policy to reduce the expenditure on distribution?

SHRI KAMALUDDIN AHMED: There is no such policy. It is the job of the Food Corporation to ensure that the allocated foodgrains reaches the state. So far as the internal distribution is concerned, it is the

responsibility of the State Government.

[English]

SHRIMATI MALINI BHATTACHARYA: Recently, we are hearing certain alarming reports about starvation deaths, particularly in tribal and backward areas. While this may be due to several factors, one reason for this is surely the failure of the public Distribution System. So, the claims that are being made about the revamped Public Distribution System can surely be called into question. This becomes a very important issue. We find that the off take of the PDS this year has been much lower than in the earlier years. No clear data regarding the actual allocation of foodgrains in the 1700 blocks identified for the revamped PDS are available. So, what is the total allocation for these 1700 blocks and also what is the per capita allocation in these blocks?

SHRI KAMALUDDIN AHMED: For the revamped PDS, an additional quantity of two million tonnes has been provided and this is being issued from 1st June 1992. This is in addition to the normal allocation for the entire year.

Coming to the scarcity matter, whenever such incidents are brought to the notice of the Government, we inquire into them. Even yesterday, there was a discussion in Rajya Sabha about Palamau District in Bihar. We have sent our officer from the Ministry. So, whenever such matters are brought to our notice, we immediately act and send our officers and we also try to see that the State Government acts immediately, because the internal distribution is the responsibility of the State Government. From our side, we can only persuade the State Government and we can only request them to make the arrangements immediately.

SHRIMATI MALINI BHATTACHARYA: That is no answer to my question. I have

asked about the total allocation as also the allocation per had.

**SHRI KAMALUDDIN AHMED:** It is difficult to give information with regard to per head allocation. I have given all the other information.

[*Translation*]

**KUMARI FRIDA TOPNO:** Mr. Speaker, Sir, the poor people living in slum in urban areas have not been issued ration cards. People living in the interior parts of rural areas have also not been issued ration cards. When the district administration is asked to take measures in this regard they say that since the Central Government has not been supplying the foodgrains in required quantity, they are unable to issue ration cards to people, thus depriving the people residing in interior villages and in slums of the ration cards. In the light of the prevailing circumstances what measures are being taken by the Government so that Orissa may get adequate foodgrains supply. All the hon. Members are aware that a large number of starvation deaths are taking place there. Therefore, special care should be taken with regard to supplying ration to Orissa. What measures the Central Government is taking in this regard?

**SHRI KAMALUDDIN AHMED:** Mr. Speaker, Sir, foodgrains are allocated to the state on the whole. If at all there is any specific area of a village, or a village it may kindly be brought to my notice. I would contact the state Government and set it right.

**DR. CHATTRAPAL SINGH:** Mr. Speaker, Sir, under the food policy, the Central Ministry entrusts the responsibility of the distribution of specific items to the dealers which has led to exploitation of the consumers. I would like to know whether wheat flour is being distributed in Delhi

under this scheme, whether the dealers are being forced to distribute it to the consumers?

**MR. SPEAKER:** This is a separate question.

**SHRI HARADHAN ROY:** Mr. Speaker, Sir, there are two rationing systems in our country - one is statutory Rationing and the other is modified Rationing. Due to the modified rationing system in rural areas, the people in those areas do not get regular ration supply. Distribution of ration depends on supply of foodgrains. My submission is that as per the policy, the rural people must be provided ration regularly, whereas under the modified ration system, sometimes they get it and sometimes they do not get it. I would like to know from the hon. Minister as to why a uniform system is not applied throughout the country?

**SHRI KAMALUDDIN AHMED:** Mr. Speaker, Sir, the universal village policy is meant for the entire country. The resolution regarding the new policy to which the hon. Member has indicated, was passed in the PDS advisory Council. I have stated that new suggestions are being made and the Government is thinking over them.

[*English*]

**PROF. K.V. THOMAS:** Sir, Kerala is a State where we have got the statutory rationing system which is one of the modern systems of the country. Both the Central Government and the State Government spend a lot of amount on subsidy for distributing these essential items. So, my question to the Government is whether the affluent lot will be exempted from this subsidy which is being given through this PDS

**MR. SPEAKER:** The question is disallowed.

[Translation]

**SHRI TARACHAND KHANDELWAL :** (chandni Chowk) : Mr. Speaker, Sir, I would like to know from the hon. Minister whether Essential Commodities Act under the public distribution system passed by the Government applies to the Fair Price shops or not. The wheat, rice etc. supplies by the warehouse of the Government is of low quality. If at all the Act applies to fair price shops, then how many cases have been registered so far, and if not, what are the reasons for not applying the act to such shops?

**SHRI KAMALUDDIN AHMED :** Mr. Speaker, Sir, so far as the application of the Act on the fair price shops is concerned, it does apply. But I would like the hon. Member to give me a notice if at all he wants to know the number of cases registered so far, and I would furnish the required information to the hon. Member.

**SHRIMATI SUSEELA GOPALAN :** Kerala is a State which is 50 percent deficit in food production. At present we have a ration system. I doubt the introduction of this new policy will affect the present rationing system in Kerala. We are exporting so many cash crops and thus contributing to our foreign exchange resources. We are deficit in rice production and by the adoption of the new policy of Government this crop will be affected further.

**SHRI KAMALUDDIN AHMED :** Sir, the new policy, which the hon. Member has pointed out, is not a negative policy. If the hon. Member kindly reads through the sentence of the resolution, it is very positive.

For the hon. Member's attention, I would just read from my statement.

" A National Policy on PDS may be evolved, which should focus on the need to ensure supply of larger and

more meaningful quantities of foodgrains through PDS to the really needy and poorer sections of the Society."

So, this is an one sentence Resolution. This is not negative thing but a positive thing.

(Interruptions)

### Handicapped Students

\*463. **SHRI MANORANJAN BAHKTA:**  
**SHRI GEORGE FRENANDES**

Will the Minister of HUMAN RESOURCE DEVELOPMENT be please to state:

(a) whether any Committee has been set up by the University Grants Commission to cater to the needs of the handicapped students;

b) if so, the composition of the said Committee;

c) whether the said Committee has submitted its report;

d) if so, the broad features thereof; and

e) the action being taken by the Government thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMRI SELJA): (a) to (e). A statement is laid on the Table of the House.

### STATEMENT

a) According to the information fur-



nished by the University Grants Commission, the Commission had appointed a Committee under the convenorship of Dr. (Mrs.) Jyoti H. Trivedi Rajh Mahal, former vice-chancellor of S.N.D.T. Woman's University, Bombay, to consider the proposal submitted by the Ministry of Welfare to UGC regarding grant of Deemed to be University status to the following national institutes working in different areas of disability:-

1. National Institute for the Mentally Handicapped, Secundrabad.
2. National Institute for the Visually Handicapped, Dehradun.
3. All Yavar Jung National Institute for the Hearing Handicapped, Bombay.
4. National Institute for the Orthopaedically Handicapped, Calcutta.

(b) The composition of the Committee is given in the attached Annexure.

(c) and (d) . Yes, Sir. The main recommendations of the Committee are as under:-

- i) All the above 4 institutes should be given Deemed University status in this this new and emerging area which requires non-traditional development.
- ii) These institutes should emphasise on development of research both applied and basic and ensure the requisite academic qualifications for their staff and develop meaningful models for extension activities and implement the same.

(iii) A national University of the Disabled should be established with 4 autonomous units for disabled. The University would be able to coordinate the development of these institutes. In case, however, this is not considered feasible, these 4 institutes would be granted Deemed University status subject to the following:-

(a) The executive head of the institute should be a person of academic stature chosen in an academic manner.

(b) The qualifications of faculty should be comparable to such other specialist institutes and wherever they do not fulfil the requisite qualifications, a programme of training may be worked out to upgrade them.

(c) An Academic Council/Committee which should be responsible for the maintenance of academic standards should be set up.

(d) The institute should have a comparable academic mechanism to determine courses and standards.

(e) Central Government should augment the funding of such institutes as the present funding is not adequate.

(f) The Committee which examined the proposal should also see whether Memorandum of Association of the institute conforms to the UGC model MOA.

(g) The matter is under consideration.

**ANNEXURE**

- 
1. Dr. (Mrs.) Jyoti H. Trivedi —Convenor  
 Raj Mahal, (Former V.V.  
 Juhu Kaliwade, SNT Women's  
 Bombay-400049. University, Bombay)
2. Prof. G.J.V.J. Raju,  
 Chairman,  
 A.P. State Council for  
 Higher Education,  
 Hyderabad.
3. Prof. M.S. Yadav,  
 Head of the Department,  
 of Special Education,  
 M.S. University of Baroda,  
 Baroda.
4. Prof. Ram Lal Pankh,  
 Vice-Chancellor,  
 Gujarat Vidyapith,  
 Ahmedabad.
5. Sh. Durgadas Gupta,  
 Director of Higher Education,  
 M/o HRD,  
 Department of Education,  
 New Delhi.
6. Dr. G.N. Narayan Reddy, .....For National Institute  
 Director, for Mentally Handicapped  
  
 NIMHANS, Secundrabad.  
 Bangalore.
7. Dr. G.G. Prabhu,  
 Prof. & Head of the Deptt. of  
 Clinical Psychology,  
 NIMHANS,  
 Bangalore.
8. Dr. N. Rathna, .....For Ali Yaver Jung  
 Director, National Institute  
 All India Institute of Speech for Hearing  
 Hearing, Handicapped, Bombay.  
 Mysore.
-

9. Dr. (Miss) S. Nikom,  
Head of the Deptt. of Audiology,  
All India Institute of  
Speech Hearing,  
Mysore.
10. Mr. Lal Advani,  
Director (Research)  
Nas EOH  
Blind Relief Association,  
Lal Bhadur Shastri Marg,  
New Delhi. . . . . For national Institute  
for the Visually  
Handicapped, Dehradun
11. Dr. R.T. Vyas,  
Asia Director,  
Royal Common Wealth Society  
for Blind,  
B-1/83 Matru Ashish,  
Jagan Mohan Das Marg,  
(Nepolean Sea Road)  
Bombay.
12. Prof. S.K. Verma  
Head of the Deptt. of  
Rehabilitation,  
All India Institute of  
Medical Sciences,  
New Delhi. . . . . For National Institute  
for the Orthopaedically  
Handicapped,  
Calcutta
- 13 Dr. A.K. Mukherjee,  
Additional Director General,  
D.G. H.S.,  
Nirman Bhavan,  
New Delhi.

SHRI MANORANJAN BHAKTA: Mr. Speaker, Sir, for the welfare and education of the handicapped and disabled students, it is the responsibility of the society and naturally, the Government has to fulfil that responsibility. I am very happy that there was a Committee and that Committee had given its Report.

I would like to know categorically from the hon. Minister what were the Terms of

Reference of that Committee, when was it constituted; and when the Report was presented to the Government.

Sir, in reply to Unstarred Question No. 2679 of dated 12th August, 1991, in the Lok Sabha, the Welfare Minister had stated that "1037 Government and non-governmental organisations/institutions are providing education to the handicapped and disabled students"

Sir, I would like to know whether that Committee had gone through the working of these institutions in the country before coming to the conclusion and making recommendation.

**THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI ARJUN SINGH):** Sir, this Committee was received in December, 1992. The UGC had considered the Report on 13th January, 1993 and the UGC had sent its recommendations to the Ministry of Human Resource Development and to the Ministry of Welfare on 18th February, 1993. This recommendation is under consideration.

**SHRI MANORANJAN BHAKTA:** Mr. Speaker, Sir, in reply to the Unstarred Question No. 2623 of dated 12th August, 1991, the hon. Minister had mentioned that "the project integrated education for the disabled-PIED - has been designed to strengthen implementation of Centrally Sponsored Scheme of Integrated Education for the disabled children."

There is also another question and in reply to that question, it has been stated "due to resource constraint.. I would like to know from the hon. Minister, while considering this Report, whether the Government will also see that the Project Integrated Education for the Disabled is also combined together by taking a comprehensive view in the matter and sufficient amount of resources are also provided so that implementation can be done to improve the condition of the disabled and handicapped children in the country.

**SHRI ARJUN SINGH:** Sir, the question of education for the disabled is not only be given a very high priority but it is also an area which needs constant attention and supplementing efforts in very direction. Therefore, this is the Report which states a comprehensive look. And regarding the suggestion

made by the hon. Member with reference to the question asked last year, I see no difficult in interrupting our efforts with respect to both these Committees' recommendations and the subject matter which the hon. Member has referred to.

[*Translation*]

**SHRI GEORGE FERNANDES:** Mr. Speaker, Sir, I would like to know from the hon. Minister as to why there was a delay of 31/2 years in preparing the report by the Committee which was constituted in July 1989? Besides, I would also like to know about the programme being taken up by the Government for providing employment and employment oriented training to the handicapped, whose population at present is near about 4 crores in the country.

**SHRI ARJUN SINGH:** Mr. Speaker, Sir, I do not think there is any specific reasons for delay in submission of the report by the Committee. If the hon. Member wants to get those reasons checked, it can be done. As it was a comprehensive question and related to the entire country, may be that is the reason for delay in it and it would not be proper to comment on it.

So far as the main question of the hon. Member is concerned, it relates to education and employment oriented training. I accept that there should be coordination between the two and it will be the right step in the field of education. Efforts should be made for its implementation

[*English*]

**SHRI PAWAN KUMAR BASAL:** By facing challenges of life stoically and with determination, the disabled students in a large number of cases have proved that they possess more greater will and determination than the normal human beings. But we do find that the cases are there where

such students do not find many avenues open for them, though recommendations made by this Committee are commendable. Would the hon. Minister issue instructions to all other universities through the UGC to ensure that the promising students, who are disabled otherwise, are granted admission and other benefits in the other universities?

SHRI ARJUN SINGH: I would like to make one thing clear that the UGC has already many schemes for helping the handicapped and disabled. In December 1976, the UGC requested all universities to give sympathetic consideration to the physically handicapped persons in recruitment. In 1978, UGC requested all universities to give one per cent reservation for the handicapped in Group C and D posts.

The following is the reservation policy of the Government for the handicapped in various schemes:

UGC has reserved 30 positions of Research Associateship for handicapped; and the UGC is already assisting ten institutions for training B.Ed./ M.Ed. teachers who are expected to teach physically handicapped children at schools.

The specific suggestion made by the hon. Member would also be added to these efforts.

[Translation]

#### Review of Higher Education

\*464. SHRI RAJENDRA AGNIHOTRI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be please to state:

(a) whether any comprehensive review has been carried out in the field of higher education to assess its achievement to upgrade human capital;

(b) if so, the details thereof; and

(c) the schemes evolved for uniform development and expansion of higher education?

[English]

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA):

(a) to (c). A statement is laid on the Table of the House.

#### STATEMENT

(a) to (c). While formulating the National Policy on Education - 1986, and its review in 1991-92 followed by Programme of Action - 1992, the achievements and shortcomings of higher education sector were analysed and taken into consideration.

UGC strives to upgrade standard of higher education through:-

(a) Regulations under UGC Act and guidelines on various subjects.

(b) Development of facilities in universities and colleges.

(c) Schemes for research support to individual researchers and Departments.

(d) Schemes for introducing courses in emerging areas of Science and Technology.

(e) Schemes for using electronic media for higher education.

(f) Schemes for professional development of teachers.

[Translation]

SHRI RAJENDRA AGNIHOTRI: Mr. Speaker, Sir the main problem with higher education is to maintain its standard. There is difference in development and expansion of higher education. I would like to know from the hon. Minister about the steps being taken by the Government to remove the difference in the facilities provided to the Universities and Degree colleges, which differentiate in the teaching and the research codes also.

[English]

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI ARJUN SINGH): I could not follow the entire sequence.

[Translation]

SHRI RAJENDRA AGNIHOTRI: I would like to know from the hon. Minister about the steps being taken to remove the difference in establishment and facilities provided to the universities and degree colleges. This creates difference in teaching and research codes, difference in financial position and the inadequate number of teachers, shortage of literature, poor facility of library shortage of scientific instruments in laboratories.

SHRI ARJUN SINGH: Mr. Speaker, Sir, there is no doubt that we can only progress by keeping this inequality in mind. There is difference between colleges and universities, but these are mainly the responsibility of the states. Only the central universities function under the central Government. (Interruptions)

SHRI RAJENDRA AGNIHOTRI: They are controlled by the Commission.

SHRI ARJUN SINGH: these are con-

trolled by the Commission but the main reason is finance. The commission can control those only when the standards are set up here. It depends entirely upon the state Government as to the extent to which these standards are adhered to (Interruptions) The main reasons is resource constraint, which is being worked out.

SHRI RAJENDRA AGNIHOTRI: Mr. Speaker, Sir, I belong to the same area, to which the hon. Minister belongs. There are several districts like Satna, Jhansi, Lalitpur and Tikamgarh, where there is no arrangement for upgrading the standard of higher education. Particularly, there is no arrangement for girls and the State government is also not taking any step in this regard. Is the Central Government considering to take any effective step to encourage higher education in these areas.

SHRI ARJUN SINGH: Mr. Speaker, Sir, despite these facts, the centre can only take steps according to its programmes and in the areas covered under its programmes. The centre cannot take the responsibilities of the state Governments. So far as help is concerned, the UGC is already providing assistance to them. The State Governments have to take initiative for providing special grants to the colleges in regard to science and library and the autonomous colleges.

SHRI PRAKASH V. PATIL: Mr. Speaker, Sir, the Supreme Court has issued directions to the hon-granted engineering colleges. A lot of funds are spent in compensating the expenditure, and according to the present system, this expenditure is very much and besides this, post graduate education need a lot of funds. But this college should be opened by July and the policy should also be decided. The Government should take an early decision in this matter and so. I would like to know the Government's attitude in this regard?

SHRI ARJUN SINGH: Mr. Speaker, Sir, I have already given information about the steps being taken in accordance with the orders of the Supreme court. This issue is also related with it and the steps which will be taken in future, are being considered. Every state Government is being consulted. As soon as the consultations are over, a statement will be given in this House.

SHRIMATI GIRIJA DEVI: Mr. Speaker, Sir, regarding higher education the Minister has simply said that some issues are related with the centre and some are related with the state Governments. I am aware of the situation in Bihar and can ask a lot of things, as there is some difference between us and the State Government. The Patna University is functioning since 1914 and repeated demands have been made to give it the status of a central university. I have also given notice under Rule-377 in this regard. There are three central universities inside Delhi. A lot of rumours are being spread about the Patna university, which had once been a famous university. But the centre is also responsible for bringing the university to this worse situation. Full grant is not given to them and the teachers and employees there do not get their salaries in time. Provident funds are also not deposited...*(Interruptions)*

[English]

MR. SPEAKER: This is on policy on higher education. Please come to the point.

[Translation]

SHRIMATI GIRIJA DEVI: Patna university is separate and the people of Bihar want it to keep separate.. *(Interruptions)*

I have received replies to all the matters which I had raised under Rule 377 but on behalf of the state of Bihar I had demanded

that Patna University should be made Central University.

[English]

MR. SPEAKER: You are not using the time given to you

[Translation]

SHRIMATI GIRIJA DEVI: Would you make it a Central University or not?

SHRI ARJUN SINGH: Mr. Speaker, Sir, I appreciate the concern expressed by Hon. Member for higher education in Bihar, I can understand that concern, because I now that there are many problems in the field of higher education there. There is no need to go in to those problems. This is a separate issue which can be discussed later on. But it is not correct to say that Central Government has not fulfilled its responsibility in the field of education in Bihar. You are well aware of the problems which have been faced there. In the matter of salary, prescribed norms have not been followed in a correct way due to which funds too have been curtailed.

[English]

SHRI LOKANATH CHOUDHURY: It is a straight question, whether Patna University is going to be made a Central University.

SHRI ARJUN SINGH: I am replying to the point she has raised.

[Translation]

Keeping all these things in view particularly the problems faced by teachers there, a sum of twenty crores rupees has been released only 15 days back. I had also held a discussion with the Chief Minister. So far as the question of opening of a Central University is concerned I have already stated

that in view of the financial constrains it is not possible to open the university during Eighth Five Year Plan period.

**SHRINITISHKUMAR :** It is one and the same thing it may be justified in your view but it is not possible to consider it at present.

**SHRI DATTA MEQHE :** Mr. chairman, Sir, private institutions are doing a commendable job in the field of education and this is a state subject. People of private institutions have raised infrastructure of crores of rupees by setting up private institution. To monitor their working Central body called AICT. Central Government does not give funds for that, but it has set up AICT to control these institutions. More than fifty big engineering colleges have been opened during one and half year. Although Government is not giving grants to the institutions, yet these institutions are running on large scale in a nice manner. The committee constituted by the Government is not working. We have prosperity worth Rs. 25 crores and we are prepared to give it to Government but is not able to run the institution. I have written two letters to the hon. Minister, three times their people came to me but they are neither giving any concession nor any aid. So I would like to know from the Central Government that if it does not have funds for higher education then why does it interfere in the work of State Governments and private institutions who are doing commendable job in this field.

What are the steps being taken by the Government to minimise this interference? We wrote letters twice, committees had been constituted thrice, for four times people went there. So what is Government going to do in this regard.

**SHRI ARJUN SINGH :** Mr. Speaker, Sir there is no difference of opinion that private institutions are doing very commendable job. They are doing such a commendable

job which perhaps Government can not do. But after the verdict of the Supreme Court we can not ignore such a situation.. We will have to find some way out with the cooperation and consent of all concerned so that there may not come any obstacle in the way of commendable job being done by private institutions. At the same time the Judgment will also have to be implemented.

So far as the question of special college and AICT is concerned, I fully endorse the view of the hon. Member that AICT is not working as efficiently as it should have worked because of the shortage of staff. Now Ministry of Finance has approved it so I would like to assure the hon. Member that AICTE would take appropriate measures.

**SHRI NITISHKUMAR :** I thought you are talking of AICC.

**PROF. RASA SINGH RAWAT :** Two concepts have been laid down under the new education policy to meet the needs of higher education One is of autonomous educational institutions where the number of students was large. Autonomous colleges have been established. And on the other hand Indira Gandhi National Open University has been set up for self study. But as autonomous colleges were financially handicapped and the IGNOU was not functioning systematically, only 44 out of twelve thousand students have passed. What steps would be taken up by the Government to investigate the matter and whether the Government is prepared to review both these concepts?

**SHRI ARJUN SINGH :** I do not know from where the hon. Member. has got these figures.

**PROF. RASA SINGH RAWAT :** The Navbharat Times of today has reported that only 44 candidates have passed out of 12 thousand candidates.



SHRI MADAN LAL KHURANA: You go less or number of votes in AICC, similarly less number of students have passed the examination.

SHRI ARJUN SINGH: Do not go into the number of votes. You would be surprised to know the results of the funsh round.

SHRI NITISH KUMAR: It shows that you have not lost courage.

SHRI ARJUN SINGH: Whatever is published in newspapers is not the ultimate truth. You have drawn the attention which I appreciate but it is not necessary that whatever is published in the newspapers is all true. So far as the question of National Policy on Education is concerned, We have resolved to give due importance to these two concepts in the field of higher education. The concept of autonomous bodies has been introduced in many states. At some places it has succeeded while at others, it has not due to one or the other reason. Some states have not even thought it necessary to introduce it. I think these two concepts are essential to broadbase th higher education. So these should be implemented after making necessary changes. (*Interruptions*)

SHRI NITISH KUMAR: Please also comment on the conduct of the Minister. He has broken a mike in the House. When he was in the opposition, he used to do such things which may be O.K. But he is behaving in the same manner while sitting on the treasury benches. While making the remark about the find round, Shri Arjun Singh became so nervous that he struck the mike.

[*English*]

SHRI SYED SHAHABUDDIN: Mr. Speaker, Sir, education is a concurrent subject and the question of standards of higher education and university education is a responsibility of the Central Government, We made tremendous stricks in higher

education, numerically speaking. I think, India has got one of the highest percentage of population in the universities and also from the point of view of outlay on education, higher education is getting, in my opinion, a very high percentage of the total outlay on education, yet, it is an accepted fact by all educationists in the country that the standard of university education in the country is going down, continuously, consistently and persistently. Therefore my question to the hon. Minister is this that he cannot run away from the main question simply by pointing out that some universities are in his direct charge and other universities are not in his direct charge. If the standard of university education is falling in the country which is an acknowledged fact then he has to accept the responsibility. Therefore, I would like to know from him what steps he is taking in order to see that ail colleges and universities education in the country meet the minimum world standards. I know there are very bright spots. Some of our graduates and some of our institutions are among the best in the world but the average level is going down.

MR. SPEAKER: Please, time factor is there. Look at the watch please.

SHRI SYED SHABUDDIN: Therefore, I would like to know from the hon. Minister what he is going for maintaining the standard of the university education.

SHRI ARJUN SINGH: Sir, the issue raised by the hon. Member is definitely very pertinent and some of the facts that he has stated here are also correct. But the fact remains that because of the overall constraint in resources, all th steps that have to be taken are not being able to be taken and whatever is desirable, and perhaps also very much desirable, has not been done. So, this is not something which we cannot look at in isolation that what is desirable should be done, but what is desirable how much of it can be done, that is also the question.

## WRITTEN ANSWERS TO QUESTIONS

[English]

**Environmental Clearance to Projects**

\*465. SHRI G.M.C. BALAYOGI:  
DR. VASANT NIWSUTTI  
PAWAR:

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether a number of projects have started operations without obtaining necessary environmental clearance from his Ministry;

(b) if so, the details thereof; and

(c) the action taken by the Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) to (c). The Central Government accords environmental clearance to the following type of projects by way of administrative arrangements:

1. Projects from Central and State Government which require clearance from Planning Commission, Central Water Commission and Central Electricity Authority.
2. Projects which require approval of the Public Investment Board.
3. Projects in which concerns have been expressed and referred to this Ministry.

In the cases where the project authority have already started operations, they are advised to obtain environmental clearance from this Ministry. As and when any such case comes to notice, the details of the project are obtained for consideration of

environmental clearance from the concerned Central and State Government agencies.

**Quota of Essential Commodities to States**

\*466. SHRI SOMJIBHAI DAMOR:  
SHRI AJYO  
MUKHOPADHYA:

Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) the monthly quota fixed for various essential commodities like rice, wheat, sugar, edible oil, kerosene and other foodgrain items distributed through P.D.S., State-wise and commodity-wise;

(b) the quantity of aforesaid commodities including imported items separately allocated during the last six months till date, State-wise;

(c) the actual requirement of the States as per latest demand;

(d) whether the Government propose to increase the quantity of these items as demanded by the States;

(e) if so, the quantity of each item to be increased; and

(f) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION AND MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI KAMALUDDIN AHMED): (a) to (f). The State-wise and commodity-wise allocations of rice, wheat, levy sugar, imported edible oils and kerosene made to the States and U.T. Administrations during the last six months is given in the Statements I to V (October, 92

to March, 93).

Allocations of commodities for the Public Distribution system (PDS) are supplemental to open market availability and are not intended to meet the total requirements of any State/UT. Bulk allocations of PDS foodgrains are made to States/UTs, from month to month, taking into account the overall availability of stocks in Central Pool, interse requirements of States/UTs and seasonal factors etc. The genuine demand/requirements of States are considered while making allocations.

Allocation of levy sugar is generally

made on a uniform norm of 425 grams per capita monthly availability to the projected population as on 1.10.1986. The Government had granted an ad hoc increase of 5% in the levy sugar allocations to States/UTs from August, 1991. Regular allocations of imported edible oils are currently not being made because of the easy price situation in indigenous edible oils. Kerosene allocations are subject to availability of foreign exchange, and arrangements for imports.

*It may not be feasible to effect significant increase in allocations of PDS commodities due to overall availability constraints.*













*(Figures in 000 Tonnes)*

States/UTs	1992					1993		
	October	November	December	January	February	March		
1	2	3	4	5	6	7		
Jammu & Kashmir	36 17	36 17	96 17	36 17	36 17	36 20		
Karnataka	68 50	68 50	64 00	68 50	68 50	68 50		
Kerala	150 00	137 00	135 00	150 00	150 00	150 00		
Madhya Pradesh	40 92	37 92	37 92	40 92	40 92	40 00		
Maharashtra	62 90	56 50	56 50	71 50	71 90	71 50		
Manipur	7 67	7 67	7 67	7 97	7 97	8 00		
Meghalaya	9 56	9 50	9 50	9 70	9 70	10 50		
Mizoram	7 96	7 50	7 50	7 62	7 62	9 60		
Nagaland	6 00	6 00	6 00	6 06	6 06	6 10		
Orissa	38 75	36 25	36 25	38 75	38 75	38 70		

(Figures in '000 Tonnes)

1993

1992

States/UTs	1992						1993		
	October	November	December,	January	February	March	1	2	3
	1	2	3	4	5	6	7		
Punjab	1.50	1.35	1.35	1.35	1.50	1.50	1.50		
Rajasthan	4.00	3.60	3.60	3.60	11.90	11.50	11.50		
Sikkim	4.50	4.60	4.50	4.50	4.50	4.50	5.00		
Tamil Nadu	70.83	63.88	63.83	63.83	70.88	70.83	70.80		
Tripura	16.00	16.00	16.00	16.00	16.00	16.20	16.20		
Uttar Pradesh	37.88	36.33	46.33	46.33	37.83	37.83	37.80		
West Bengal	80.58	73.58	73.58	73.58	80.58	80.58	80.60		
Andaman & Nicobar	4.50	0.00	0.00	0.00	4.88	0.00	0.50		
Chandigarh	0.30	0.27	0.27	0.27	0.90	0.30	0.30		
Dadra & Nagar H.	0.50	0.45	0.45	0.45	0.45	0.50	0.50		

*(Figures in 000 Tonnes)*

States/UTs	1992					1993		
	October	November	December	January	February	March		
1	2	3	4	5	6	7		
Daman & Diu	0.50	0.45	0.45	0.80	0.50	0.50		
Delhi	20.80	18.00	18.00	20.80	20.00	20.00		
Lakshdweep	6.80	0.00	0.00	0.00	0.00	0.00		
Pondicherry	2.80	1.80	1.80	2.00	2.00	2.00		





(Figures in 000 Tonnes)

States/UTs	1992			1993		
	October	November	December	January	February	March
1	2	3	4	5	6	7
Rajasthan	20 35	17 76	17 76	17 76	17 76	17 76
Sikkim	0 20	0 18	9 18	0 17	0 17	0 17
Tamil Nadu	27 07	27 06	23 67	23 67	23 67	23 67
Tripura	1 20	1 05	1 05	1 05	1 05	1 05
Uttar Pradesh	63 51	55 57	55 57	55 57	55 57	55 57
West Bengal	34 98	27 18	27 18	27 18	27 18	27 18
Andaman & Nicobar	0 30	0 26	0 26	0 26	0 26	0 26
Chandigarh	0 45	0 39	0 39	0 39	0 39	0 39
Dadra & Nagar H	0 06	0 05	0 05	0 05	0 05	0 05

(Figures in 000 Tonnes)

States/UTs	1992				1993		
	October	November	December	January	February	March	
1	2	3	4	5	6	7	
Daman & Diu	0.05	0.04	0.04	0.04	0.04	0.04	
Delhi	0.36	9.16	9.16	9.16	9.16	9.16	
Lakshadweep	0.08	0.08	0.08	0.08	0.08	0.08	
Pondicherry	0.46	0.42	0.42	0.42	0.42	0.42	

## STATEMENT - IV

Statewise Allocation of Kerosene from October 92 to March 93 Distributed Through PDS

(Figures in 000 Tonnes,

States/UTs	1992					1993		
	October	November	December	January	February	March		
1	2	3	4	5	6	7		
Andhra Pradesh	48.79	48.79	48.79	48.79	48.79	48.79		48.79
Assam	20.56	20.56	20.56	20.56	20.56	20.56		20.56
Bihar	39.30	40.12	40.12	40.12	40.12	40.12		40.12
Goa	2.26	2.26	2.26	2.26	2.26	2.26		2.26
Gujarat	60.79	71.45	71.45	71.45	71.45	71.45		62.21
Haryana	12.40	13.34	13.34	13.34	13.34	13.34		12.02
Himachal Pradesh	3.05	3.05	3.05	3.05	3.05	3.05		3.05
Karnataka	36.98	36.98	36.98	36.98	36.98	36.98		28.98





(Figures in 500 Tonnes)

States/UTs	1992			1993		
	October	November	December	January	February	March
1	2	3	4	5	6	7
Sikkim	0.62	0.62	0.62	0.62	0.62	0.62
Tamil Nadu	54.61	54.61	54.61	54.61	54.61	54.61
Tripura	1.73	1.73	1.73	1.73	1.73	1.73
Uttar Pradesh	76.44	77.88	77.88	77.88	77.88	77.88
West Bengal	61.15	61.15	61.15	61.15	61.15	61.15
Andaman & Nicobar	0.31	0.93	0.00	0.00	0.00	0.78 •
Chandigarh	1.74	1.74	1.74	1.74	1.74	1.74
Dadra & Nagar H	0.26	0.26	0.26	0.26	0.26	0.26
Daman & Diu	0.24	0.25	0.25	0.25	0.25	0.25
Delhi	18.78	22.50	22.60	22.60	22.60	22.60
Lakshdweep	0.07	0.07	0.07	0.07	0.07	0.07
Pondicherry	1.22	1.22	1.22	1.22	1/22	1.22

**STATEMENT - V**

*Statewise Allocation of ED.OIL(Total) from October 12 to March 13 Distributed Through PDS*

(Figures in 000 Tonnes)

States/UTs	1993						
	October	November	December	January	February	March	
1	2	3	4	5	6	7	
Andhra Pradesh	3.00	2.55	0.00	0.14	0.30	-	
Arunachal Pradesh	0.0	0.0	0.00	0.05	0.00	-	
Assam	0.00	0.00	0.00	0.10	0.00	-	
Bihar	0.00	0.00	0.00	0.00	0.00	-	
Goa	0.00	0.30	0.00	0.00	0.00	0.30	
Gujarat	0.00	22.00	0.00	0.00	0.00	-	
Haryana	0.00	0.00	0.00	0.00	0.00	-	
Himachal Pradesh	0.40	0.00	0.00	0.00	0.00	-	



(Figures in 000 Tonnes)

States/UTs	1992						1993		
	October	November	December	January	February	March	1	2	3
Rajasthan	0.00	0.00	0.00	0.00	0.00	0.00	-	-	-
Sikkim	0.00	0.20	0.20	0.34	0.00	0.00	-	-	-
Tamil nadu	3.00	2.00	0.00	1.00	0.36	0.00	-	-	-
Tripura	0.00	0.00	0.00	0.00	0.00	0.00	-	-	-
UttarPradesh	0.00	0.00	0.00	0.00	0.00	0.00	-	-	-
West Bengal	0.00	2.70	0.00	0.00	0.00	0.00	-	-	-
Andaman & Nicobar	0.20	0.00	0.00	0.10	0.00	0.00	-	-	-
Chandigarh	0.00	0.05	0.20	0.00	0.00	0.00	-	-	-
Dadra & Nagar H.	0.00	0.05	0.00	0.00	0.00	0.00	-	-	-
Delhi	0.00	0.50	0.00	0.50	0.33	0.00	-	-	-
Lakshadweep	0.00	0.03	0.10	0.03	0.00	0.00	-	-	-
Pondicherry	0.30	0.20	0.00	0.30	0.00	0.00	-	-	-

**Support Price for Chillies and Turmeric**

\*467. SHRI SOBHANADREESWARA RAO VADDE: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Commission for Agricultural Costs and Prices recommends the minimum support prices for chillies and turmeric;

(b) if so, the details thereof;

(c) if not, the reason therefor; and

(d) the steps proposed to be taken by the Government to include chillies and turmeric in the list of agricultural commodities in view of their large domestic consumption?

THE MINISTER OF AGRICULTURE (SHRI BALRAM JAKHAR): (a) No, Sir

(b) Does not arise.

(c) and (d) The question of bringing various crops under the purview of Minimum Support Price (MSP) Scheme is continuously reviewed by the Government in consultation with Commission for Agricultural Costs & Prices (CACP). While deciding upon the crops to be brought under the purview of MSP Scheme, a distinction ought to be made between crops having localised production vis-a-vis crops grown extensively in the country, between perishable and non-perishable in the country, between perishable and non-perishable agricultural commodities and between crops important in terms of their contribution to total crop. After taking into account these considerations, the coverage of Minimum Support Price is not extended to chillies and turmeric.

**Storage Facilities in Maharashtra**

\*468. SHRI ANNA JOSHI: Will the Minister of FOOD be pleased to state:

(a) whether adequate facilities for storage of foodgrains are available in Maharashtra; and

(b) if not, the steps taken by the Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD (SHRI KALP NATH RAI). (a) and (b). On a macro level basis, the existing capacity for storage of foodgrains in Maharashtra is considered to be adequate. However, in order to remove regional imbalances etc., Food Corporation of India and Central Warehousing Corporation have tentatively proposed to construct additional storage capacity to the extent of 53,400 tonnes in Maharashtra during the Eighth Plan period.

[*Translation*]

**Comprehensive Crop Insurance Scheme**

\*469. SHRI RAMESHWAR PATIDAR:  
KUMARI PUSHPA DEVI SINGH:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government propose to cover all the districts in each State under the Comprehensive Crop Insurance Scheme;

(b) if so, the details of the scheme indicating the names of crops likely to be covered under it; and

(c) the steps taken or proposed to be taken by the Government to intensify Comprehensive Crop Insurance Scheme for the betterment of the farming community?

THE MINISTER OF AGRICULTURE

(SHRI BALRAM JAKHAR): (a) Participation in the existing Comprehensive Crop Insurance Scheme (CCIS) is voluntary, and states are free to notify any area for implementation for the insured crops under the CCIS, provided they have the yield data for the last 5 years as also the capability of conducting 16 crop cutting experiments at the end of every season in the area notified thereunder.

(b) and (c). However, it has been decided that while the existing Comprehensive Crop Insurance Scheme (CCIS) may continue, a pilot scheme charging actuarial rates of premium and covering all farmers and all crops, subject to certain condition, may be implemented in one district of every State, preferably at low unit areas.

#### **Funds for Higher Education**

\*470. DR. MAHADEEPAK SINGH  
SHAKYA:  
DR. D. VENKATESWARA  
RAO:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the State Education Secretaries and Directors of higher education have expressed concern over paucity of funds for higher education in their joint meeting held on January 27, 1993;

(b) if so, the concrete measures suggested to overcome this paucity of funds in the field of higher education; and

(c) the reaction of the Government thereto?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI ARJUN SINGH): (a) to (c). In the meeting of the State Education Secretaries and Directors

of Higher Education convened by the UGC on 27th January, 1993, amongst others, the issue of paucity of funds for higher education was mentioned.

While no concrete measures were suggested afresh, issues like optimum returns on the investment made in higher education, optimum staffing pattern in the universities, optimal utilization of teaching faculty justifiable student-teacher ratio, non-adjustment of resources raised by the institutions against the grant being given by the Government, adoption of revenue raising measures etc. were mentioned as steps for overcoming the financial constraints. It was noted that a Committee under the Chairmanship of Justice Punnayya had been set up to look into the resources and the financing to Universities.

#### **Nehru Yuva Kendras**

\*471. SHRI GAYA PRASAD KORI:  
SHRI MAHESH KANODIA:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the total number of Nehru Yuva Kendras opened in each State during the last one year; and

(b) the details of the developmental activities carried out in these Kendras during the said period?

THE MINISTER FOR HUMAN RESOURCE DEVELOPMENT (SHRI ARJUN SINGH): (a) During the year 1992-93, 18 Nehru Yuva Kendras have been opened as per Statement attached:

Out of these 18 Kendras, the following 6 Kendras are functional:

(1) Yamunanagar

(2) Kottayam

(3) Wynad

(4) Ernakulam

(5) pathanemthittea

(6) Nagpur

The remaining 12 Kendras are not yet functional since the decision to open them has been taken recently in January, 1993.

(b) The above 6 Kendras which became functional during the year conducted the normal activities of the Nehru Yuva Kendra Sangathan, like Training in Youth Leadership and Self-Employment, Sports and games programmes, Block level campaigns, Conduct of national Youth Day-Week, etc.

### STATEMENT

*Following Kendras were opened during 1992-93*

<i>State</i>	<i>District</i>
Haryana	Yamuna Nagar
Kerala	Kottayam Wynad Ernakulam Pathanamthitaa
Maharashtra	Nagpur Kalyan East
Uttar Pradesh	Haridwar Siddharthnagar
Jammu & Kashmir	Srinagar Badgam Kupwara Kargil Ladakh

<i>State</i>	<i>District</i>
Manipur	Senapathi
Andaman & Nicobar	North & Middle Andaman with HQs at Manjabunder
	Mancowry Group of Island with HQs at Kamolra
	Great Nicobar with HQs at Campbell Bav

[English]

### Vocationalisation of Secondary Education

\*472. SHRI DWARKA NATH DAS: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the vocationalisation of secondary education is slow in Assam in comparison to other states:

(b) if so, the reasons therefor;

(c) the reasons for not providing grants to the Government of Assam during 1992-93 for the purpose; and

(d) the specific steps taken by the Government to promote vocationalisation of secondary education in Assam?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI ARJUN SINGH): (a) to (d). A statement is enclosed.

### STATEMENT

Under the Centrally Sponsored Scheme



of Vocationalisation of Secondary, financial assistance is to State Governments/Union Territories for starting vocational courses at the plus two stage in the school system based on proposals received from them implementation.

On the basis of the proposals received from the Government of Assam, 210 vocational sections in 100 schools were approved upto the year 1991-92. As per the information available, the State Government has started 200 vocational sections in 100 schools.

The proposal of the State Government for 1992-93 was received only on 23.3.1993.

The Central Government and the NCERT (Department of Vocational Educational Education) have been making efforts to promote the implementation of the Vocational Education Programme at +2 level in Assam. Review meetings have been held with State Government officials and all possible assistance, including academic support, has been extended for improving the quality in implementation. The State Government of Assam is required to make maximum use of the assistance available under the scheme and to ensure that the programme is properly institutionalised.

[Translation]

**Industrial Pollution in Madhya Pradesh**

\*473. SHRI SHIVRAJ SINGH CHAUHAN:  
DR. LAXMINARAYNA PANDEYA:

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government have received complaints regarding violation of

guidelines to control pollution by industries in Madhya Pradesh specially in Ratlam and Indore;

(b) if so, the details thereof; and

(c) the action taken by the Government in this regard and the units which have been served closure notices?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) and (b). Yes, Sir. Complaints have been received regarding environmental pollution being caused by industrial units in Ratlam District and damage caused to the crops and to the health of the villagers in the vicinity of the industries. According to the Madhya Pradesh Pollution Control Board, no complaint has been received in the recent past regarding pollution from industries in Indore. Complaints have been received regarding pollution caused by M/s. Ratlam Alcohol Plant, M/s. Jayant Vitamins and M/s. Sajjan Impex Ltd., in Ratlam.

(c) The Central and the Madhya Pradesh Pollution Control Boards have been asked to inspect the site and provide a report on the status of compliance of the prescribed standards by units in the area.

After discussion with the State Governments and the State Pollution Control Boards, an Action Plan has been formulated for 1993. The major areas of focus would be environmental audit, pollution control in the small scale units, compliance of industries particularly those discharging chemical pollutants and air pollution control in metropolitan areas and in State capitals.

The steps taken by the Government to check pollution include the following:

(i) emission and effluent standards have been prescribed;

- (ii) air pollution control areas have been notified;
- (iii) environmental guidelines have been developed for siting and operation of industries;
- (iv) Industries have been directed to install necessary pollution control equipment and comply with the standards within an approved time-frame;
- (v) Legal action is taken against the defaulting units;
- (vi) The M.P. Pollution Control Board had issued notice to three units, namely M/s Ratlam Alcohol Plant, M/s Jayant Vitamins and M/s Sajjan Impex Ltd., under Section 33(a) of Water (Prevention & Control of Pollution) Act, 1974.

[English]

#### Sweet Water Fish Farming

\*474. DR. ASIM BALA: Will the Minister

of AGRICULTURE be pleased to state:

(a) whether the Government have launched any scheme to develop the sweet water fish farming;

(b) if so, the details thereof; and

(c) the assistance, if any, provided by the Government to the various States for the purpose during the last three years?

THE MINISTER OF AGRICULTURE (SHRI BALRAM JAKHAR): (a) and (b). A scheme of development of freshwater aquaculture through Fish Farmers' Development Agencies (FFDAs) was launched during 1973-74. Under the scheme so far 375 FFDAs have been sanctioned. Subsidy is provided for construction of new ponds, renovation/reclamation of ponds and tanks, inputs in the first year, and for running water fish culture. The subsidy for fish farmers belonging to Scheduled Tribes is at double the normal rates.

(c) Information is provided in the Statement attached.

## STATEMENT

State	(Rs. in lakh)			
	1990-91	1991-92	1992-93	
	2	3	4	
Andhra Pradesh	11.00	22.00	22.00	22.00
Arunachal Pradesh	1.00	1.00	8.00	8.00
Assam	12.00	9.00	12.00	12.00
Bihar	31.00	36.00	39.00	39.00
Goa	-	-	-	-
Gujarat	11.00	14.00	15.00	15.00
Haryana	28.35	31.50	21.00	21.00
Himachal Pradesh	1.00	1.00	2.00	2.00
Jammu & Kashmir	2.00	2.00	2.00	2.00
Karnataka	8.00	14.00	14.00	14.00
Kerala	8.00	14.00	14.00	14.00

		<i>(Rs in lakh)</i>			
State	1990-91	1991-92	1992-93		
1	2	3	4		
Maharashtra	16 00	-	-	-	
Manipur	3 00	5 19		9 00	
Madhya Pradesh	45 00	88 31		34.00	
Mizoram	1 00	1 00		5.00	
Meghalaya	1 00	1 00		4 00	
Nagaland	1 00	1 00		*4 00	
Orissa	29 09	17 00		33.00	
Punjab	6 00	32 00		31 00	
Rajasthan	11 00	-		16.00	
Sikkim	1 00	-		2.00	
Tamil Nadu	11 00	13.00		30.00	

		<i>(Rs. in lakh)</i>		
<i>State</i>	<i>1990-91</i>	<i>1991-92</i>	<i>1992-93</i>	
1	2	3	4	
Tripura	3 00	8 00	13 00	
Uttar Pradesh	179 00	124 00	111 00	
West Bengal	167 00	167 00	79 00	
Pondicherry	1 00	1 00	1 00	

**Brassica Crop**

\*475. DR. P.R. GANGWAR; Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Indian Council of Agricultural Research has developed a new strain of the oil yielding crop brassica;

(b) if so, the details thereof; and

(c) the steps proposed to be taken for increasing brassica productivity in near future?

THE MINISTER OF AGRICULTURE (SHRI BALRAM JAKHAR): (a) and (b). Yes, Sir. A number of strains have been developed by the Indian Council of Agricultural Research. Recently a new strain, BIO-902 has been developed through tissue culture technique at the Biotechnology Centre, Indian Council of Agricultural Research, New Delhi. The strain is in an advanced stage of yield testing under All India coordinated trails at different locations in the North-Western Zone comprising of Gujarat, Rajasthan, Madhya Pradesh and Maharashtra. In the last two years trials the average yield ranged between 2.0 to 2.2 tonnes per hectare. The oil content is also higher than that of the national best variety, Varuna (37.4% as compared to 36.2%).

(c) The following steps are proposed to be taken in the VIIIth Five Year Plan for increasing brassica productivity:-

1. Establishment of a National Research Center or Rapeseed-Mustard to support production systems research with the basic technologies and breeding material.
2. Development of hybrids using different CMS systems and testing of the exper-

mental hybrids under different agro-climatic zones of the country.

3. Development of location specific varieties for higher seed yield and oil content, possessing resistance to biotic and abiotic stresses through conventional and non-conventional approaches.
4. Development of cultivars with low erucic acid and low glucosinolate characteristics.
5. Introduction and development of varieties of cultivation in non-traditional areas and seasons.
6. Intensification of research to develop integrated disease and pest management practices and schedules suitable for different cropping situations.
7. Increased emphasis on on-farm testing and production of basic and breeder seed of improved varieties.

[Translation]

**Dairy Units**

\*476. SHRIMATI SHEELA GAUTAM:  
SHRI RAJESH KUMAR:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether a number of State Governments have submitted proposals to the Union Government for setting up of dairy units in their respective States;

(b) if so, the details thereof;

(c) whether the National Dairy Develop-

ment Board has sanctioned any amount for this purpose; and

(d) if so, the details thereof?

THE MINISTER OF AGRICULTURE  
(SHRI BALRAM JAKHAR):

### STATEMENT

(a) and (b). Proposals under the Central Sector Scheme of Integrated Dairy Development project in Non-Operation Flood, Hilly and Backward Areas have been received from the following States:—

(Rs. in lakhs)

Sl. No.	Name of the State	Total cost of the Project
1.	Assam	1,081.00
2.	Mizoram	367.29
3.	Tripura	342.29
4.	Gujarat	1,025.45
5.	Nagaland	450.48
6.	Orissa	1,140.00
7.	Kerala	961.00
8.	Sikkim	277.00
9.	Manipur	230.82
10.	Arunachal Pradesh	522.40
11.	Uttar Pradesh	1,334.02
<b>Total</b>		<b>7,731.88</b>

(c) and (d). The National Dairy Development Board does not sanction any amount under this scheme. Under this scheme funds are to be sanctioned by the Central Government to State Government directly.

#### Shifting of Polluting Industries

\*477. SHRI SURESHANAND SWAMI:  
Will the Minister of ENVIRONMENT AND

FORESTS be pleased to state:

(a) whether the Government have made arrangements under 15 point Action Plan for shifting of polluting industries from congested areas;

(b) if so, the details of the polluting industries shifted/proposed to be shifted, State-wise;

(c) whether the Government provide fiscal incentive for this purpose; and

(d) if so, the details thereof, State-wise?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) The 15-point Action Plan formulated in 1991 does not include the shifting of polluting industries from congested areas.

(b) Does not arise.

(c) and (d). To encourage industries to shift from congested urban areas, capital gains arising from transfer of building/land, plant and machinery are exempt from tax. This financial incentive is available throughout the country. So far, no State has recommended this benefit to any industry.

[English]

#### Deforestation

\*478. PROF. UMMAREDDY VENKATESWARLU:  
SHRI KRISHAN DUTT  
SULTANPURI:

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the large scale deforestation has been reported from various States during the last one year;

(b) if so, the details thereof, State-wise;

(c) whether the Government have conducted any survey in this regard;

(d) if so, the details and the outcome thereof; and

(e) the steps taken/proposed to be taken to check illegal felling of trees and ensure

plantation under the afforestation programmes?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) No report of large scale deforestation during the last one year has been received.

(b) Does not arise.

(c) and (d). Forest Survey of India constantly monitors forest cover all over the country and publishes State of Forest Report at an interval of 2 years. Last report was published in 1991.

(e) A statement is enclosed.

#### STATEMENT

Central Government has taken following steps to check illegal felling of trees:

- i. The National Forest Policy, 1988, lays more emphasis on conservation of forests. There are specific provisions for protection of forests from grazing, fires and encroachment.
- ii. Forest (Conservation) Act was enacted in 1980 to check diversion of forest land for non-forest purposes. The Act has been made more stringent by an amendment in 1988.
- iii. A Centrally sponsored scheme is under implementation to help the States to develop infrastructure for protection of forests.
- iv. Government of India have recommended to consider ban on felling of green trees above 1000 meters altitude. Large scale afforestation schemes are being taken up through National Afforestation and Eco-Development Board and Forest Depart-



ments of State and Union territory Governments.

#### **Incidents of Derailments**

\*479. SHRI ASIBHUJA PRASAD SHUKLA: Will the Minister of RAILWAYS be pleased to state:

(a) the number of goods train derailments during April, 1992 to February, 1993.

(b) the comparative figures for the corresponding periods of the previous three years;

(c) how long the tracks (up and down

lines in case of double lines) were blocked as a result of the derailments;

(d) the number of passenger trains cancelled or diverted as a result thereof;

(e) the causes of these frequent derailments of goods trains; and

(f) the steps contemplated to minimize the same?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIFF): (a) and (b). The number of goods train derailments are as under:

#### *April to February*

<i>1989-90</i>	<i>1990-91</i>	<i>1991-92</i>	<i>1992-93</i>
303	324	310	241

(c) As a result of the goods train derailments during the period April '92 to February '93, the tracks were blocked for a total of 3996 hours and 23 minutes.

(d) 1419 trains were diverted/cancelled due to goods train derailments.

(e) The main reasons for the goods train derailments have been identified as follows:-

- (i) Staff Failures.
- (ii) Defect in mechanical Equipment of the Wagon or locomotive like wheel, undergeond or springs, etc.
- (iii) Failure of track, sudden rail fracture and sinkage of track due to heavy rains, etc.
- (iv) Negligence of road users.

(v) Sabotage.

(f) Some of the steps taken to eliminate derailments are as under:-

- (i) Induction of technical devices to aid the human element.
- (ii) Continuing emphasis on renewal and rehabilitation of overaged assets, particularly track, bridges and rolling stock.
- (iii) Improvement in quality of out-turn from the workshops.
- (iv) Intensive inspections of track, telecom gears and maintenance depots of coaches, wagons and locomotives.
- (v) Monitoring the performance of the staff of the critical safety cateqo-

ries such as drivers, guards, station masters etc.

- (vi) Intensive training of running, operation and maintenance staff is conducted.
- (vii) Ultrasonic testing of rails and axles are being resorted to identify fractures.
- (viii) Maintenance and upkeeping of signalling equipment is being given utmost attention.
- (ix) Special emphasis is being laid on adherence to laid down procedures for reception and despatch of trains at stations.

#### Oil Seeds

\*480. SHRI M. RAMANNA RAI: Will the Minister of AGRICULTURE be pleased to state:

- (a) the criteria being adopted for declaring a seed as oil seed and oil as edible oil by the Government of India;
- (b) the incentives which are provided to the oilseeds growers;
- (c) whether the production of coconut has increased after declaring coconut as oil seed; and
- (d) if so, the details thereof?

THE MINISTER OF AGRICULTURE (SHRI BALRAM JAKHAR): (a) Seeds of annually cultivated crops (with the exception of perennial variety of castor) which are used primarily for oil extraction are termed as oilseeds. The criterion adopted by Bureau of Indian Standards to determine edibility of oil involves study of history of use, analytical examination, testing on rates, test-

ing on other animals and human testing.

(b) Oil-seeds growers are provided key inputs like certified seeds, plant protection chemicals, farm implements etc. at subsidised rates under the Centrally Sponsored Oilseeds Production Programme (OPP).

(c) and (d). Government of India declared coconut as an oilseed of tree origin in October, 1990. The production of coconut in the year 1992-92 has been reported in provisional estimate at 10043.2 million nuts against 9700.2 million nuts in 1990-91.

#### SC/ST Officers in Central Pollution Control Board

4598. SHRI RAM SAGAR: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the reserved quota of Scheduled Castes and Scheduled Tribes for promotion to the grade of officers in the Central Pollution Control Board has been maintained in 1991-92;

(b) if not, the reasons therefor; and

(c) the action taken to clear the backlog, if any?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMLA NATH): (a) and (b). The reserved quota of Scheduled Castes and Scheduled Tribes for promotions has not been maintained, as no promotions were effected in the Central Pollution Control Board in 1991-92.

(c) Steps have been initiated by Central Pollution Control Board to fill up the Scheduled Caste and Scheduled Tribes quota for promotion, as directed by the Government

**Piparwar Coal Project, Bihar**

4599. DR. R. MALLU: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Piparwar Coal Project has been cleared by his Ministry from both environmental and forestry angles;

(b) if so, the details thereof;

(c) if not the reasons therefor;

(d) whether INTACH, Delhi has submitted the Environment Management Plan for the piparwar Coal Project; and

(e) if so, the reaction of the Government thereon?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) to (c). Proposal for diversion of 13.11 ha. forest land for Piparwar Coal project for nullah diversion and sump construction was approved in December, 1992. The proposal for diversion of additional forest land for mining purposes has been submitted by the State Government recently. The decision from environmental angle will be taken subject to diversion of forest land.

(d) No, Sir.

(e) Does not arise.

**Toxic Chemicals**

4600. SHRI UDDHAB BARMAN: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether a two-day workshop was held recently in New Delhi on national register of potentially toxic chemicals;

(b) the chemical items selected as hazardous; and

(c) the measures suggested to govern the handling, transportation and use of the identified toxic chemicals?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) to (c). Yes, Sir. A training workshop on implementation of the London Guidelines and National Register for Potentially Toxic Chemicals was organised on February 8-11, 1993 in New Delhi. The objective of the Workshop was to create awareness among various Government agencies, Industries, and Non Governmental agencies concerned about the need and facilities available for exchange of information on chemicals in international trade, and to consider modalities for setting up of a National Register of Potentially Toxic Chemicals in India. Neither any selection of chemicals was made during the workshop nor any measures were suggested to govern the handling, transport and use of toxic chemicals for which provisions exist in the 'Manufacture, Storage and Import of Hazardous Chemicals Rules, 1989' framed under the Environment (Protection) Act, 1986.

[Translation]

**Drought in Madhya Pradesh**

4601. KUMARI VIMLA VERMA: Will the Minister of AGRICULTURE be pleased to state:

(a) the names of the drought affected districts in Madhya Pradesh;

(b) the steps taken by the Government for relief work in these drought affected districts during the last three years;

(c) whether the Government propose to introduce any special scheme to meet this

problem in these districts;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM): (a) As per information received from Government of Madhya Pradesh 9 districts in the State are presently affected by the drought conditions. These are bastar, Drug, Rajnandgaon, Bilaspur, Surguja, Chhindwara, balaghat, mandla and Khandwa.

(b) The relief measures being undertaken by the Government of Madhya Pradesh in the drought affected areas are as follows:-

- (i) Generation of additional employment for the needy persons.
- (ii) Making arrangements for supply of drinking water.
- (iii) Providing free ration to such old and infirm who are not able to work.
- (iv) Construction of kaccha ponds for conserving the flowing water for Nistar and providing drinking water to animals.
- (v) Vaccination of animals for preventing outbreak of any epidemics.

(c) No, Sir.

(d) Does not arise.

(e) There are various Plan schemes under State and Central sector being implemented in the drought affected areas to mitigate its impact on long-term basis. These include Drought Prone Area Programme, Desert Development Programme, Accelerated Rural Water Supply Programme and

National Watershed Development Project for Rainfed areas.

[English]

#### Review of Laws Relating to Women

4602. DR. SUDHIR RAY: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government have recently reviewed the existing laws relating to women on Dowry, Sati, indecent representation of women or Immoral Traffic (Prevention) Act;

(b) if so, whether there is any proposal to bring in an amendment to these laws to make them more effective and stringent; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE OF WOMEN AND CHILD DEVELOPMENT DEPARTMENT IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI BASAVA RAJESWARI): (a) Yes, Sir.

(b) The Department of Women and Child Development have decided to incorporate some changes in the Dowry and Sati Acts which have been referred to the National Commission for Women in accordance with provisions of National Commission for Women Act, 1990.

For finalising the changes in the Indecent Representation of Women (Prohibition) Act, 1986 and Immoral Traffic (Prevention) Act the matter has been referred to the National Law School of India University, Bangalore for carrying out a comprehensive study of these Acts.

(c) Question does not arise.

**Demurrage Cases**

4603. SHRI HARADHAN ROY: Will the Minister of RAILWAYS be pleased to state:

(a) the total number of demurrage cases in the Railways in 1990-91, 1991-92 and 1992-93, zone-wise;

(b) the number of such cases still pending for payments and the value thereof; and

(c) the action being taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) to (c). The information is being collected and will be laid on the table of the Sabha.

**Malkhamb Game**

4604. SHRI MOHAN RAWALE: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government have received a number of representations for recognition of Malkhamb Game and its National Federation - Malkhamb Federation of India;

(b) if so, the reaction of the Government thereto;

(c) when the game of Malkhamb and its national federation are likely to be recognised; and

(d) the efforts proposed for promotion of the game at international level?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF YOUTH AFFAIRS AND SPORTS) AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI MUKUL

WASNIK): (a) Yes, Sir.

(b) The matter was examined and Federation has been asked to submit additional details/documents. These are yet to be received.

(c) The game of Malkhamb is recognised and encouraged. The recognition of the Federation can be considered only on the basis of all relevant facts.

(d) Promotion of the game at international level would be the responsibility of the Malkhamb Federation.

**Private Sector in Fish Seed Production**

4605. SHRI OSCAR FERNANDES: Will the Minister of AGRICULTURE be pleased to state:

(a) whether acute shortage of fish seed production has been reported from various fish producing States;

(b) if so, the reasons therefor;

(c) the steps contemplated by the Government in this regard;

(d) whether the Government have permitted the private sector in this field; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) No acute shortage of fished production has been reported by States.

(b) and (c). Questions do not arise.

(d) and (e). There is no restriction by the

Government for fish seed production in the private sector. Technical and financial support is being given by the Government for establishment of fish seed hatcheries in the private sector.

[Translation]

**Sanskrit Vidyalyayas in U.P.**

4606. SHRI SURENDRA PAL PATHAK: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the number of Sanskrit Vidyalyayas functioning in Uttar Pradesh at present, location-wise;

(b) the amount of assistance provided to these Vidyalyayas during each of the last three years;

(c) the purpose for which the assistance was sanctioned;

(d) whether the Government propose to increase the financial assistance for the current year;

(e) if so, the details thereof; and

(f) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) to (f). The information regarding total number of Sanskrit Vidyalyayas in U.P. is not available with the Government. However, a number of Sanskrit Institutions in U.P. have been given financial assistance under the Central Scheme for Financial Assistance to Voluntary Sanskrit Organizations.

Amount of assistance provided under Financial Assistance to Voluntary Sanskrit

Organizations including Sanskrit Vidyalyayas, Adarsh Sanskrit Mahavidyalays and Veda Pathshalas to 146 institutions in U.P. in the last three years is as under:-

<i>(Rs. in lakhs)</i>	
1989-90	32.52
1990-91	42.62
1991-92	39.18

Financial assistance was provided to meet expenditure on salary to teachers, scholarship to students, purchase of library books, furniture etc

There is no proposal to increase the financial assistance in the current year because of financial stringency.

[English]

**Assistance for Cultural Activities**

4607. SHRI SUSHIL CHANDRA VERMA: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the number of proposals received from the cultural organisations of Madhya Pradesh for financial assistance during the last one year;

(b) the number of such proposals sanctioned or are under consideration; and

(c) the amount sanctioned so far and the amount actually paid during the above period?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) to (c). The informa-

tion is being collected and will be laid on the table of the House.

[*Translation*]

**Sleeper Depot (Clutterbuckganj)**

4608. SHRI SANTOSH KUMAR GANGWAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether a sleeper depot is being run by his Ministry in Clutterbuckganj (Bareilly);

(b) the nature of work being undertaken there,

(c) whether there is any proposal for diversification and expansion of this depot; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) No, Sir.

(b) to (d). Do not arise.

[*English*]

**Ban on Private Tuition**

4609. SHRI RAJNATH SONKAR SHASTRI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether there is any proposal to ban the private tuition by the Government school teachers keeping in view the falling standards of education in Delhi year after year,

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MIN-

ISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) and (b). Delhi School Education Rules 1973 stipulate that teachers shall not undertake private tuition's. The relevant Rule is reproduced below:

**\*113. Private tuitions**

No teacher shall undertake private tuition or private employment or otherwise engage himself in any business".

(c) Does not arise.

**Corporations for projects in Maharashtra**

4610. SHRI RAM NAIK: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have decided to establish independent Railway Corporations to raise the required funds for the new railway projects;

(b) if so, the details thereof and the names of pending projects relating to Maharashtra; and

(c) time-bound programme to decide these pending proposals?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) No, Sir.

(b) and (c). Do not arise.

**Direct Trains from Rishikesh**

4611. MAJ. GEN (RETD) BHUWAN CHANDRA KHANDURI: Will the Minister of RAILWAYS be pleased to state:

(a) whether representations have been received to introduce direct rains from

Rishikesh to various major towns to facilitate pilgrims; and

(b) If so, the action proposed to be taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) Yes, Sir.

(b) Examined but not found justified and feasible.

#### Level Crossings

4612. SHRI M.V.V.S. MURTHY: Will the Minister of RAILWAYS be pleased to

state:

(a) the number of accidents occurred at railway level crossings in each zone during each of the last three years;

(b) the reasons for those accidents;

(c) the details of the persons killed and injured to therein; and

(d) the preventive steps taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) and (c). Details are as under:

#### No. of Level Crossing Accidents

##### RAILWAYS

Period	Central	Eastern	Northern	North Eastern	North East Frontier	Southern	South Central	South Eastern, tern	Wes-
89-90	4	6	11	3	2	5	1	2	8
90-91	3	3	6	-	-	9	1	9	5
91-92	6	2	3	10	2	11	2	3	8

#### Casualties

	K	I	K	I	K	I	K	I	K	I	K	I	K	I	K	I		
89-90	3	3	5	2	22	18	5	6	6	-	4	5	2	-	-	12	60	92
90-91	16	19	2	-	5	31	-	4	-	-	7	14	1	4	36	66	23	26
91-92	18	69	9	30	10	39	10	34	3	2	17	61	3	-	7	-	21	74

K = Killed

I = Injured

(b) The accidents at level crossing gates mainly occur on account of the negligence of road users.

(d) The following steps are taken to avoid accidents at level crossings:



- (i) Provision of whistle boards/speed breakers and road signs at the approaches of level crossings.
- (ii) Improving visibility at level crossings for road users and train drivers.
- (iii) Educative campaigns through public media including Doordarshan and Radio to educate road users on the precautions to be taken at level crossings.
- (iv) Joint checks in coordination with the State Governments to enforce provisions of the Motor Vehicles Act.
- (v) Gatemen are counselled regarding protection, detection of Hot Boxes/ Roller Bearing Seizures.
- (vi) Drivers are counselled before negotiating level crossing gates continuous whistling should be made to alert the road users, particularly at unmanned gates.

[Translation]

**Amendment to Environment (Protection) Act, 1986**

4613. SHRI VILAS MUTTEMWAR: Will the Minister of ENVIRONMENT AND FORESTS be pleased to refer to reply given to Unstarred Question No. 4826y on December 22, 1992 and state:

(a) whether the Government have fixed the date by which the State Government have been asked to submit their views on the suggestions received from industrial organisations and environment experts regarding amendments to certain provisions of Environment (Protection) Act, 1986;

- (b) if so, the details thereof;
- (c) if not, the reasons therefor;

(d) the names of the State Governments from whom the views in this regard have so far been received; and

(e) the steps taken by the Union government to expedite the matter?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) to (e). So far eighteen States/Union Territories have responded to the proposal for amendments to certain provisions of the Environment (Protection) Act, 1986. These are: Andhra Pradesh, Assam, Arunachal Pradesh, Dadra and Nagar Haveli, Andaman & Nicobar Islands, Bihar, Chandigarh, Goa, Gujarat, Haryana, Jammu & Kashmir, Karnataka, Madhya Pradesh, Meghalaya, Pondicherry, Punjab, Rajasthan and West Bengal. The remaining States/ Union Territories have been requested to expedite the comments urgently.

**Cancellation of Savanur-Khapa Passenger Train**

4614. SHRI TEJSINGH RAO BHONSLE: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Savanur-Khapa passenger train has been cancelled;

(b) if so, the reasons therefor;

(c) whether any request has been received for restoring the train; and

(d) if so, the time by which the Government propose to restore this train?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C.

LENKA): (a) Yes, Sir.

(b) Due to poor traffic.

(c) Yes, Sir.

(d) At present there is no proposal to restore this train.

**Veterinary Doctors in National Zoological Park**

4615. SHRI BARE LAL JATAV: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether there is any provision for position of two veterinary doctors in each of the zoological parks;

(b) if so, whether veterinary doctors have been posted in the National zoological Park, Delhi;

(c) if not, the reasons therefore; and

(d) the steps taken by the Government to appoint Veterinary Doctors for National Zoological parks immediately?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) The Recognition of Zoo Rules framed under the provisions of the amended Wild Life (Protection) Act, 1972 provides that every large zoo shall have at least two full time Veterinarians.

(b) to (d). There are two posts of Veterinary doctors in National Zoological Park, viz. Veterinary Officer and Assistant Veterinary Officer. The Assistant Veterinary Officer is already in position. Action has also been initiated to fill up the vacant post of the Veterinary Officer by direct recruitment. The present Director of the National zoological Park is also a Veterinarian.

**Environmental Audit**

4616. SHRI SANAT KUMAR MANDAL: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) Whether certain Industries have resented the Government's move to introduce mandatory publishing of environmental audits;

(b) if so, the details thereof;

(c) the reaction of the Government thereto; and

(d) the steps contemplated to impress upon the Industries particularly those causing pollution, the utility of environmental audit and enforce its introduction?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH) (a) No, Sir.

(b) and (c) Do not arise.

(d) The positive results from environmental audit as a management tool effecting in the conservation of natural resources and financial savings have already been accepted by the larger industries' associations. Steps have also been initiated for conducting workshops on environmental audit. A notification making environmental audit compulsory has already been issued.

**Pollution by oil Refineries**

4617. SHRI PROBIN DEKA: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) Whether the Government have conducted any survey regarding pollution being caused by the oil refineries in Assam;

(b) if so, the details thereof; and

(c) the measures taken/proposed to be taken by the Government to check pollution in the State?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH) (a) to (c). The Central pollution Control Board along with the Assam State Pollution Control Board has monitored the compliance status of pollution control of the oil refineries in Assam. Two refineries namely those at Bigboi and at Bongangaon are not complying with the prescribed standards. The State Pollution Control Board has directed the defaulting refineries to comply with the limits within a time frame. The other steps taken by the Government to check pollution include the following

- (1) Effluent and emission standards have been prescribed under the Environment (Protection) Act, 1986,
- (2) Environmental guidelines have been evolved for siting and operation of industries
- (3) Industries have been asked to comply with consent requirements of the State Pollution control Board to limit the discharge of effluents and emissions within the stipulated standards,
- (4) The Central Government, in consultation with the State Government, has prepared an action plan for polluting industries, to meet the effluent and emissions standards,
- (5) Fiscal incentives are provided for installation of pollution control equipment and also for the

shifting of polluting industries from congested areas,

- (6) Network of ambient air quality and ambient water quality monitoring stations have been set up,
- (7) A scheme has been initiated to give assistance to clusters of small scale industrial units for setting up common effluent treatment plants,
- (8) Prosecutions have been launched against the defaulting industries causing water and air pollutions,
- (9) Loan facilities are made available for setting up and upgradation of pollution treatment systems in polluting industries

#### Scholarships

4618 SHRI SYED SHAHABUDDIN  
Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state

(a) the number of scholarships offered by foreign Government for study abroad, during 1992-93,

(b) the number of scholarships utilised, country-wise and

(c) the reasons for under utilisation, if any?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (Department of Education and Department of Culture) (KUMARI SELJA) (a) to (c). The available information is given in the statement annexed

STATEMENT				
S No	Name of Donor Country	No of Scholarships offered during 1992-93	No of Scholarship utilized	Reasons for Unutilisation of scholarships
1	2	3	4	5
1	Arab Republic of Egypt	11+6 from Al Azhar University Cairo	1	Against 11 nominations only 1 candidate was accepted Final award against 2 nominations out of 6 is still awaited Offer of four scholarships is under process
2	Austria	Unspecified		Candidates declined to avail scholarship
3	Australia	2	2	
4	Belgium	Unspecified	2	Candidates declined to avail scholarship
5	Canada	40	23	17 candidates were not accepted
6	China	17	13	4 candidates declined to avail scholarships

S.No	Name of Donor Country	No of Scholarships offered during 1992-93	No of Scholarships utilized	Reasons for Unutilisation of scholarships
1	2	3	4	5
7	Czecholavakia	10	-	Acceptance from donor country not received
8.	France	1	1	-
9.	Germany	11	6	5 candidates did not avail due to personal reasons
10.	Hong Kong	3	-	3 candidates were not accepted.
11.	Indonesia	2	1	Only 1 candidate were not accepted.
12.	Ireland	2	2	-
13.	Italy	Unspecified	6	6 yet to 1 and For Italy.
14.	Japan	14	13	1 candidate declined to join
15.	Korea (South)	1	1	-
16.	Norway	Unspecified	8	1 candidates refused to avail of the Scholarship

S No	Name of Donor Country	No of Scholarships offered during 1992-93	No of Scholarships schipenutilized	Reasons for Unutilisation of scholarships
1	2	3	4	5
17	Nigeria	2	-	2 candidates were not accepted by donor country
18	Newzealand	6	-	6 candidates were not accepted by donor country
19	Portugal	10	1	Rest could no be utilized because of Portugese Language conditions
20	Mexico	4	-	None accepted by the donor Country
21	Romania	2	1	Acceptance for only one candidate received
22	Turkey	4	2	2 candidates were accepted
23	Trinidad & Tohago	2	-	Candidates were not accepted
24	United Kingdom (Commonwealth Scholarships Plan)	75	32	43 Candidates were not accepted by donor country

S No	Name of Donor Country	No of Scholarships offered during 1992-93	No of Scholarships schipertulized	Reasons for Unutilisation of scholarships
1	2	3	4	5
25	Nehru Centenary British Fellowships/Award	15	14	1 candidate was not accepted by donor country
26	Jawaharlal Nehru Memorial Trust (U K) Scholarships	2	2	—
27	Confederation of British Industry Overseas Scholarships(U K)	4	1	3 candidates were not accepted by donor country
28	Yugoslavia	7	—	Not utilised due to U N Security Resolution agencies Yugoslavia
<b>B</b>	<b>UNIVERSITY GRANTSS COMMISSION</b>			
1	France	27	27	—
2	U K (Commonwealth)	16	16	—
3	Germany	26	26	—
4	SAARC	27	1	Acceptance of Candidates depends upon the donor country

S No	Name of Donor Country	No of Scholarships offered during 1992-93	No of Scholarships utilized	Reasons for Unutilisation of scholarships
1	2	3	4	5
5	U S A	20	20	—
6	Netherlands	4	—	Acceptance of candidates depends upon the donor country
7	Belgium	4	—	Acceptance of candidates depends upon the donor country
8	Hungry	16	—	Acceptance of candidates depends upon the donor country
C	DEPTT OF SCIENCE & TECHNOLOGY	35	31	4 European Community fellowships could not be utilised during 1982-93 for personal reasons of the awardees
1	European Community countries			
	U K	14		
	Germany	8		
	Netherland	4		
	Italy	2		
	France	2		
	Spain	1		



**Cotton Culture in Orissa**

4619. DR. KRUPASINDHU BHOI:  
Will the Minister of AGRICULTURE be  
pleased to state:

(a) Whether the Government have  
undertaken soil testing to iden areas for  
cotton cultivation in Orissa:

(b) if so, the details thereof; and

(c) the steps taken to grown cotton in  
those areas?

THE MINISTER OF STATE IN THE  
MINISTRY OF AGRICULTURE (SHRI  
ARVIND NETAM) (a) and (b): The National  
Bureau of Soil Survey and Land use Plan-  
ning of Indian Council of Agricultural Re-  
search and the State Department of Agricul-  
ture, Government of Orissa have completed  
soil survey, C classification and mapping of  
soil resource of Orissa in 1992. Two one  
dominant soil units in the three major re-  
gions of Orissa namely; Hill range, Eastern  
plateau and coastal plains have been iden-  
tified their characteristics have been brought  
cut in detail. Besides, so testing in the state  
is regularly done by 11 State Soil Testing lab-  
oratories to identify; nutrient status of soil for  
preparing fertilise doses recommendations  
for farmers.

(c): The Government of India is imple-  
menting a Centrally sponsor Scheme of  
Intensive Cotton Development Programme  
in agro limaticall suitable areas of important  
cotton growing states including Orissa.  
Under the scheme the financial assistance  
is provided for distribute of seeds, organising  
demonstrations for improved technology and  
supply of Plant Protection Chemicals and  
equipments etc.

**Transportation of Foodgrains by  
Rail**

4620. SHRI AMAR ROYPRADHAN:

Will the Minister of CIVIL SUPPLIES, CON-  
SUMER AFFAIRS AND PUBLIC DISTRI-  
BUTION be pleased to state:

(a) Whether the practice of bringing  
foodgrains by rail to New Cooch Behar  
Station has been stopped by the Food Cor-  
poration of India;

(b) if so, the reasons therefor; and

(c) the steps taken to ensure regular  
supply of foodgrains to New Cooch Behar  
and other districts of West Bengal?

THE MINISTER OF STATE IN THE  
MINISTRY OF CIVIL SUPPLIES, CON-  
SUMER AFFAIRS & PUBLIC DISTRIBUTION  
AND MINISTER OF STATE IN THE  
MINISTRY OF COMMERCE (SHRI  
KAMALUDDIN AHMED) . (a) to (c). It has  
been reported by the Food Corporation of  
India that they are presently not utilising  
New Cooch Behar railway station because  
of industrial relations problem. However,  
FCI supplies for New Cooch Behar and  
other districts of North West Bengal are  
being made from New Jalpaigun, Jalpaigun,  
Alipurduar, Malda etc.

**Energy Consumption**

4621 SHRI SUDARSAN RAY  
CHAUDHURI: Will the Minister of RAIL-  
WAYS be pleased to state the share of  
Railways in energy consumption in the coun-  
try in respect of coal, diesel and electricity  
separately?

THE MINISTER OF STATE IN THE  
MINISTRY OF RAILWAYS (SHRI K.C.  
LENKA): The share of Railways, in the total  
energy consumption in the country in re-  
spect of coal, diesel and electricity sepa-  
rately for the year 1991-92 is furnished as  
under.

	<i>Consumption on Railway</i>	<i>Railways share as percentage to the countrys' total consumption/despatch (provisional)</i>
Coal :	4.16 Million tonnes	1.9
Diesel : (HSD oil only)	1.76 Million Kilotres.	6.4
Electricity :	6.18 Billion Kilotts hours	2.7

[Translation]

**Ambalappuzha over bridge**

4622. SHRI THAYIL JOHN ANJALOSE: Will the Minister of RAILWAYS be pleased to state:

(a) the present status of the Ambalappuzha over bridge (Kerala ) construction:

(b) the expenditure incurred thereon so far; and

(c) the percgrtage of work done and the time by which it is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) Contract for the construction of Raod over bridge was awarded in November, 1992. The contractor has not commenced work as yet. Action has already been initiated to terminate the contract. After termination, a new agency for execution of work would be fixed.

(b) Cost of work is Rs. 2.5 crores. Expenditure till now is nil.

(c) The percentage of work done is nil. The date of completion is approximately 15 months after the contract is fixed.

**Upgradation of Kendriya Vidyalayas**

4623. SHRI RAJVEER SINGH: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) Whether some Kendriya Vidyalayas are imparting education upto matric level only;

(b) if so, the names of those Kendriya Vidyalayas, State-wise,

(c) whether the Government propose to upgrade those Vidyalayas at (+) plus 2 level; and

(d) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) and (b) Yes, Sir. There are 193 Kendriya Vidyalayas which are upto Class X at Present. The State-wise break-up given in the Statement attached.

(c) and (d) No Kendriya Vidyalayas is normally required to provide facilities for all class levels in the same year of its opening. The general practice is to initially provide facilities upto Pnmary classes and thereafter gradually upgrade the school to cater to

the needs of the passing out students from each previous class level. Accordingly, the objective is to upgrade all Kendriya Vidyalayas upto +2 level over a period of time subject to availability of physical facilities, the requisite number of eligible stu-

dents and funds.

### STATEMENT

*Statement indicating the State-wise number of Kendriya Vidyalayas which are upto Class X at present.*

<i>S.No.</i>	<i>Name of state</i>	<i>No. of KVs which are upto Class X at present</i>
1.	Andhra Pradesh	09
2.	Arunachal Pradesh	03
3.	Assam	11
4.	Bihar	11
5.	Gujarat	11
6.	Haryana	08
7.	Himachal Pradesh	07
8.	Jammu & Kashmir	10
9.	Karnataka	05
10.	Kerala	04
11.	Madhya Pradesh	15
12.	Maharashtra	15
13.	Manipur	03
14.	Maghalaya	02
15.	Nagaland	02
16.	Orissa	05
17.	Punjab	12
18.	Rajasthan	11
19.	Tamil Nadu	05

S No.	Name of state	No of KVs which are upto Class X at present
20.	Tripura	01
21	Uttar Pradesh	21
22	West Bengal	11
23	Goa	03
24	Delhi (UT)	07
25	Pondicherry (UT)	01
<b>Total</b>		<b>193</b>

#### **Train Facilities on Panskura-Haldia Section**

4624 SHRI SATYAGOPAL MISHRA  
Will the Minister of RAILWAY be pleased to state

(a) Whether there is any proposal with his Ministry to develop the Panskura-Haldia section (SE Railway) by providing double line, more trains, reducing the running time, introducing the rail taxi service more halt stations etc

(b) if so, the details thereof and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K C LENKA) (a) No, Sir

(b) Does not arise,

(c) Constraint of resources

#### **Paddy cultivation in Kerala**

4625 SHRI KODIKKUNIL SURESH

Will the Minister of AGRICULTURE be pleased to state

(a) the total area of land covered under paddy cultivation in Kerala,

(b) the production of paddy in Kerala during the last three years

(c) the financial assistance provided to Kerala for the cultivation of paddy during 1991-92 and 1992-93, and

(d) the steps taken or proposed to be taken by the Government for increasing the production of paddy in Kerala?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM) (a) As per estimates of 1991-92 a total area of about 5.45 lakh ha was covered under paddy in Kerala

(b) The estimates of paddy production in Kerala during the last three years are as under

Year	Paddy Production (lakh tonnes)
1989-90 *	15.77
1990-91	16.33
1991-92	16.02

(c) To supplement the efforts of the State Govt. in increasing the production and productivity of rice, assistance was provided to the State through Centrally Sponsored Integrated Programme for Rice Development. An assistance of Rs. 115.0 lakh was provided to the State during 1991-92 and for 1992-93 an allocation of Rs. 126.0 lakh has been made.

(d) The steps taken/proposed to be taken by the Govt. for increasing the production of paddy in Kerala include:

- (i) increase in area under location specific high yielding varieties;
  - (ii) increased/efficient use of inputs like fertilizer, irrigation, water micronutrients, herbicides, etc;
  - (iii) effective control of insect pests and diseases through adoption of Integrated Pest Management (IPM) Approach & need based use of pesticides;
  - (iv) transfer of improve rice production technology through adoption of T&V system and through organising field demonstrations and farmers' training;
  - (v) Marketing support and remunerative prices to farmers for their surplus paddy produce;
- developing the onfarm resources

like irrigation facilities farm machinery and implements, etc;

- (vii) providing credit to needy farmers for facilitating crop cultivation.

**Setting up of expert committee for the development of agriculture**

4626. SHRI PRAKASH V PATIL: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government have appointed any study Team of experts to suggest new techniques and methods to be adopted to boost agricultural production in view of the new approach in regard to agricultural operation;

(b) if so, the details thereof; and

(c) if not, the steps proposed to be taken in this regard to boost agricultural production?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR) (a) No, Sir.

(b) Does not arise.

(c) Crop Oriented Programmes are being implemented for increasing crop productivity and production. Under these

schemes incentives are being given to the farmers for use of critical inputs like seeds of hybrids/high yielding varieties, micro-utrients, plant protection chemicals, herbicides, improved farm implements, plant protection equipments etc. Besides, field demonstrations and farmers/farm laborers trainings are organised in the identified districts for adoption of improved crop production technology by the cultivators.

### Effect of Industrial Pollution on Human Body

4627. SHRI GOPI NATH GAJAPATHI: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government have made evaluation of the effects of industries pollution on human body in different States;

(b) if so, the details thereof, State-wise;

(c) the outcome thereof; and

(d) the action taken by the Government thereon?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) to (d). Government in consultation with the Central Pollution control Board and the State Pollution Control Boards have identified nineteen areas in the country, and critically polluted areas. These are 1. Parwan.co (Himachal Pradesh), 2. Kalaamb (Himachal Pradesh), 3. Howrah (West Benal), 4. Durgapūr (west Bengal), 5. Dhanbad (Bihar), 6. Talcher (Orissa), 7. Vishakhapatnam Andhra Pradesh), 8. Korba (Madhya Pradesh), 9. Manali-Madras (Tamil Nadu), 10. Bhadravati (Kamataka), 11 Singrauli (Uttar Pradesh), 12. Pali (Rajasthan), 13, North Arcot (Tamil Nadu), 14. Gobindgarh (Punjab), 15. Najafgarh (Delhi). 16. Vapi (Gujarat), 17.

Chembur (Maharashtra), 18. Greater Cochin (Kerala) and 19. Digboi (Assam).

Systematic studies on effect of environmental pollutants on human health have been initiated through National Institute of Occupational Health (NIOH) Ahmedabad in respect of Vapi (Gujarat), Greater Cochin (Kerala), Chembur (Maharashtra) and Angul-Taicher (Orissa).

### Funds for Audio-visual Equipments

4628. SHRI RAM NARESH SINGH: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the funds provided by the Union Government to Uttar Pradesh for purchase of audio-visual equipments for use in schools, during 1992-93; and

(b) the actual expenditure incurred so far by the Government of Uttar Pradesh during the above period and the number of schools provided with such equipments?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE (KUMARI SELJA): (a) No funds were sanctioned to the Government of Uttar Pradesh for purchase of audio-visual equipments for use in schools during the year 1992-93. However an amount of Rs. 1.95 crores which was sanctioned to Uttar Pradesh Government during 1991-92 for purchase of 2000 Colour TVs for use in Upper Primary Schools has been allowed to be carried forward for utilisation during the year 1993.

(b) Information is being collected and will be laid on the Table of the House.

**Corbett National Park and Hastinapur Sanctuary****DR. MAHADEEPAK SINGH SHAKYA:**

4629. SHRIMADAN LAL KHURANA:  
DR. LAL BAHADUR RAWAL.

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether attention of the Government has been drawn to the news item captioned "High flying poachers find new target" appearing in the 'Indian Express' dated February 19, 1993;

(b) whether a large number of poaching activities have been reported from Corbett National Park and Hastinapur Sanctuary during the last three months;

(c) if so, the details thereof,

(d) the number of animals poached, and

(e) the action taken by the Government against the guilty persons?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) Yes, Sir.

(b) Report of some poaching have been received from Hastinapur Sanctuary

(c) to (e). On 23rd January, 1993 a joint patrol party of forest and police personnel nabbed a gang of poachers from whom carcass of four wild animals and few skins were recovered. An FIR has been lodged with the police. Steps have been initiated to start a separate case also under Wildlife (Protection) Act 1972 to bring the culprits to book

**Cess on Sugar Industry**

4630 SHRI H.D. DEVEGOWDA

Will the Minister of FOOD be pleased to state:

(a) whether the attention of the Government has been drawn to the newsitem captioned "what was the sugar cess used for", appearing in the 'Pioneer' dated February 17, 1993;

(b) whether the Government have imposed cess on the sugar industry to encourage the research work on sugar cane development;

(c) if so, the details thereof and the rate of the said cess imposed during 1992-93;

(d) the total amount likely to be collected by the Government during the current year?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD (SHRI KALP NATH RAI) (a) Yes, Sir

(b) and (c). Under the Sugar Cess Act, 1982 Cess at the rate of Rs. 14 00 per quintal is being collected on all sugar produced by any sugar factory in India. The Sugar Development Fund Act, 1982, provides that the Cess so collected, reduced by the cost of collection together with any money received by the Central Government for the purposes of this Act, shall be credited to the Sugar Development Fund.

One of the objectives of the Sugar Development Fund is to make grants for the purpose of any research project aimed at development of sugar industry.

As on 31st Dec. 1992, the total Cess collections stood at Rs. 1231.51 crores out of which Rs. 1141 crores had been transferred to the Sugar Development Fund

Loans/grants amounting to Rs. 743.54 crores had been sanctioned till that date out of the Fund.

(d) During 1992-93, the total Cess collection is likely to be of the order of Rs. 150 crores.

#### Carcass Centres

4631. SHRI GUMAN MAL LODHA: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government propose to set up carcass centres in rural areas to utilize hides and skins of dead animals;

(b) if so, the details thereof; and

(c) the steps taken or proposed to be taken by the Government in this regard to save foreign exchange spent on importing processed hides?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM): (a) and (b). Government of India is implementing a Centrally Sponsored Scheme under which assistance is provided to State Governments, among other things, for establishment/improvement of carcass utilisation centres and hide tanning units. This is with a view to utilise hides and skins and other by-products from dead animals.

(c) It is necessary to import certain quantity of hides and skins in raw, unfinished and finished form to meet the growing demand for export of leather products. Such imports is mainly for earning foreign exchange for the country.

#### Rehabilitation of Earthquake Victims of Uttarkashi Region

4632. SHRI

SUBRATA

MUKHERJEE:

PROF. MALINI

BHATTACHARYA:

SHRI ANIL BASU:

SHRI HANNAN MOLLAH:

SHRI ZAINAL ABEDIN:

SHRI PURNA CHANDRA

MALIK:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether all the earthquake victims of Uttarkashi region have been properly rehabilitated;

(b) if so, the details thereof;

(c) if not, the reasons therefor; and

(d) the remedial steps taken by the Government to rehabilitate those victims?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM): (a) to (d). Government of Uttar Pradesh has reported the following extent of damage in the wake of earthquake of October, 1991:

i)	Loss of human lives	- 716
ii)	Animal lives lost	- 650
iii)	Injured persons	- 4783
iv)	Damage to houses:	
	Fully:	20212
	Particularly	44643

The State Government has taken the following measures for rehabilitation of the affected persons:

(a) Assistance @ Rs. 35,000/- (Rs. 20,000/- as subsidy and Rs. 15,000/- as loan from HUDCO) for a fully damaged houses.



(b) Assistance @ Rs. 5,000/- for partially damaged house and Rs. 500/- per house for minor cracks.

(c) Ex-gratia relief @ Rs. 30,000/- per deceased up to maximum of Rs. 90,000/- per family.

(d) Assistance of Rs. 5,000/- in each case for seriously injured persons and Rs. 2,000/- in each case of minor injuries.

(e) Assistance for loss of big cattle @ Rs. 1,250/- and for loss of small cattle @ Rs. 300/-

[*Translation*]

#### **Flood in West Bengal**

4633. SHRI BIR SINGH MAHATO: Will the Minister of AGRICULTURE be pleased to state:

(a) the names of the flood affected districts in West Bengal during 1992-93;

(b) the estimated loss of crops, properties and livestock thereby;

(c) the steps taken by the Government for relief work in these districts;

(d) whether the Government propose to introduce any special scheme to meet this problem in those districts;

(e) if so, the details thereof; and

(f) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM): (a) to (f). Information is being collected.

#### **Computer Centres in Madhya Pradesh**

4634. SHRI PHOOL CHAND VERMA: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the number of computer centres set up for imparting of vocational courses in Madhya Pradesh;

(b) the number out of them actually functioning;

(c) the causes for not functioning of the remaining centres; and

(d) the steps taken by the Government in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATIONAL AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) Under the Centrally Sponsored Scheme of Vocationalisation of Secondary Education, there is no provision for setting up of Computer centres. Grants, are however, provided under this scheme to the State Governments for introduction of vocational courses in various subjects including computer based vocational courses at +2 level.

(b) to (d). Do not arise.

[*English*]

#### **Study on Pollution Level of Yamuna**

4635. SHRI VIJAY NAVAD PATIL: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Central Pollution Control Board and the Indian Technical Research Centre, Lucknow have conducted a study to examine pollution level of the Yamuna River;

(b) if so, the outcome thereof and the reaction of the Government thereon:

(c) whether lack of coordination between these two institutions to study pollution level has been reported:

(d) if so, the reasons thereof; and

(e) the steps taken for thorough study of pollution and cleaning of the Yamuna River?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) Yes, Sir.

(b) Based on this study, a water quality monitoring and management system (yardstick) has been evolved. The adopted river water quality yardstick consists of eight different water quality indices having their target value in an amoeboid presentation. Validation of the proposed biomonitoring protocol has been taken up in the Chaliyar river in Kerala and in the Tungabhadra river in Karnataka.

(c) and (d). The Central Pollution Control Board was responsible for coordinating the project as well as conducting the sampling, analysis and inventory of the biotic species and to conduct acute sub-chronic toxicity evaluation in the Yamuna. The Industrial Toxicological research Centre, Lucknow, was responsible for analysis of micro pollutants including heavy metals and pesticides. During the evaluation of the first phase of the project, it was observed that the activities were not progressing as scheduled.

(e) Two automatic water quality monitoring stations as well as a schedule of biomonitoring have been set up on the River Yamuna. The Municipal Corporation of Delhi have initiated action to augment their treat-

ment facilities from the present capacity of 1400 million litres per day to about 2250 million litres per day by the end of the Eighth Plan period. Industries discharging their effluent in the Yamuna have been directed to conform to the prescribed standards within a time frame.

[*Translation*]

**Alleged Corruption in F.C.I./C.W.C.**

4636. SHRI RAM TAHAL  
CHOUHARY:  
MOHAMMAD ALI ASHRAF  
FATMI:

Will the Minister of FOOD be pleased to state:

(a) whether the Government have received some complaints about corruption prevailing in the Food Corporation of India and the Central Warehousing Corporation;

(b) if so, the details thereof, separately;

(c) the action taken or proposed to be taken against the guilty officials during the last three years, year wise; and

(d) the other efforts made by the Government to check such malpractices in these corporations?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD (SHRI KALP NATH RAI): (a) Yes, Sir.

(b) The number of complaints alleging corruption received during the last three years by the Government as well as by the Food Corporation of India and the Central Warehousing Corporation were as follows:-

Year	Number of complaints received in respect of	
	F.C.I.	C.W.C.
1990	485	35
1991	508	23
1992	467	30

(c) The number of officials who were awarded penalties in the Food Corporation of India and the Central Warehousing Corporation during the last three years are as follows:-

Year	Number of officials awarded penalty	
	F.C.I.	C.W.C.
1990	300	52
1991	360	11
1992	311	21

(d) To prevent corruption and malpractices, surprise and regular checks are conducted at identified sensitive points. Whenever irregularities have been found, action is initiated against the delinquents.

#### **New Trains in M.P.**

4637. SHRI SATYNARAYAN JATIYA: Will the Minister of RAILWAYS be pleased to state:

(a) the likely dates from which the new trains to be introduced in 1993-94 are to start; and

(b) the reasons for not introducing an Inter-city Express between Bhopal and Indore via Ujjain?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) Agra-Jaipur Intercity Express is being introduced w.e.f. 1-4-1993. The other new trains are likely to be introduced during July, 1993, when the new Time Table comes into force.

(b) Neither feasible nor justified.

[English]

#### **Wheels and Axles Plant, Karnataka**

4638. SHRIMATI CHANDRA PRABHA URS: Will the Minister of RAILWAYS be pleased to state:

(a) the total power required per day for Wheel and Axle Plant at Yelahanka;

(b) the quantum of power being supplied per day by the Karnataka Electricity Board to this plant;

(c) whether the above plant has requested the Karnataka Electricity Board for the additional power supply;

(d) if so, the details thereof;

(e) whether the power tariff being charged from them in three times higher than the regular tariff; and

(f) if so, whether the Government have taken up the matter with the Karnataka Electricity Board to supply the power at the regular tariff only?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) About 3.5 lakh units per day at a maximum demand of 26 MVA.

(b) About 3.0 lakh units per day at a maximum demand of 26 MVA.

(c) Yes, Sir.

(d) KEB has been requested to remove the restrictions on drawal of power imposed for operation of one furnace during the morning peak hours from 6 AM to 9 AM and both the furnaces during evening peak hours from 6 PM to 9 PM.

(e) and (f). Yes, Sir. KEB had reduced the energy entitlement and charged energy consumed by Wheel and Axle Plant in excess of reduced entitlement at three times the normal tariff from April '92 to November, '92. The matter was taken up with KEB authorities and power tariff is normal since December, '92.

#### Olympiad at Barcelona

4639. DR. C. SILVERA: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether a large number of officials and athletes participated in the last Olympiad held at Barcelona;

(b) if so, the details thereof, category-wise;

(c) the total expenditure incurred thereon; and

(d) the number of athletes out of them qualified up to inter-national standards?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF YOUTH AFFAIRS AND SPORTS) AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI MUKUL WASNIK): (a) 53 athletes and 29 officials (including 6 IOA Officials) participated in Barcelona Olympic Games-1992.

(b) A statement is enclosed.

(c) Rs. 2.20 crores (provisionally)

(d) All the athletes who participated in the Barcelona Olympics, were cleared on the basis of their having qualified as per the norms, standards and procedures laid down by the concerned International Federation.

#### STATEMENT

<i>Discipline</i>	<i>Participants</i>	<i>Officials</i>	<i>Total</i>
Badminton	3	2	5
Boxing	5	2	7
Hockey	16	4	20
Shooting	2	1	3
Table Tennis	4	2	6
Tennis	2	1	3
Wrestling	6	3	9
Archery	3	2	5

<i>Discipline</i>	<i>Participants</i>	<i>Officials</i>	<i>Total</i>
Weightlifting	3	1	4
Yachting	2	1	3
Athletics	2	2	4
Judo	5	2	7
	53	23	76

In additional 6 IOA Officials also went.

#### **Rail Bus**

4640. SHRI BASUDEB ACHARIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to introducing Rail Bus in some sections of the Indian Railways; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) Yes, Sir

(b) This is an experimental area with the purpose of providing cheaper and better service on economical branch lines which have low density of traffic. A limited number of rail buses are proposed for acquisition and if successful, large numbers are proposed to be acquired.

[Translation]

#### **Milk Powder production**

4641. SHRI SURAJBHANU SOLANKI: Will the Minister of AGRICULTURE be pleased to state:

(a) the names of milk powder plants in

various States, State-wise;

(b) the names of 'Long Life Tetrapack' Plants which are either not utilising their full capacity or lying closed;

(c) whether some State Governments have requested the National Dairy Development Board to take some remedial steps in this regard;

(d) if so, the details thereof; and

(e) the action taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM): (a) State-wise names of milk powder plants under Operation Flood as in January, 1993 is enclosed in the Statement attached

(b) There are no Tetrapack plants established in Operation Flood which are lying closed. Aseptic packaging stations equipped with Tetrapack packing machinery are however, not being utilised to their full capacity at Jaipur, Indore, Vijayawada, Saleem Guntur and Alleppy.

(c) to (e). Necessary help in terms of Technical and Marketing support is being provided by NDDB's subsidiary, Hindustan

Packing Company Limited (HPCL) to Dairy Federations of Andhra Pradesh, Tamil Nadu, Rajasthan, Madhya Pradesh and Kerala.

**STATEMENT**  
Statewise Details of Milk Powder Plants Under Operation Flood as in January, 1993.

<i>State/UTs.</i>	<i>Milkshed</i>	<i>State/UTs.</i>	<i>Milkshed</i>
Andhra Pradesh	Chittor	Tamil Nadu	Dharamपुरi
	Cudeppah		Erode
	Gunture		Madurai
	Krishna		Salem
	Kurnool		
	Nalgonda		Uttar Pradesh
Bihar	Patna		Moradabad
	Begusarai		Varansi
Gujarat	Banaskantha		
	Junagadh	West Bengal	Darjeeling
	Kaira		
	Mehsana		
	Panchmahal		
	Rajkot		
	Sabarkantha		
	Vadodara		
Haryana	Gurgoan - Rohtak		
	Hissar - Jind		
Karnataka	Bangalore		
	Dharwad		

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<i>State/UTs.</i>	<i>Milkshed</i>	<i>State/UTs.</i>	<i>Milkshed</i>
	Mandya		
Madhya Pradesh	Gwalior		
	Indore		
Maharashtra	Jalgon		
	Kolhapur		
	Latur		
	Pune		
	Sangli		
Punjab	Amritsar		
	Bhatinda		
	Gurdaspur		
	Hoshiarpur		
	Jalandhur		
	Ludhiana		
	Sangrur		
Rajasthan	Ajmer		
	Alwar		
	Bikaner		
	Gan ganagar		
	Jaipur		
	Jalore		
	Jodhpur		

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[English]

#### Allocations to Technical Institutions

4642. SHRI BOLLA BULLI  
RAMAIAH:  
DR. D. VENKATESWARA  
RAO:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the funds provided by the Government to Technical Institutions during the seventh Plan, State-wise;

(b) the allocations made to these institutions for the Eighth Plan, State-wise;

(c) whether the Managements of Technical Institutions are facing new challenges due to less allocation in comparison to the Seventh Plan;

(d) if so, the details thereof; and

(e) the steps being taken by the Government in this regard ?

THE DEPUTY MINISTER FOR EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE (KUMARI SELJA): (a) to (e). During the Seventh Plan period, Plan funds amounting to Rs. 610.96 crores were provided by the Government of India through Ministry of Human Resource Development by way of grant-in-aid and direct central assistance under various schemes to technical and Management institutions and other autonomous organizations under the Ministry dealing with the development of technical and Management education. The allocation made

for various schemes and institutions for the Eighth Plan is Rs. 824.00 crores. The institutions have been advised to effect economy in expenditure and gear up their activities to mobilise additional resources in view of the overall resource crunch.

[Translation]

#### Vacant Posts of Lecturers

4643. SHRI MUMTAZ ANSARI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether a number of posts of lecturers are lying vacant in various colleges of Delhi University for a long time;

(b) if so, the details thereof;

(c) the main reasons therefor;

(d) the steps taken/proposed to be taken to fill up the vacant posts; and

(e) the time by which all the vacant posts are likely to be filled up?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) to (e). According to the information furnished by the University of Delhi, the posts of lecturer in the colleges are not allowed to lie vacant of lecturer in the colleges are not allowed to lie vacant for a long time. Whenever a vacancy arises, steps are taken to fill up the same immediately by open advertisement and selection through duly constituted Selection Committee. Where this procedure is likely to take some time, the post is filled up by making ad hoc appointment from out of panel of names invited from the respective Department.



*(English)***Quality of Text Books**

4644. SHRI N.K. BALIYAN: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether there is any machinery to assess the quality and content of the prescribed text books in schools of Delhi;

(b) if so, the details thereof;

(c) if not, whether the Government propose to do so before the ensuing academic year starts; and

(d) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) and (b). According to the information furnished by National Council of Education Research and Training (NCERT), Text books prescribed by NCERT used in Delhi Schools are evaluated in terms of its quality and contents, particularly at the time of its reprint. Delhi Administration has also intimated that periodic review for incorporating local factors is undertaken by the subject experts under the supervision of Textbook Bureau of the Education Department.

(c) and (d). Do not arise.

**DMV Trains in Kerala**

4645 PROF. K.V. THOMAS: Will the Minister of RAILWAYS be pleased to state:

(a) whether representations have been received from Members of Parliament to introduce Diesel Multiple Unit Services between Cochin-Guruvayoor, Cochin-

Kottayam and Cochin-Alleppey in Kerala; and

(b) if so, the action taken thereon and the details of such trains to be introduced in near future?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. LENKA)

(a) Yes, Sir.

(b) There is no proposal at present to introduce the DMU trains on these and other sections of Railways in Kerala.

**Theft/Smuggling of Sandalwood**

4646. SHRI R. JEEVARATHINAM: SHRI HARISH NARAYAN PRABHU ZANTYE:

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether theft/smuggling cases of sandalwood is on the increase in various sandal growing States;

(b) if so, the details thereof;

(c) the quantity and value of sandalwood pieces stolen/smuggled during 1990, 1991 and 1992, State-wise;

(d) the quantity and value of sandalwood pieces recovered out of them, State-wise; and

(e) the financial assistance provided by the government to check sandalwood smuggling during the above period, State-wise?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) and (b). No report regarding increase in theft/smuggling of sandalwood has been received from sandal growing States.

(c) and (d). The value of sandalwood stolen/smuggled and seized during the period is as under:-

	1990-91	1991-92
<i>(Rs. in lakhs)</i>		
1. Karnataka	493.50	227.25 (upto Jan., 1992)
2. Tamil Nadu	1147.08	1048.26 (upto Jan., 1992)
3. Andhra Pradesh	17.71	9.20
4. Kerala	Nil	Nil

(e) Central Government has been providing financial assistance to State and Union territories to develop infrastructure for pro-

tection of forests including Sandalwood. Assistance provided to Sandalwood States are giving as under.

	1990-91 <i>(Rs. in lacs)</i>	1991-92 <i>(Rs. in lacs)</i>	1992-93 <i>(Rs. in lacs)</i>
1. Karnataka	52.28	17.60	17.60
2. Tamil Nadu	40.00	7.92	7.92
3. Andhra Pradesh	2.90	12.70	12.70
4. Kerala		10.00	10.00

#### Railway Reservation System

4648. SHRI PRITHVIURAJD. CHAVAN: Will the Minister of RAILWAYS be pleased to state:

(a) the average time taken in attending one passenger on the Railway Reservation System at various Metropolitan Reservation Centers in terms of number of passengers attended per hour;

(b) the steps taken to reduce the servicing time so that waiting list may be exhausted quickly; and

(c) what new equipment such as high

speed terminals or data communications equipment has been added since computer equipment was first installed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) The average time taken to deal one passenger is approx. 2.5 to 3 minutes i.e. 20-25 passengers -per hour per counter.

(b) Following steps have been taken to reduce the serving time.

(i) Additional computer terminals are arranged during peak periods.

(ii) Installation of Reservation availabil-

ity display system in order to minimise equenes at the counters

(iii) Use of sophisticated terminals to improve the response time of the computer system

(c) The New equipments added are FNX-Flexible Net-work Exchange, Intelligent terminals, high speed modems etc ,

[*Translation*]

#### **New Ration Cards**

4649 SHRIGOVINDA CHANDRA  
MUNDA  
DR RAMESH CHAND  
TOMAR

Will the Minister of CIVIL SUPPLIES CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state

(a) whether the Government propose to issue new ration cards in exchanges of old ones in Delhi

(b) if so, the time by which these cards are likely to be issued,

(c) the number of new ration cards issued in each of the last three years, Zone-wise

(d) whether there is any restriction to issue new ration cards to the residents of Jhuggis, and

(e) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTIONS AND MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI KAMALUDDIN AHMED) (a) No Sir

(b) does not arise

(c) the number of new ration cards issued, zone-wise in 1990-1991 and 1992 is AS UNDER -

#### *Name of the New ration cards issued*

	1990	1991	1992
1 East	27829	30859	20020
2 West	46565	27141	33796
3 North-West	54121	41939	41225
4 South	62103	32082	40540
5 South-West	37581	28704	35873
6 New Delhi	5598	1424	3740
7 North	10630	8229	10008
8 North-East	28726	23503	27275
9 Central	6296	6862	8479
<b>Total</b>	<b>279449</b>	<b>200743</b>	<b>220956</b>

(d) No, Sir,

(e) Does not arise

#### **TV Sets at Stations**

4650 SHRI N J RATHVA Will the Minister of RAILWAYS be pleased to state

(a) the names of railway stations in Gujarat where close circuit television sets have been installed,

(b) the names of stations in the State where such television sets have been installed/proposed to be installed during 1992-93 and

(c) the total expenditure likely to be incurred on the scheme?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) At present, no station in the State of Gujarat has been provided with Close Circuit Television.

(b) There is no such proposal

(c) Does not arise.

[English]

**Ecological Imbalance in Eastern Maharashtra**

4651 SHRI PANDURING PUNDLIK  
FINDKAR:  
SHRI GOVINDRAO NIKAM:

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the attention of the Government has been drawn to the news-item captioned "Rampant tree felling in Maharashtra" appearing in the Times of India (Bombay) dated February 25, 1993;

(b) if so, whether the region of eastern Maharashtra is facing danger if grave ecological imbalance due to large scale felling/smuggling of trees;

(c) if so, the details thereof; and

(d) the effective steps being taken by the Government to prevent further degradation of the forests in the area?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) Yes, Sir.

(b) No, Sir.

(c) Does not arise

(d) Government have taken following steps to prevent degradation of forests;

(i) The National Forest Policy, 1988, lays more emphasis on conservation of forests. There are specific provisions for protection of forests from grazing, fires and encroachment

(ii) Forest (Conservation) act was enacted in 1980 to check diversion of forest land for non-forest purpose. the Act has been made more stringent by an amendment in 1988.

(iii). Import of timber has been liberalised?

(iv) Export of timber has been banned.

**Rail Link From Madras City to Tiruvannamalai**

4652. SHRI M . KRISHNASWAMY:  
Will the Minister of RAILWAYS be pleased to state:

(a) whether there was a proposal to have a rail link between Madras City and Tiruvannamalai via Cheyyar and Wandowosi in Southern Railway;

(b) if so, the present status of this proposal;

(c) whether any survey has been conducted in this regard; and

(d) if so, the details thereof and the action proposed to be taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) No, Sir.

(b) Does not arise

(c) No, Sir

(d) Does not arise

#### **Implementation of Mirdha Committee**

4653. SHRIMATI SURYAKANTA PATIL: Will the Minister of Human Resource Development be pleased to state:

(a) Whether Mirdha Committee's recommendations have since been accepted on January 14, 1983;

(b) If so, whether recommendations of the committee for Horticulture Branch in Archaeological Survey of India are proposed to be implemented;

(c) If not, the reasons therefor;

(d) Whether there is any proposal for the development of gardens around the monuments in the country;

(e) If so, the details thereof;

(f) If not, the details of planning to improve the environment around the amounts in the country;

(g) Whether a number of posts are lying vacant in different categories in the Horticulture Branch, Archaeological Survey of India; and

(h) If so, since when and the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) The Expert Group (known as Mirdha Committee) was itself constituted in 1983 vide Government of

India Resolution No. F.14/52/82-M dated 8th January, 1983. Hence, the question of accepting its recommendations on 14th January, 1983 does not arise.

(b) to (f). The recommendations of the Committee insofar as development of gardens around the monuments is concerned has already been taken up for implementation. In recent times nearly over a dozen garde have been developed/laid around some select monuments in various parts of the country. This process would also continue in future keeping in view the importance of monuments and availability of resources.

in respect of the Committee's recommendations about the strengthening of Horticulture Branch and taking steps for proper co-operation of this Branch with the other Branches, the Empowered Committee constituted to serutinise the recommendations o Mirdha Committee decided that Horticulture staff should be placed under the administrative control of the Circles so that their work is properly supervised and co-ordinated. However, these orders could not be implemented due to Stay Order granted by the Hon'ble High court, Allahabad. Owing to the pendency of the said court case, further action to assess the requirement of additional staff for Horticulture Branch could not be undertaken.

(g) and (h). Yes, Sir. However, the number, of vacancies in various categories (Group 'A', 'B', 'C' and 'D') is not large compared to the authorised strength. Most of these vacancies are from 1983 onwards. However a few pertain to the year 1983 onwards. These vacancies could not be filled up for various reasons like non-availability of suitable condedates reserved and unreserved category non-attractive scales of pay, outlandish locations of some of the monuments, etc.

**Autonomous Colleges**

IN 1989-90:-

4654. SHRI ARJUN CHARAN SETHI:  
Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

*Sambalpur University*

1. University College of Engineering, Burla

2. Gangadhar Meher College, Sambalpur.

3. Regional Engineering College, Rourkela

(a) whether the Government of Orissa has submitted any proposal to the University Grants Commission for granting autonomous status to some colleges of the State;

*Utkal University*

(b) if so, the name of such colleges; and

1. Ravenshaw College, Cuttack.

(c) the amount of grants released, if any, during 1991-92 and 1992-93 to the colleges printed autonomous status earlier?

*Berhampur University*

1. Khallikote College, Berhampur.

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) and (b). According to the information furnished by the University Grants Commission, the following colleges affiliated to Sambalpur University, Utkal University and Berhampur University have been granted autonomous status by UGC

No fresh proposal recommend by any of the State university in Orissa or the State Government is pending with the Commission for grant of autonomous status to the colleges.

(c) A statement is attached.

## STATEMENT

	Grant paid for autonomy		Grant paid for other Purposes	
	1991-92	1992-93	1991-92	1992-93
	1	2	3	4
Sambalpur University				
1 University College of Engineering Burla				
2 Gangadhar Meher College Sambalpur	4 00 000/-		1 014/-	7 86 048
3 Regional Engg College Rourkela Utkal University			33 036/-	16 500/-
1 Ravenshaw College Cuttack			11 26 651/-	30 37,057/-
Berhampur University				
1 Khalikote College Berampur	4 00 000/-			
Total	8,00,000/-		11,60,701/-	18,39,606/-

[Translation]

**Triple Line from Bilaspur to Akaltara**

4655. SHRI BHAWANI LAL VERMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there was a provision to lay triple railway-line from Bilaspur to Akaltara in the Railway Budget for the year 1992-93 and if so the details thereof;

(b) whether the work has started according to the provision and if so, the progress made in this regard till 31.12.92 and if not, the reasons therefor; and

(c) whether this triple railway-line is proposed to be extended from Akaltara onwards and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) Yes, Sir. third line is being laid from Bilaspur to Akaltara (27 kms) at a cost of Rs. 35.91 crores

(b) Yes, Sir. Progress is 5% upto 31.12.92.

(c) No, Sir

**Education for Neo-Literates of Maharashtra**

4656. SHRI VILASRAO NAGNATHRAO GUNDEWAR: be pleased to state:

(a) whether the Union Government have received any proposal from the Government of Maharashtra regarding continuing education for the neo-literate persons in the State;

(b) if so, the details thereof;

(c) whether the Government have ac-

corded approval to that proposal;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) to (d). Under the Post Literacy and Contenting Education Programme financial assistance is being provided by the Government of India to all State Governments and Union Territories for setting up of Jana Shikshan Nilayams (JSNs) and for launching of Post Literacy Campaigns (after the conclusion of Total Literacy Campaigns). Financial assistance for running JSNs is being provided under Centrally Sponsored scheme of Post Literacy and Continuing Education on a cent percent basis according to a fixed pattern comprising of recurring grant of Rs. 7,000/- each JSN per year and non-recurring grant of Rs. 7,000/- each JSN for one time.

The Post Literacy Campaigns are being funded in the ratio of 2:1 to be shared between the Central Government and State government respectively. Funds are released to each State Govt. as per requirement based on their project proposal received from Zilla Sakshartha Samities. So far, 2213 JSNs have been sanctioned to the State of Maharashtra which are in operation and in addition Post Literacy Campaigns have also been approved as per the proposals received from Zilla Sakshartha Samitis of three districts, namely-Wardha, Nanded and Sindhudurg. No other proposal has been received by the Union Government from the Government of Maharashtra regarding continuing education for neo-literate persons in the State.

(e) Does not arise



[English]

**Vigilance Committees for Inspection of Goods**

4657. SHRI SUDHIR GIRI: Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether there is any machinery to inspect the quality of the goods allotted for Public Distribution System to the States and Union Territories;

(b) if so, the details thereof;

(c) whether District level Vigilance Committees have been set up in different States during 1992; and

(d) if so, the number of such committees, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION AND MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI KAMALUDDIN AHMED): (a) and (b). The Food Corporation of India which is responsible for procurement, transportation and delivery of foodgrains to the State Government/UT Administrations deploys qualified and trained staff for quality control. The Central Government has advised State Governments also to deploy qualified staff/train their personnel for this purpose. State Governments/UT Administrations are allowed to inspect the stocks of foodgrains before taking delivery from the FCI.

(c) and (d). State Governments/UT Administrations have reported that District level Food Advisory Committees have been set up in all the Districts. In addition most of the States/Ut Administrations have reported that they have set up village/fair price shop

level Vigilance Committees also. Details regarding exact number of such Committees in each State/UT are not maintained by the Central Government.

**Incentives to Cooperative Sugar Industry**

4658. SHRI ANKUSHRAO RAOSAHEB TOPE: Will the Minister of FOOD be pleased to state:

(a) whether newly licensed Cooperative Sugar Factories have been held up for want of incentives and term loans;

(b) if so, the steps taken by the Government to provide them proper incentives and term loans from the Industrial Finance Corporation of India;

(c) if not, the reasons therefor;

(d) whether the Government have received representation from the Cooperative Sugar Industry for providing more incentives for both, existing zones and new sugar factories;

(e) if so, the details thereof; and

(f) the reaction of the Government thereto?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD (SHRI KALP NATH RAI): (a) to (f). After consultations with the Industrial Finance Corporation of India/national Cooperative Development Corporation and taking into consideration the representations received from the State Government of Maharashtra/co-operative Sugar Industry, a revised Incentive Scheme for new sugar factories and expansion projects has been formulated and issued on 10.3.93, which would enable the Financial Institutions to consider the pending applications for grant of term loans.

[*Translation*]**Arrah-Sasaram Railway Line**

4659. SHRI RAM LAKHAN SINGH YADAV: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have conducted any survey to ascertain economic viability of Arrah-Sasaram light railway line;

(b) if so, the details thereof;

(c) the outcome of the survey conducted; and

(d) the action taken by the Government on the basis of this survey?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) to (c). A survey for conversion of Arrah-Sasaram light Railway was carried out in 1980-81. The results of the survey were as under;

Length : 98 km

cost : Rs. 29.72 crores

Rate of return : Negative

(d) In view of unremunerative nature if the project and acute constraint of resources, the proposal could not find acceptance.

**Paryavaran Vahinis**

4660 SHRI MOHAMMED ALI ASHRAF FATMI:  
SHRI RAM TAHAL  
CHOUHARY:

Will the Minister of ENVIRONMENT AND FOREST be pleased to state: (a) the

number of paryavaran Vahinis constituted and the number of districts covered so far, State-wise;

(b) the details of work undertaken and success achieved so far;

(c) the authorities which have administrative and financial control over such Vahinis; and

(d) the financial assistance, of any, provided by the Government to the States for this purpose, State-Wise?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) to (d) The information is being collected from the State Governments.

**Direct Service Between Surat and Bhubaneswar**

4661 SHRI KASHIRAM RANA: Will the Minister of RAILWAYS be pleased to state:

(a) whether any survey has been conducted to start a direct railway service between Surat and Bhubaneswar;

(b) if so, the details of the report of survey;

(c) the reasons for not starting this railway service so far; and

(d) the time by which this service is likely to be started?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) No. Sir.

(b) Does not arise.

(c) and (d) the matter is under examination.

[English]

**Farmers Interest Under Dunkel Proposals**

4662. SHRI RABI RAY: Will the Minister of AGRICULTURE be pleased to state: (a) whether attention of the Government has been drawn to the news item captioned " Dunkel proposals: ICAR's plea to Government" appearing in the 'Hindu' dated March 4, 1993;

(b) if so, whether the freedom of scientists in the field of Agriculture and interest of farmers would be taken into consideration while adopting Dunkel proposals in the Agriculture Sector; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OR STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) Yes, Sir.

(b) and (c). The larger question of Dunkel proposal in its totality involves several major policy issues, such as seeds and patents, subsidies on fertilizers, removal of sales tax, removal of hurdles in international trade of commodities, trades and tariffs. Efforts of the Government would be not to enter into any international commitment which might hamper the freedom of scientists in the field of agriculture or which may hinder the freedom of the farmers to use the seeds produced by him for regeneration.

**Sultanpur Bird Sanctuary**

4663 SHRI NARAIN SINGH CHAUDHARI: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state: (a) whether Sultanpur Bird Sanctuary

has not succeeded to become homeland for migratory and other birds due to improper maintenance, lack of water and sufficient greenfields;

(b) if so, the details thereof and the reasons therefor; and

(c) the steps taken/proposed to be taken by the Government to improve the condition of this Sanctuary?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS [SHRI KAMAL NATH]: (a) and (b), This Ministry has not received any such report from the Chief Wildlife Warden, Government of Haryana.

(c) Assistance is provided to the Sanctuary by the Central Government under the centrally sponsored scheme "Development of National Parks and Sanctuaries". During the year 1992-93, an amount of Rs. 1.51 lakhs was placed at the disposal of the Government of Haryana for the Development of the Sanctuary.

**Unesco Board of Governors**

4664. SHRIMATI BIBHU KUMARI DEVI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the number of Indian nominees on the UNESCO Board of Governors and their terms and references;

(b) whether India has nominated a new member on the UNESCO Board of Governors; and

(c) if so, the reasons for such change?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE)

(KUMARI SALJA): (a) UNESCO has no Board of Governors. UNESCO has a 51 Member Executive Board; the members are elected by the General Conference of UNESCO. One Indian is a member of the Executive Board at present. The member of the Executive Board function as laid down in the Constitution of UNESCO.

(b) No, Sir;

(c) Does not arise.

**Representations From Research Associates**

4665. SHRI MOHAN SINGH (DEORIA): Will the Ministry of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government have received any representation from the Research Associates of Banaras Hindu University regarding difficulties being faced by them;

(b) if so, the details thereof; and

(c) the remedial measure taken/proposed to be taken by the Government to solve their difficulties?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) and (b), Yes, Sir. The main demands contained therein include making public the recommendations of the Yashpal committee constituted by the Deptt. of Science & Technology in 1990 to look into the problems of Research Associates, entitlement to HRS, CCA, accommodation, medical and leave facilities at par with teachers and scientists of Universities/Research Institutions, priority and age relaxation in recruitment to the University.

(c) Since the issues raised in the representation concern funding agencies like UGC, ICSR and Deptt. of Science & Technology and also Banaras Hindu University, it has been sent to them for taking suitable action.

[Translation]

**Construction of Pul Mithai Bridge, Delhi**

4666. SHRI SURYA NARAYAN YADAV: Will the Minister of RAILWAYS be pleased to state:

(a) whether the bridge "Pul Mithai" in Delhi is under construction for the last ten years;

(b) if so, the reasons for inordinate delay in the construction of this bridge; and

(c) the time by which the construction work of this bridge is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) and (b), yes, Sir. Work on phase I completed and opened to traffic. The work on phase II held up as land and funds not made available by the Municipal Corporation of Delhi (MCD).

(c) It will depend on M.C.D. making available required land and funds.

**Reservation Quota at Gomoh Station, Bihar**

4667. SHRI DEVENDRA PRASAD YADAV: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is no provision of reservation quota in any train haulting at Gomoh station in Dhanbad district of Bihar;

(b) if so, the reasons therefore; and

(c) the steps being taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) At present reservation quotas are available at Gomoh station in ten trains.

(b) and (c). Do not arise.

[English]

#### Posts of General Managers

4668 DR. LAL BAHADUR RAWAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether some posts of General Managers of different Railway zones are lying vacant for the last few months;

(b) if so, the names of such zones;

(c) the reasons for keeping such vital posts vacant for so long; and

(d) when the same are likely to be filled up?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) to (d), Proposals for filling up of the posts of General Managers, Northern Railway and Northeast Frontier Railway are under consideration. Pending regular appointments, which are likely to be made shortly, arrangements for manning these posts locally have been made.

#### Storage and Marketing Facilities

4669. SHRIMATI DIL KUMARI BHANDARI: Will the Minister of AGRICULTURE be pleased to state:

(a) whether some Central Schemes exist to improve the storage and adequate

marketing facilities to farmers;

(b) if so, the details thereof;

(c) whether these schemes have been launched in all the States and Union Territories;

(d) if so, the details thereof;

(e) if not, the reasons therefor;

(f) whether any coordination is being maintained to ensure implementation of these schemes; and

(g) if so the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI -ARVIND NETAM): (a) Yes, Sir. The Ministry of Rural Development are implementing two schemes, namely, (i) Setting up of Rural Godowns; and (ii) Development Markets to improve the storage and marketing facilities to farmers.

(b) (i) The scheme for setting up of rural Godowns was launched in 1979-80. The prime object of the scheme was to prevent distress sale of produce by small and marginal farmers and to provide scientific storage facilities to reduce post-harvest losses due to sub-standard storage. The scheme also aimed at reducing pressure on transport and marketing system. The scheme was funded partly by Government of India and partly by Government of India and partly by the State Government. Upto 31.3.92 4716 godowns were sanctioned under this scheme, out of which 3710 godown were reported to have been completed till 31.12.92. Up to 31.3.92, an amount of Rs. 41.83 crore as Central share was released for creation of 20.67 lakh metric tonnes storage capacity. The scheme has since been transferred to State Sector as per

division of the National Development Council.

(ii) The Centrally sponsored scheme of Development of markets was initiated in 1972-73 on selective basis. The scheme was subsequent extended to cover all kinds of agricultural markets in the country. Under this scheme Central assistance is provided for each market depending upon the volume of annual marked arrivals. Quantum of Central assistance ranges from Rs. 4 lakhs to Rs. 20 lakhs per market. Till 31.3.92, an amount of Rs.91.29 crores was released for development of 3665 markets, out of which 2854 markets have been reported developed upto 31.1.93. This scheme has also been transferred to State Sector as per decision of the National Development Council.

(c) to (e). The scheme for setting up rural godowns was launched in 21 States. The remaining State Government/Union Territories of Arunachal Pradesh, Punjab, Manipur, Himachal Pradesh and all the seven Union Territories did not come forward with proposals for sanction under the scheme.

The scheme for development of markets was launched in 20 States/U.Ts. It could not be launched in Jammu & Kashmir, Mizoram, Sikkim, Kerala, Andaman & Nicobar Islands, Dadra & Nagar Haveli and Lakshadweep as these States/UTs. are yet to enact market legislation. The scheme was not launched in Delhi and Chandigarh as rural areas in these U. Ts. are negligible. The U.T. of Daman & Diu did not come forward with any proposal.

(f) and (g). Implementation of these schemes is monitored by the Government of India by way of quarterly reports submitted by the State Governments/Union Territories.

[Translation]

#### **Clearance of Forest Land in Madhya Pradesh**

4670 SHRI SHIVRAJ SINGH CHAUHAN: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether certain constraints are being faced in the construction of new roads passing through the forest areas in Madhya Pradesh due to non-transfer of land by the Forest Department;

(b) if so, the details thereof; and

(c) the steps taken by the Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) to (c). As and when proposals are received from the State Government with complete details duly filled in prescribed program, the proposals are processed expeditiously for decision under the Forest (Conservation) Act, 1980. Revised consolidated guidelines have been issued on 25.10.1992 for further decentralization and streamlining of examination of proposals received under the Forest (Conservation) Act, 1980

[English]

#### **Pollution and Environmental Degradation in Coal Belt of West Bengal**

4671. DR. SUDHIR RAY: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether open cast mining, has caused serious pollution and environment degradation in the coal belt area in West Bengal:

(b) if so, whether the Government have conducted any survey in West Bengal in this regard;

(c) if so, the details thereof; and

(d) the steps taken by the Government to check such pollution and environment degradation in that State?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) to (c). Open cast mining does cause environmental degradation which is arrested through a concurrent restoration plan incorporated in the project. In respect of Raniganj Coal Field in West Bengal, an Advanced Environmental Management Plan has been prepared, which is a Master Plan for the coal field and is meant as a guideline for progressive implementation. The plan deals with land reclamation, restoration and subsidence air, water pollution in the area.

(d) The steps taken by the Government to control such pollution are:

1. Comprehensive study has been initiated for controlling pollution from the industries located in the region, including mining operations, mine drainage and coal washeries;
2. An intensive river basin study of River Damodar has been carried out and hot spots have been identified.
3. Coal project proposals in West Bengal coal Belt are subjected to environmental appraisal of the Ministry for ensuring adequate environmental management including reclamation of mined area.

#### **Travel facilities to Ex-M. Ps.**

4672. SHRI AJOY KUKHOPADHYAY: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to allow Ex-Members of Parliament to travel by Rajdhani and Shatabdi Express on their Complimentary Card Passes; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) and (b). The Ex-Members of Parliament who are issued Complimentary Card Passes are allowed to travel by Rajdhani and Shatabdi Express trains if accommodation is available in these trains after preparation of charts and on payment of difference, if any, between the fare for the Class of travel by Rajdhani and Shatabdi Express trains and the fare for AC Sleeper Class on other mail/express trains.

#### **Deraiment of Goods Train**

4673. SHRI MOHAN RAWALE: Will the Minister of RAILWAYS be pleased to state:

(a) whether a goods train derailed on February 15, 1993 between Kotari and Bhanwarapanka stations on the Bilaspur-Katni section of the south Eastern Railway;

(b) if so, the details thereof;

(c) the number of railway employees killed as a result of this accident;

(d) the compensation paid to the next of kins of those killed; and

(e) the salient features of the policy for providing relief to the families of railway employees killed in railway accidents or on derailments?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. ENKA): (a) Yes, Sir.

(b) On 15/2/1993 a departmental train rolled down and entered into the slip siding of Bhanwartonk station on the Khodrikhongsara Patch doubling portion of Anuppur-Bilaspur, Single Line, Broad Gauge, Non-electrified section of Bilaspur division of South Eastern Railway, as result of which the train engine and 4 BOB wagons next to engine got derailed.

(c) As a result of this accident 7 railway employees were killed.

(d) An amount of Rs. 35, 000/- has been paid as ex-gratia to the next of kin or the killed.

(e) The salient features of the policy for providing relief to the families of the railway staff killed in the accidents is

- (i) On the spot ex-gratia payment made to the next of the kin.
- (ii) Accident compensation commiserate to the length of service and post held.

(iii) If death of railway employee takes place the widow or ward is offered a railway job.

#### Development of Prawn Culture

4674. SHRI OSCAR FERNADES: Will the Minister of AGRICULTURE be pleased to state:

(a) the details of the projects identified for development of prawn culture in coastal areas, location-wise;

(b) the financial assistance provided by the Government to the various States for this purpose during 1990, 1991 and 1992, project-wise, and

(c) the total production of prawn during 1990, 1991 and 1992, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) Project sanctioned for development of prawn culture in coastal areas during the last eight years are as under:

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(i)	State Andhra Pradesh Kerala Maharashtra West Bengal	Location Polekuru Phase-II Poyya Asangaoh Alampur, Digha
(ii)	Shrimp Seed hatcheries Andhra Pradesh Goa Karnataka Orissa Tamil Nadu	Suryalanka Benaulim Kumta Chandrabhaga Neelankarai
(iii)	Brackishwater Fish Farmers' Development Agencies (BFDAs)	

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State	District
Andhra Pradesh	Krishana, Nellore, Snkakulam East Godavari, Prakasam, West Godavari
Gujarat	Valsad, Surat, Bahroach
Karnataka	Uttar Kannada
Kerala	Eranakulam, Quilon, Cannanore, Thrissur, Aliappuzha, Kozhikode
Maharashtra	Thane, Ratnagiri, Raigad, Sindhudurg
Orissa	Cuttack, Ganjam, Puri, Balasore
West Bengal	North 24 Parganas, South 24 Parganas, Midnapore
Tamil Nadu	South Arcot, Thanjavur, Chinambrani, Chengai Anna, Ramanathapuram
Goa	South and North Goa
A & N Islands	Port Blair
(iv) World Bank Assisted Shrimp culture project	
State	Location
Andhra Pradesh	Bhairavapalam, Vimuladevi, P T Palam, Ipuru, C G Palam
Orissa	Biderpur, Narendrapur, Jagajore and Banpada
West Bengal	Dadanopatra, Digha, Meentwip, Canning, Dighirpai

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(b) and (c) The financial assistance provided by the Government to various States for development of prawn farming

and production of prawn, State-wise during the last 3 years is as under -

Sl No	State	Financial assistance provided (Rs in Lakh)								Total prawn Production (in tonne)	
		1989 90	1990 91	1991 92	1989 90	1990 91	1991 92	1990 91	1991 92		
1	2	3	4	5	6	7	8				
1	Andhra Pradesh	41 285	20 89	31 00	17782	15593	18573				
2	Gujarat	6 90	5 70	11 26	26967	29187	38175				
3	Goa	13 00	4 90	50 75	4857	4868	3868				
4	Karnataka	19 09	5 90	7 63	6188	6086	6632				
5	Kerala	10 18	26 07	47 07	32441	52488	61313				
6	Maharashtra	22 90	7 60	2 30	77942	106521	138120				
7	Orissa	55 17	102 22	79 44	6332	7713	8100				
8	Tamil Nadu	-	26 56	19 50	14269	19606	16873				
9	West Bengal	65 875	109 17	37 28	26800	26800	26800				
10	Pondicherry	5 00	-	3 00	2905	3964	3177				
11	A & N Islands	-	-	-	212	212	212				
	Total	239 40	309 01	289 23	216695	273028	321843				

The Government of India have also released advance additional central assistance of Rs. 300 lakh to Andhra Pradesh, Rs. 466 lakh to Orissa and Rs. 77 lakh to West Bengal under retroactive funding for the World Bank assisted shrimp culture project, during 1992-93.

#### **Punishment of Railway Officials**

4675. SHRI M.V.V.S. MURTHY: Will the Minister of RAILWAYS be pleased to state:

(a) the number of railway officials punished with major or minor penalties on the basis of vigilance department's reports and CBI investigations during 1991-92 zone-wise;

(b) the nature of the offences committed by such officials; and

(c) the total amount netted by fines and other penalties during the year?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) The number of Railway officials punished with major/minor penalties on the basis of Vigilance department's reports and CBI investigations during 1991-92 zone-wise is given below:-

<i>Railway/Production Units</i>	<i>Year 1991-92</i>
Central	893
Eastern	521
Northern	1673
North Eastern	805
Northeast Frontier	511
Southern	777
South Central	757

<i>Railway/Production Units</i>	<i>Year 1991-92</i>
South Eastern	1034
Western	963
Railway Electrification	15
Production Units	214
<b>Total</b>	<b>8163</b>

(b) The nature of offences varies from case to case. However, some of them are given below:-

- (1) Irregularities in acceptance of Stores, Engineering Contracts neglecting the lowest quoted tenders?
- (2) Allotting berths to wait-listed passengers ignoring the RAC passengers.
- (3) Misuse of Passes/PTOs.
- (4) Making over-payments by showing wrong measurements.
- (5) Irregularities in allotment of wagons in breach of priority.
- (6) Allotment of wagons violating restrictions and Civil bans.
- (7) Allotment of piecemeal wagons as block rakes.
- (8) Irregularities in recruitments, selections, promotions, etc.

(c) No fines are imposed on the officials who are found guilty of corruption. Action is taken against the officials who are found guilty of corruption and punishments are imposed ranging from censure to dismissal, after conducting disciplinary proceedings under Discipline and Appeal Rules.

**Live Stock Policy**

4676. SHRI SANAT KUMAR  
MANDAL:  
SHRI R. SURENDER REDDY:  
SHRI CHHITUBHAI GAMIT:  
SHRI KASHIRAM RANA:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Union Government propose to review the existing livestock policy and re-organise the research and extension bodies with a view to removing the constraints in the way of rapid development of poultry and allied nutritional programmes; and

(b) if so, the broad features of the new policy being evolved to accelerate growth of poultry and dairy by increasing productivity?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM): (a) Yes, Sir.

(b) The broad features of livestock policy, evolved in the context of formulation of the 8th Plan inter alia include?

(i) integrated planning and implementation of programmes in sector;

(ii) intensification of cooperative efforts;

(iii) strengthening of processing and marketing facilities;

(iv) promotion of export potential;

(v) strengthening of extension activities;

(vi) promotion of private and voluntary efforts; and

(vii) promotion of area specific schemes.

[Translation]

**National Food Ministers Conference**

4677. SHRI BARE LAL JATAV: Will the Minister of FOOD be pleased to state:

(a) whether a National Conference of Food Ministers was held recently in Delhi; and

(b) if so, the issues discussed therein and the outcome thereof?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD (SHRI KALP NATH RAI): (a) Yes, Sir. The State Food Ministers Conference was held by the Ministry of Food at New Delhi on 22nd March, 1993.

(b) Discussions were held on the general food scenario of the country and need to augment food grain production in the country progress of procurement trends of wheat and rice in the current marketing seasons and the projects of procurements of wheat during the coming 1993-94 rabi marketing season; need to strengthen the agricultural marketing infrastructures; allocations of food grains to States/Union Territories from the central pool; storage arrangements for food grains; need to popularise scientific storage at the farm level to minimise post harvest losses.

Exchange of views with the State Governments/Union Territories proved useful and there was consensus on the various issues.

[English]

**Improvement of Science Education**

4678. SHRI SYED SHAHABUDDIN:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to refer to the reply given to Unstarred Question No.1076 on March 2, 1993 and state:

(a) the total quantum of financial assistance provided to States/Union Territories under the Centrally Sponsored Scheme "Improvement of Science Education in Schools" since the inception of the scheme year-wise and State-wise;

(b) the break-up of the total amount provided to Bihar so far year-wise; and

(c) the achievement in Bihar under the scheme by the end of 1992-93 in terms of number of laboratories upgraded, books and science kits supplied, district resource centers set up and teachers trained?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) A sum of Rs. 13866.15 lakhs has been provided to the State/Union Territories under the Centrally Sponsored Scheme, 'Improvement of Science Education in Schools', since its inception as per the yearwise break-up given below:-

<i>Year</i>	<i>Amount (Rs. in lakhs)</i>
1987-88	2926.66
1988-89	2901.58
1989-90	2132.86
1990-91	2033.42
1991-92	1822.97
1992-93	2048.66

A Statement indicating the Statewise break-up of the total quantum of assistance provided under the scheme is attached herewith.

(b) The year-wise break-up of the total amount so far provided to the State Government of Bihar is given below:-

<i>Year</i>	<i>Amount (Rs. in lakhs)</i>
1988-89	365.44
1989-90	11.24
1991-92	194.51

(c) No. of upper primary schools assisted for provision of science kits: 4, 000

-No. of secondary/senior secondary schools assisted for upgradation of deficient laboratories; 1, 200

- No of secondary/senior secondary schools assisted for supply of library books on science related subjects : 1, 200

-Forsetting up of District Resource Centres :11

- No of training programmes sanctioned for science and Mathematics teachers:

(a) Upper primary level: 150

(b) Secondary level : 56

(c) Senior secondary level : 10

**STATEMENT**

<i>Sl. No.</i>	<i>State/UT</i>	<i>Amount (Rs. in lakhs)</i>
1.	Andhra Pradesh	832.98
2.	Arunachal Pradesh	3.72
3.	Assam	673.50
4.	Bihar	571.19
5.	Goa	128.78
6.	Gujarat	142.31
7.	Haryana	401.37
8.	Himachal Pradesh	693.12
9.	Jammu and Kashmir	295.73
10.	Karnataka	1283.58
11.	Kerala	553.07
12.	Madhya Pradesh	665.39
13.	Maharashtra	1376.45
14.	Manipur	195.05
15.	Meghalaya	36.00
16.	Mizoram	217.72
17.	Nagaland	19.95
18.	Orissa	643.45
19.	Punjab	917.93
20.	Rajasthan	1000.57
21.	Sikkim	32.55
22.	Tamil Nadu	1295.65

<i>Sl. No.</i>	<i>State/UT</i>	<i>Amount (Rs. in lakhs)</i>
23.	Tripura	28.19
24.	Uttar Pradesh	725.02
25.	West Bengal	661.55
26.	Andaman and Nicobar Islands	37.29
27.	Chandigarh	26.75
28.	Dadra Nagar and Haveli	5.22
29.	Delhi	347.03
30.	Daman and Diu	14.64
31.	Lakshadweep	5.57
32.	Pondicherry	34.87
<b>Total</b>		<b>13866.15</b>

Note:- As per the accounting procedure, UTs without legislatures are authorised to incur expenditure within the limits specified by this Department and book the same directly against the relevant Head of Account of this Department. As such, the figures indicated against such UTs represent the authorised expenditure and not the actual expenditure incurred and booked by them.

#### **Wagons for Alleppey**

4679. SRI THAYIL JOHN ANJALOSE: Will the Minister of RAILWAYS be pleased to state:

(a) the number of wagon demanded and provided in Alleppey in Kerala for loading coir goods during 1992;

(b) whether the Government propose to increase the number of wagons for loading coir goods in Alleppey during 1993; and

(c) if so, the details thereof and if not, the reason therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) During the year 1992, indents for 508 wagons were placed and all were loaded.

(b) to (c). Wagons will be supplied on Demand.

#### **Setting up of Gold Storages**

4680. SHRI UDDHAB BARMAN: Will the Minister of AGRICULTURE be pleased to state:

(a) whether some State Governments

have sought financial assistance from the Union Government for setting up cold storages in their respective States for preservation of horticultural produce;

(b) If so, the details thereof; and

(c) the reaction of the Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM): (a) No, Sir.

(b) and (c). Does not arise

**Construction of Stadia in Madhya Pradesh**

4681. KUMARI PUSHPA DEVI SINGH: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the number of stadia set up or under construction at different places in Madhya Pradesh with Central assistance;

(b) whether there is any proposal to construct more stadia in the State; and

(c) if so, the details with location thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF YOUTH AFFAIRS AND SPORTS) AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI MUKLUK WASNIK): (a) Central Government have provided matching Central assistance for the following 6 stadia during the last three years;

(1) State Level Sports Complex at Bhopal.

(2) Sports Complex at Academy of Administration, Bhopal.

(3) Indoor Stadium at Mahila Chetna Munch, Bhopal.

(4) SPDA Centre, Jabshpur

(5) SPDA Centre, Sehore.

(b) and (c). Ten proposals of Central assistance for Construction of Stadia in the State were received during the period from 1990-91 to 1992-93. Details with locations are given in the statement enclosed



## STATEMENT

S No	Name of the proposal	Location	Estimate as Submitted by State Government/sponsor
1	2	3	4
1	Construction of District Sports Complex	Babe Ali Ground, Bhopal	Rs 2 50 crores
2	Construction of Indoor Stadium	Campion School Bhopal	Rs 26 00Lakh
3	Construction of Indoor Stadium	Shree Hanuman Vyayashals Berhanpur	Rs 17 55 lakhs
4	Sports Complex	Ranital	Rs 63 51 lakhs
5	Indoor Stadium	Gandhi Stadium Mandla	Rs 12 29 lakhs
6	Indoor Stadium	Shajapur	Rs 114 39 lakhs
7	Indoor Stadium	Churhat	Rs 25 30 Lakh

S No	Name of the proposal	Location	Estimate as Submitted by State Government/sponsor
1	2	3	4
8	Indor Stadium	Rampur Naikin Rampur	Rs 25 30 lakhs
9	Sports Complex	Satna	Rs 77 51 lakhs
10	SPDA Centre	Raipur	Rs 5 41 crores

**Production and Sale of Tendu Leaves**

4682. SHRI GOPI NATH GAJAPATHI: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government have received representations from some State Governments to privatise the production and sale of Tendu leaves;

(b) if so, the details thereof;

(c) the reaction of the Government thereon;

(d) whether such steps are likely to affect the sources of income to the tribals; and

(e) if so, the alternative steps taken to provide sources of income to the affected tribals?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) No, Sir,

(b) to (e). Does not arise.

[*Translation*]

**De-hoarding drive in Delhi**

4683. SHRI RAJVEER SINGH: Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) the quantity of foodgrains like wheat, rice, pulses and oilseed recovered under de-hoarding drives in Delhi during the last six months;

(b) the action taken or proposed to be taken against the guilty persons; and

(c) the concrete steps taken by the

Government to make de-hoarding drive more effective?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION AND MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI KAMALUDDIN AHMED): (a) to (c). The information is being collected and will be laid on the Table of House.

[*English*]

**Consumer Protection Act, 1986**

4684. DR. D. VENKATESWARARAO: SHRI BOLIA BULLI RAMAIAH: SHRI RAM NAIK: SHRI RAJNATH SONKAR SHASTRI:

Will the Minister of CIVIL SUPPLIES CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether certain amendments in the Consumer protection Act, 1986 are under consideration of the Government to further safeguard the interest of the consumers;

(b) if so, the details thereof and the action taken or proposed to be taken thereon;

(c) whether some State Governments have not yet implemented the provisions of Consumer Protection Act; and

(d) if so, the names of such States and action taken or proposed to be taken to ensure expeditious implementation in the matter?

MINISTER OF STATE IN THE MINISTRY OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION AND MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI KAMALUDDIN

AHMED): (a) AND (b). Yes, Sir, Earlier, the Central Government had constituted a High Power Working Group to suggest suitable amendments to make the Consumer Protection Act, 1986 more effective and purposeful. The main recommendations of the Working Group are:

(i) to enlarge the definition of "consumer" and "complaints" to cover those who purchase goods for self-employment and cases arising out of likely loss or injury to consumers;

(ii) to bring services in hospitals run by Government and local bodies and mandatory services provided by local bodies within the purview of the Act.

(iii) to allow consumer organisations to file complaints on behalf of consumers.

(iv) to give additional powers to three tier redressal agencies such as power to issue cease and desist order, recall of defective and unsafe goods etc.

(v) to increase the monetary jurisdiction of National Commission, State Commissions and District Forums.

(vi) to increase with the procedure of seeking prior approval of Central Government in setting up the State Commission and District Forums;

(vii) to provide a separate Chapter on Rights of Consumers in the Act.

(viii) to restrict the role of lawyers in the three tier redressal agencies;

(ix) to bring the decisions of the National Commission/State Commissions/District Forums with Article 323 B of the Constitution so as to exclude the writ jurisdiction of High Court; and

(x) to streamline the procedure for appointing non-official members of the three tier redressal machinery etc.

The preparatory action for introduction of the consumer protection (Amendment) Bill in the current session of the parliament is in final stages.

(c) and (d). All the States, except Meghalaya have made the State Commissions and District Forums functional. In Meghalaya, the State Commission and 5 District Forums have been notified but they have not been made functional, so far. The matter is being pursued with the State Government.

#### National Volunteer Service

4685. MAJ. GEN (RETD). BHUWAN CHANDRA KHANDURI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government have any proposal for introducing the National Volunteer Service in the Services,

(b) whether any such proposal was received from any of the three services individually or through chiefs of Staff Committee;

(c) whether the Government have examined this proposals, and

(d) if so, the decision taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF YOUTH AFFAIRS AND SPORTS) AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI MUKUL WASNIK): (a) and (b). A paper on National Volunteer Service was received in the Min-

istry of Defence from the Defence Planning Staff. A news paper article on this subject was also received in the HRD Ministry from Gen. Chibbar (Rtd).

(c) and (d). The proposal is under examination in consultation with University Grants Commission and no final decision has not been taken.

#### **New Technology for Reservation of Milk**

4686. DR. R. MALLU: Will the Minister of AGRICULTURE be pleased as state:

(a) whether the National Dairy Research Institute, Karnal has developed a novel procedure for milk preservation known as 'Membrane Technology';

(b) if so, the details thereof indicating the benefits likely to be derived from the Membrane Technology ; and

(c) the steps proposed to be taken by the Government to popularise this technology for the preservation of milk?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTER OF AGRICULTURE (SHRI S. KRISHNA KUMAR) : (a) and (b). No, Sir. Member Technology has been applied at NDRI, Karnal for concentration of milk and for increased yield and for improving the quality of wide range of dairy products. The Membrane Technologies being used at NDRI are based on ultrafiltration and reverse osmosis which are mainly the fractionation and concentration processes. Another Membrane Technology operation known as Micro-filtration has been used in advanced countries for the reservation of milk. This process involve removal of micro-organisms by filtration of milk through a porous membrane thereby

reducing the load of microflora in raw milk.

(c) No Microfiltration equipment exists at NDRI, Karnal at present and it needs to be imported to take up studies on preservation of milk.

#### **Performance of Sports institutes**

4687. SHRI HARISH NARAYAN PRABHU ZANTYE: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the capacity in sports institutions and hostels for training of students in various sports, State-wise;

(b) whether the performance of these institutes has been evaluated;

(c) if so, the details thereof in terms of the performance at national level;

(d) the steps take/proposed to be taken to restructure these sports institutions for better performance; and

(e) the details of other steps taken/proposed to be taken for development and promotion of sports in the country ?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF YOUTH AFFAIRS AND SPORTS) AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI MUKUL WASNIK): (a) State-wise capacity of Sports persons under the schemes of sports Hostel, Sports Project Development Area, National Sports Talent Contest and Special Area Games is enclosed at Statements I, II, III and IV respectively.

(b) and (d). Reviewing of performance is a continuing process and efforts are made to ensure that Schemes are implemented or

modified to achieve better and optimum results. Monitoring of the schemes at Regional and State level is also done by the various management & Monitoring Committees.

(c) The details indicating the performance of the trainees is enclosed statements V, VI & VII.

(e) For development and promotion of sports, Government of India has taken a

number of initiatives aimed at broadbasing of sports activities and achieving excellence. These include assistance for creation of sports infrastructure, identification and nurturing of talented sportspersons by specialised training, coaching and international exposure, incentives for excellence in sports and creation of sports environment through use of mass media. A Sub-Committee of Central Advisory Board on Education has also been set up for integrating physical education and sports with our educational system.

#### STATEMENT-I

<i>Sports Authority of India Sports Hostel Scheme</i>		<i>as on 31-1-1993</i>
<i>State/U.T.</i>		<i>Number of Inmates</i>
<b>Eastern Region:</b>		
Orissa	....	64
West Bengal	....	99
<b>Western Region:</b>		
Gujarat	....	23
Goa	....	34
Maharashtra	....	41
<b>Northern Region:</b>		
Haryana	....	43
Himachal Pradesh	....	19
Chandigarh (UT)	....	53
<b>Southern Region:</b>		
Karnataka	....	59
Andhra Pradesh	....	45
Tamil Nadu	....	32
Kerala	....	16

<i>Sports Authority of India Sports Hostel Scheme</i>		<i>as on 31-1-1993</i>
<i>State/U.T.</i>		<i>Number of Inmates</i>
<b>Central Region:</b>		
Rajasthan	....	37
<b>North Eastern Region:</b>		
Assam	....	23
Manipur	....	46
Nagaland	....	21

**STATEMENT-II**

<i>Sports Project Development Area Scheme As On 31-01-1993.</i>		
<i>State/U.T.</i>		<i>Number of Intimates</i>
<b>Northern Region:</b>		
Punjab	...	51
Haryana	...	18
Himachal Pradesh	....	16
<b>Southern Region:</b>		
Andhra Pradesh	....	56
Karnataka	....	33
Kerala	....	103
Tamil Nadu	....	44
<b>Eastern Region:</b>		
Bihar	....	40
West Bengal	....	26
Orissa	....	10
<b>Western Region:</b>		

**Sports Project Development Area Scheme  
As On 31-01-1993.**

<i>State/U.T.</i>	<i>Number of Intimates</i>
Goa	36
Gujarat	54
Maharashtra	10
Central Region: Madhya Pradesh	77
Rajasthan	51
Uttar Pradesh	35
North Eastern Region: Assam	21

**STATEMENT-III**

**Sports Authority of India  
National Sports Talent Contest Scheme**

<i>Name of the State.</i>	<i>Number of Children</i>
Andhra Pradesh	52
Assam	50
Bihar	92
Chandigarh	44
Delhi	51
Gujarat	23
Haryana	80
Jammu & Kashmir	7
Karnataka	28
Kerala	14



*Sports Authority of India  
National Sports Talent Contest Scheme*

<i>Name of the State.</i>	<i>Number of Children</i>
Meghalaya	20
Maharashtra	83
Manipur	21
Madhya Pradesh	29
Nagland	21
Orissa	42
Punjab	16
Rajasthan	27
Sikkim	27
Tamil Nadu	36
Tripura	27
Uttar Pradesh	87
West Bengal	147

**STATEMENT-IV**

*Sports Authority of India  
Special Area Games Scheme*

*Position As on 31-1-1993.*

<i>Sl. No.</i>	<i>Name of the Centre</i>	<i>Number of Players.</i>
1.	Aizawl	40
2.	Alleppy	40
3.	Bangalore	24
4.	Delhi	98

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*Position As on 31-1-1993*

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<i>Sl No</i>	<i>Name of the Centre</i>	<i>Number of Players</i>
5	Gandhi Nagar	7
6	Imphal	49
7	Mount Abu	30
8	Port Blair	35
9	Rangpi	31
10	Shillaroo	7
11	Tellicherry	33

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**STATEMENT V**  
**ACHIEVEMENTS UNDER NSTC SCHEME**

S.No	Name of the Discipline	Medals at National Level				
		Gold	Silver	Bronze		
1	2	3	4	5		
1.	Table Tennis	56	30	20		
2.	Wrestling	41	32	20		
3.	Basketball	08	07	03		
4.	Volleyball	15	10	07		
5.	Hockey	17	07	03		
6.	Swimming	35	33	32		
7.	Football	03	01	06		
8.	Gymnastics	49	47	64		
9.	Athletics	27	17	20		
10.	Badminton	08	19	21		

**STATEMENT VI***Achievements under sports Hostel Scheme*

S No	Name of the Discipline	Medals at National Level		
		Gold	Silver	Bronze
1	2	3	4	5
1	Athletics	28	17	24
2	Archery	4	-	3
3	Boxing	8	4	4
4	Badminton	-	-	-
5	Basketball	1	-	1
6	Cycling	5	11	8
7	Football	-	2	2
8	Gymnastic	3	2	2
9	Hockey	4	-	-

S No	Name of the Discipline	Medals at National Level		
		Gold	Silver	Bronze
1	2	3	4	5
10	Judo	1	1	
11	Swimming	7	3	1
12	Colleyball	1	1	
13	Wrestling	5	3	

**STATEMENT -VII**  
**ACHIEVEMENTS UNDER SPECIAL AREA GAMES**

S No	Name of the Discipline	Medals at National Level		
		Gold	Silver	Bronze
1	2	3	4	5
1	Archery	49	38	32
2	Athletics	18	25	17
3	Boxing	67	36	33
4	Cycling	38	41	21
5	Hockey	10	04	01
6	JUDO	02	03	03
7	Shooting	01	01	01
8	Volleyball	01	-	-
9	Water-sports	47	37	24
10	Wrestling	02	02	01

[*Translation*]**Non-Remunerative Trains**

4688. SHRI MANJAY LAL:  
SHRI NITISH KUMAR:  
SHRI NAWAL KISHORE  
RAI:  
DR. CHINTA MOHAN:

Will the Minister of RAILWAYS be pleased to state:

(a) the number of non-remunerative passenger trains during the last three years, zonewise;

(b) the average annual loss so incurred;

(c) whether the Government have made efforts to make these routes viable;

(d) if so, the details thereof ; and

(e) the steps taken to ensure starting of new trains only on viable routes?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA): (a) and (b). Trainwise figures of expenditure, earnings and profitability are not maintained. However, on an overall basis, Railways are making losses on passenger services. Zonewise losses during the last three years (latest available) from 1988-89 to 1990-91 are shown in the statement attached.

(c) to (e). Passenger trains are not always run with profitability in mind. Trains are also run to provide means of transport in remote, backward and hilly regions on socio economic considerations

*Zone-wise losses for the last three years**(Figures in Crores of Rupees)*

Railway	1988-89			1989-90			1990-91		
	1	2	3	1	2	3	1	2	3
Central		38 40	81 96	21 16					
Eastern		230 99	310 37	283 55					
Northern		173 17	223 89	262 59					
North Eastern		88 52	187 08	186 93					
Northeast Frontier		110 79	117 88	124 77					
Southern		165 32	228 12	219 24					
South Central		116 43	158 62	154 90					
South Eastern		128 17	169 07	181 87					
Western		10 50	78 59	61 02					
<b>Total</b>		<b>1062 29</b>	<b>1555 58</b>	<b>1496 03</b>					



**Import of Fodder Seeds**

4689. SHRI RAJENDRA  
AGNIHOTRI;  
SHRIMATI DIPIKA H.  
TOPIWALA:

Will the Minister of AGRICULTURE be pleased to state:

(a) the steps taken or proposed to be taken by the Government to make available good quality of fodder seeds to farmers at subsidised rate for livestock development;

(b) whether the Government have allowed import of fodder seeds under certain conditions; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM): (a) A scheme is under implementation by Ministry of Agriculture under which fodder minikits are distributed to the farmers free of cost, through various agencies.

(b) and (c). Import of fodder seeds is allowed subject to certain provisions of New Policy on Seed Development, 1988 and also in accordance with Plants Fruits and Seeds (Regulation of Import into India) Order, 1989.

[English]

**National Cultural Heritage**

4690. SHRI ANNA JOSHI:  
SHRI VILASRAO  
NAGNATHRAO  
GUNDEWAR:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the number of pending applications from Maharashtra seeking financial assistance for promotion and preservation of Nation Cultural Heritage; and

(b) the steps being taken to accord early approval to these applications?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCES DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURAL) (KUMARI SELJA): (a) to (b). The information is being collected and will be laid on the table of the House.

[Translation]

**State Universities Under UGC Act, 1956**

4691. SHRI GAYA PRASAD KORI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the number of proposals pending with the Union Government regarding inclusion of State Universities under section 12 B of the University Grants Commission Act, 1956, State-wise; and

(b) the time by which decision is likely to be taken on these proposals?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) In pursuance of the provisions of Section 12 B of the UGC Act, the commission has framed Rules for declaring State Universities fit to receive Central Assistance. These Rules specify certain conditions which a State University is required to fulfil before it can be declared fit for receiving financial assistance from Central sources. According to the information furnished by UGC, proposals of 16 State Uni

universities are pending with UGC for consideration under the aforesaid Rules. A statement showing the names of such universities, State-wise, is attached

(b) No time frame has been laid down for taking final decision on such proposals

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**STATEMENT**

*Andhra Pradesh*

Andhra Pradesh University of Health Science, Vijayawada

*Arunachal Pradesh*

Arunachal University, Itanagar

*Bihar*

Dr Babasahib Ambedkar Technological University, Lonara

*Gujarat*

North Gujarat University, Patan

*Karnataka*

Kannada University, Hampi  
Kuvempu University, Shimoga

*Maharashtra*

North Maharashtra University, Jalgaon

*Madhya Pradesh*

Makhan Lal Chaturvedi Patrakanta Vishwavidyalaya, Bhopal  
Chitrakoot Gramoday Vishwavidyalaya, Chitrakoot, Distt Satna (MP)

*Rajasthan*

Mahanshi Dayanand Saraswati University, Ajmer (formerly Ajmer University)

*Tamil Nadu*

Dr M G R Medical University, Madras  
Manmanian Sudamar University Tirunelveli

*Uttar Pradesh*

Avadh University, Faizabad  
Bundelkhand University, Jhansi  
Poorvanchal University Jaunpur  
Rohilkhand University, Bareilly

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**Admission in Engineering Colleges**

4692 KUMARI VIMLA VERMA Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state,

(a) the criteria laid down for nomination of students by the Union Government for reserved seats in engineering colleges,

(b) the names of colleges so earmarked in Maharashtra, Karnataka and Gujarat,

(c) the number of students nominated during 1991 and 1992, State-wise

(d) whether prescribed criteria were followed in all the cases of nomination and

(e) if not, the reasons therefor?

nominations are made by the Government of India

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA (a) to (c) The Ministry of Human Resource Development reserves seats in Engineering colleges recognised by the All India Council for Technical Education for the States/Union Territories which do not have facilities for training in Engineering and Technology or which lack facilities in specific fields. The nominations of candidates against these seats are made directly by the concerned State Governments/UT Administrations to the Institutions where seats are reserved for them on the basis of criteria laid down by respective State/UT Govts. No

The number of seats allocated to the States of Maharashtra, Karnataka and Gujarat for the years 1990-91 and 1991-92 were 1, 3, and 9 respectively. The number of seats allocated in various Colleges of Maharashtra, Karnataka & Gujarat in the years 1990-91 & 1991-92 for other States/UTs were 29, 18 and 79 respectively.

The name of the Colleges earmarked in the States of Maharashtra, Karnataka and Gujarat are mentioned in the Statement wherein the seats had been reserved by the Government of India for various States and Union Territories for the years 1990-91 and 1991-92.

#### STATEMENT

##### I MAHARASHTRA

1 Laxminarayan Institute of Technology Nagpur (Maharashtra)

3 College of Engineering, Aurangabad, Maharashtra

5 College of Engineering, Pune, Maharashtra

7 Deptt of Chemical Technology University of Bombay, Matunga Road, Bombay

9, Victoria Jubilee Tech Instt Matunga, Bombay Maharashtra

2 College of Engineering Vidya Nagar, Karad (Maharashtra)

4 College of Architecture, Pune Maharashtra

6 College of Engineering Amravati, Maharashtra

8 Guru Gobind Singh College of Engineering Nanded, Maharashtra

##### II KARNATAKA

1 B M S College of Engineering Bangalore Karnataka

3 S K S J Technological Instt Bangalore, Karnataka

2 Govt B D T College of Engineering, Davangare, Karnataka

4 Govt College of Pharmacy Mission Road, Bangalore, Karnataka

5. National Instt. of Engg.,  
Mysore, Karnataka

6. P.E.S. College of Engineering,  
Mandya, Karnataka.

7. Sri Jayachamarajendra College of Engg.,  
Mysore, Karnataka.

8. University Visweswaraya College of  
Engg., Bangalore, Karnataka.

### III. GUJARAT

1. Birla Vishwakarma Mahavidyalaya,  
Vallabh vidyanagar, Gujarat.

2. Faculty of Engg. & Tech.,  
M.S. University, Baroda, Gujarat.

3. Lukhdiraj College of Engg.,  
Morvi, Gujarat.

4. School of Architecture Centre for  
Environmental Planning &  
Tech., Navarangpura, Ahmedabad,  
Gujarat.

5. L.D. College of Engg.,  
Ahmedabad, Gujarat.

[English]

#### Privatisation of Production Units

4693. SHRI BASUDEB ACHARIA: Will  
the Minister of RAILWAYS be pleased to  
state:

(a) whether a Committee has been  
constituted to examine the privatisation of  
production units of Indian Railways:

(b) if so, whether the Committee has  
submitted its report; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE  
MINISTRY OF RAILWAYS: (SHRI K.C.  
LENKA): (a) No, Sir.

(b) and (c). Do not arise.

[Translation]

#### Schooling Facilities to States

4694. SHRI SURAJBHANU SOLANKI:

SHRI ARVIND TULSHIRAM  
KAMBLE:

Will the Minister of HUMAN RE-  
SOURCE DEVELOPMENT be pleased to  
state:

(a) whether the Government have  
conducted any survey to identify the places  
where schooling facilities within a radius of  
one kilometer of habitations have not been  
provided till date;

(b) if so, the details thereof, State-wise  
particularly in Madhya Pradesh, Maharashtra  
and Gujarat; and

(c) the steps taken by the Government  
to provide schooling facilities in those places?

THE DEPUTY MINISTER IN THE MIN-  
ISTRY OF HUMAN RESOURCE DEVEL-  
OPMENT (DEPARTMENT OF EDUCA-  
TION AND DEPARTMENT OF CULTURE)  
(KUMARI SELJA): (a) to (c). The National  
Policy on Education, 1986 recommended  
provision of primary schools within 1 km.  
distance of habitations with a population of

300 and for smaller habitations and for children who cannot benefit from formal school system, provision of non-formal centres/voluntary schools to achieve the target of universal access to primary education for children in different areas.

The 5th All India Educational Survey, 1986 conducted by NCERT, gives the position of rural habitations having a population of 300 or more and served by primary schools/sections upto 1 km. Statewise details given by this Survey are in the state-

ment attached.

Central Government does not open primary schools. It is for State Governments/UT Administrations to provide such facilities. They have been advised to work out their requirement, prepare an action plan to provide these facilities at the earliest in unserved habitations and make provision of funds in their Annual Plans. Financial assistance under the centrally sponsored scheme for opening of non-formal centres is available to them and sanctioned by Government on receipt of their proposals.

## Rural Habitation Having a Population of 300 or more Served by Primary Schools/Sections

Sl No	State/Union Territory	Number of Habitations	Served up to 1 km	Percentage of Average
1	2	3	4	5
1	Andhra Pradesh	34979	34175	97.70
2	Arunachal Pradesh	574	504	87.80
3	Assam	21579	20005	92.71
4	Bihar	63131	60007	95.05
5	Goa	1037	950	91.61
6	Gujarat	19798	19615	99.23
7	Haryana	6456	6379	98.81
8	Himachal Pradesh	3587	3207	89.41
9	Jammu & Kashmir	5807	54002	94.08
10	Karnataka	26055	25368	97.36
11	Kerala	6066	5359	88.34

Sl No	State/Union Territory	Number of Habitations	Served up to 1 km	Percentage of average
1	2	3	4	5
12	Madhya Pradesh	51108	48906	95.69
13	Maharashtra	36910	36310	98.37
14	Manipur	1262	1239	98.18
15	Meghalaya	1566	1500	95.79
16	Mizoram	407	400	98.28
17	Nagaland	709	706	99.86
18	Orissa	29333	28230	96.24
19	Punjab	10763	10718	99.58
20	Rajasthan	28746	26110	90.83
21	Sikkim	346	313	90.46
22	Tamil nadu	32071	30610	95.44
23	Trpura	2372	2057	86.72

Sl No	State Union Territory	Number of Habitations	Served up to 1 km	Percentage of avf .30f
1	2	3	4	5
24	Uttar Pradesh	102238	87938	86.01
25	West Bengal	42238	40842	96.71
26	A& N Islands	171	151	88.30
27	Chandigarh	21	21	100.00
28	Dadra & Nagar Haveli	99	89	89.90
29	Daman & Diu	45	42	93.33
30	Delhi	199	199	100.00
31	Lakshadweep	6	6	100.00
32	Pondicherry	239	236	98.74
	All India	529910	498684	93.92

Source: Fifth All India Educational Survey 1985 conducted by NCERT



(English)

**Stations in Kerala**

4695. PROF. K.V. THOMAS:

SHRI. THAYIL JOHN

ANJALOSE:

SHRI KODIKKUNIL SURESH:

will the Minister of RAILWAYS be pleased to state:

(a) the names of stations on Southern Railway covering Kerala modernised/pro-

posed to be modernised by providing new platforms, Computerised reservations and other basic passenger facilities during 1992-93 and 1993-94,

(b) the details of the plan in this regard and the allocations made therefor; and

(c) the progress made so far, station-wise?

THE MINISTER OF STATE IN THE  
MINISTRY OF RAILWAYS (SHRI K.C  
LENKA) (a) to (c).

(a) to (c) *Details of works relating to modernisation works being undertaken at stations in the State of Kerala are as under*

*1 Works taken up Prior to 1992-93*

Sl No	Particulars of work	Cost	Outlay in 1992-93 (Figures in lakh of Rs)	Progress
1	2	3	4	5
1	Badagara Provision of Platform shelter on platform No 2	7 01	6 96	90%
2	Cannanur Provision of additional provision of additional platform shelter on platform 2/3	2 93	2 57	70%
3	Kuthipuram-provision of cover over platform No 2	3 40	3 35	50%
4	Quilandi-Extension of platform shelter on platform No 1	5 86	5 81	50%
5	Chengannur Extension of covering over island platform	4 13	2 86	80%
6	Branakulam Town-Extension of cover over platform No 1&2	9 03	6 03	40%

Sl No	Particulars of work	Cost	Outlay in 1992-93 (Figures in lakh of Rs)	Progress
		3	4	5
II	Works taken up during 1992-93			
1	Qualandi-provision of cover over platform No 2	2 62	1 00	Nil (contract awarded)
2	Tellichey Additional cover over platform No 1	5 05	2 00	Nil (contract just awarded)
3	Trvandrur Central-Raising of platform level and paving	9 90	8 50	80%
4	Kottayam-Extension of platform shelter including paving	9 20	8 20	80%
5	Chengannur Extension of platform shelter and paving	8 20	2 00	20%
6	Eranakulam town-Extension of platform shelter by 64m	9 90	3 00 (matenalas under collection)	Nil (contract awarded)
7	Chalakudi-Extension of cover over platform No 1 and island platform 2/3	9 00	4 50	40%

Sl No	Particulars of work	Cost	Outlay in 1992-93 (Figures in lakh of Rs)	Progress
		3	4	5
8	Kulithurai-Raising of platform level	6.50	6.50	95%
9	Tiruvalla extension of cover over Platform No 2 and paving	6.00	3.00	Nil (contract finalised material under collection)
10	Trichur- Proposed extension of platform shelter on island platform	4.60	3.00	Nil (tenders floated)
11	Palghat-proposed extension of platform shelter on platform No 3 4	1.98	1.98	Nil (estimate sanctioned)

*III Works proposed to be taken up in 1993-94*

S.No	Particulars of work	Cost Outlay proposed for 1993-94 (Figurs in lakh of Rs.)		
1	2	3	3	4
1.	Chalakudi-Provision of foot over bridge on souther side	8.10	8.10	3.00
2.	Calicut-Provision of paid waiting hall	9.80	9.80	6.00
3.	Cannanore-Extension of platform shelter on island platform No.2/3	9.80	9.80	7.00
4.	Eitumanur- Extension of platform shelter	4.25	4.25	4.00
5.	Shoranur- Extension of platform shelter on platform No 2/3	9.00	9.00	8.00
6.	Mahe-Extension of platform shelter	6.00	6.00	5.00

S No	Particulars of work	Cost Outlay proposed for 1993-94 (Figurs in lakh of Rs )			
		2	3	4	
7	Gulandi-Extension of platform No 2		3 00	2 00	
8	Alwaye-Extension of platform shelter on platform No 1		3 59	3 00	
9	Palghat Division- Provision of benches		2 00	2 00	
10	Trivandrum division-Provision of benches		2 00	2 00	
11	Ernakulam Jn Improved lighting arrangements on platform		4 00	4 00	

Deficiencies in basic passenger amenities detected as on 1 4 88 were eliminated by 31 3 91. A fresh survey to ascertain deficiencies occurred due growth in traffic subsequently in various basic passenger amenities as on 1 4 91 has been conducted. Action has already been initiated to make good these deficiencies.

Computerised passenger reservation was introduced at Ernakulam Jn and Cannanore Railway stations during 1992-93. Work for provision of computerised passenger reservation at Trichur and Calicut has been proposed to be taken during 1993-94.

[*Translation*]**Sugar Factories**

4696 SHRI VILAS MUTTEMWAR  
Will the Minister of FOOD be pleased to state

(a) whether the government propose to recognise setting up of sugar factories in private sector instead of cooperative sector in backward areas,

(b) if so, the reasons therefor,

(c) whether there is any proposal to set up sugar factories in private sector in Maharashtra

(d) if so, the details thereof, location-wise, and

(e) the time by which approval is likely to be accorded?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD (SHRI KALP NATH RAI) (a) and (b) Central Government announced the Licensing Policy Guidelines for new sugar units and expansion projects for the sugar year 1991-92 and the Eighth Five Year Plan (1992-93 to 1996-97) vide press note dated 8.11.1991. According to these guidelines, other things being equal, preference in licensing will be given to proposals from the cooperative sector and the public sector, in that order, as compared to the Private sector. In case more than one application is received from any zone of operation, priority will be given to the application received earlier. However, in such cases also, preference will be given to the cooperative sector, followed by the public sector and the private sector, in that order

even though the applications of the first two sectors may be of a later date.

(c) to (e) Till yet, no proposal to set up a sugar factory in the private sector in Maharashtra State was received in the Ministry of Food

[*English*]**Jute Production**

4697 DR ASIM BALA Will the Minister of AGRICULTURE be pleased to state

(a) the production of Jute during the last three years State-wise

(b) whether jute production has decreased during the said period,

(c) if so, the reasons therefor, and

(d) the steps proposed to be taken by the Government to increase the production of jute?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM) (a) A statement giving state-wise production estimates of jute during the last three years i.e. 1989-90 to 1991-92 is annexed

(b) No Sir

(c) Does not arise

(d) In order to increase the production of jute in the country, a Special Jute Development programme (SJD), initiated in 1987-88 is being continued in major growing States of Assam, Bihar, Meghalaya, Orissa, Tripura, Uttar Pradesh and West Bengal

## STATEMENT

State wise Production Estimates of jute from 1989-90 to 1991-92

Production in '000' bales of 180 Kms. each

State	Production in '000' bales of 180 Kms. each			
	1989-90	1990-91	1991-92	
1	2	3	4	4
Assam	794.4	865.9	867.4	
Bihar	912.7	1012.4	1183.2	
Meghalaya	34.7	38.8	33.9	
Nagaland	0.7	0.8		
Orissa	295.4	472.2	371.8	
Tripura	16.8	23.6	18.8	
Uttar Pradesh	13.8	7.0	2.9	
West bengal	5003.3	5496.3	6372.7	
All India	7071.8	7917.0	8850.7	



[Translation]

**Management Committees in Navodaya Vidyalayas**

4698. DR. LAXMINARAYAN PANDEYA: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the general policy being followed for improving management of the Navodaya Vidyalayas;

(b) whether local management committees, advisory committees and school committees have been constituted for the efficient management of these Vidyalayas;

(c) if so, the number of Navodaya Vidyalayas in Madhya Pradesh, where such committees have not been constituted alongwith the reasons therefor; and

(d) the time by which such committees for those vidyalayas are likely to be constituted?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCES DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) and (b). Yes, Sir, According to information furnished by Navodaya Vidyalaya Samiti for effective management of the Vidyalayas each Vidyalaya has two committees namely'

i) Vidyalaya Management Committee; and

ii) Vidyalaya Advisory Committee.

(c) and (d). As per the instructions of Navodaya Vidyalaya Samiti, all the Vidyalayas in the country including those in Madhya Pradesh, have constituted such committees, although nomination of mem-

ber of the general public to the Vidyalaya Management committee in some cases has not yet been notified.

[English]

**Funds for Quit India Movement**

4699. SHRI SATYAGOPAL MISRA: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to refer to the reply given to USQ No. 149 on November 24, 1992 and state

(a) whether the Government have released funds to the State Governments of West Bengal, Maharashtra and Uttar Pradesh for celebration of the Golden Jubilee of Quit India Movement:

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) No, Sir.

(b) and (c). sub-committees have recently been constituted to work out the modalities for channelising the grant of Rs. 1 crore each to the Districts of Ballia in Uttar Pradesh Midnapore in West Bengal and Satara in Maharashtra.

**Monetary ceilings of C.D.R.C.**

4700. SHRI RAJNATH SONKAR SHASTRI: Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether there is any proposal to raise the monetary ceilings for cases at the district level Consumer Disputes redressal Commission;

(b) if so, the details thereof; and

(c) if not, the reasons thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION AND MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI KAMALUDDIN AHMED): (a) to (c). A proposal to raise the monetary ceiling of the District Consumer Disputes Redressal Forum upto Rs. 5 lakhs is under the consideration of the Government.

#### Coconut Production

4701. PROF. UMMAREDDY VENKATESWARLU:  
DR. KARTIKESWAR PATRA:

Will the Minister of AGRICULTURE be pleased to state

(a) whether some State Governments have submitted projects to the Union Government for increasing coconut production in their respective States;

(b) if so, the details thereof indicating the reaction of the Government thereon; and

(c) the achievement made by the Government in collaboration with State Governments in this regard, State-wise and district-wise.

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM): (a) Yes, Sir.

(b) and (c). The State Governments of Kerala and Karnataka submitted projects for Central assistance to intensify production of coconut and enhancing levels of productivity. It was decided to pose a multi-state projects, for the purpose, to European

Economic Community (EEC) covering four southern states, viz. Kerala, Karnataka, Tamil Nadu and Andhra Pradesh. The Coconut Development Board was requested to prepare the project considering the available inputs from State Governments, Government of India and the additionalities required to be sought from European Economic Community (EEC). The Coconut Development Board submitted the project proposals aiming at coconut farm development, processing and institutional strengthening. The Commission of the European Community has suggested to rework the project as per the framework suggested by them. The Coconut Development Board and the State Governments have been requested to revise the project accordingly.

Another project for development of perennial oilseed coconut in Kerala was received from the Government of Kerala. This project was examined in the Ministry and it was decided to constitute a Core Group consisting of representatives of Coconut Development Board, I.C.A.R., Department of Agriculture and Cooperation and Government of Kerala to sort out various issues and formulate a comprehensive proposal. The proposals submitted by the Core Group were accepted in principle and have been accommodated in Eighth Five Year Plan proposals of the Coconut Development Board. However, during 1991-92 itself an additional amount of Rs. 50.00 lakhs was released to Government of Kerala under the ongoing programme of the Coconut Development Board, as part of implementation of the recommendation of the Core Group.

[Translation]

#### Train Accidents AT Moradabad

4702. SHRI SANTOSH KUMAR GANGWAR: Will the Minister of RAILWAYS be pleased to state:

(a) the number of train accidents occurred in Moradabad division of the Northern Railway during 1992-93;

(b) the causes of the said accidents;

(c) the details of loss of life and property as a result thereof; and

(d) the steps taken to prevent such accidents in future?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS: (SHRI K.C. LENKA): (a) 8.

(b) the broad causes of these accidents are as under:

(1) Failure of Railway Staff	=	6
(2) Failure of other than Railway Staff	=	1
(3) Sabotage	=	1

(c) As a result of these accidents, 22 persons lost their lives and the damage to railway property has been assessed as Rs. 41,76,400/-.

(d) The steps taken to avoid such accidents include removal and rehabilitation of overaged assets like track, bridges, rolling stock etc. Intensive inspections are also carried out for signalling and telecome Years, maintenance depots of wagons and locomotives and quality of out-turn from the workshops. Staff in operational categories are given intensive training and their performances are monitored. In addition, inspection of track and examination of coaches, wagons and locomotives have been intensified. Ultrasonic testing of rails and axles is being resorted to identify fractures. Drivers are being monitored and counselled with regard to their driving techniques.

[English]

### Wheat Deal

4703. SHRI KODIKKUNIL SURESH: Will the Minister of FOOD be pleased to state:

(a) whether the Union Government have received any request from the Government of Kerala to conduct an inquiry into the controversial wheat deal;

(b) if so, the detail thereof; and

(c) the action taken or proposed to be taken in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD (SHRI KALP NATH RAI): (A) NO, SIR

(b) and (c) Do not arise.

### Promotion of Archery, Swimming and Kabbadi

4704. DR SUDHIR RAY: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government have taken steps to promote and popularise archery, swimming and Kabbadi at National International levels; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF YOUTH AFFAIRS & SPORTS) AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI MUKUL WASNIK): (a) Yes, Sir.

(b) Details are given in the attached statement.

**STATEMENT**

(I) *Archery* - This is one of the disciplines of the four schemes launched by Sports Authority of India i.e. (i) Special Area Games (SAG) (ii) Sports project Development Area (SPDA) (iii) Boys sports Companies in Army (BSCA) and (iv) Sports Hostel. Through these four schemes, the selected archers are kept in the Residential Training Centres provided free board and lodging, sports training, sports kit and the expenditure on education.

The following are the Centres for Archery

- i) SAG - Delhi
- ii) SPDA - Ranchi in Bihar  
Archery discipline in SPDA Centre,  
Lebong in West Bengal and  
Chittorgarh in Rajasthan.
- iii) BSCA - Shillong.
- iv) Sports Hostel - Calcutta

(II) (i) *Swimming* - This is one of the disciplines of the Rural Sports and Woman Sports schemes launched by Govt. of India mainly to provide opportunities to the Rural Youth. Competitions are conducted from District to National Level.

(ii) Besides these two schemes, swimming Federation and School Games Federation of India organise competitions for various age groups at District, State and National level and send the teams for International competitions.

(iii) Association of Indian Universities conduct competitions for University students.

(iv) *Swimming* is one of the 15 priority disciplines identified by the Govt. of India for 1994 Asian Games.

(v) *Swimming* is one of the disciplines in the schemes launched by SAI (National Sports Talent Contest (NSTC) - Sports Promotion Development Areas (SPDA) - Boys Sports Companies and Sports Hostals).

(vi) Scholarships are also awarded to the talented swimmers by Govt. of India under the scheme of scholarships.

(vii) SAI conducts Diploma Course of 10 1/2 months duration for training the Coaches in *Swimming*. At present 51 swimming Coaches are employed by SAI.

(viii) Besides SAI, State/UT Sports Departments also appoint Coaches to train their swimmers.

(III) (i) *Kabaddi* - It is one of the disciplines of Rural Sports and Women Sports Schemes launched by Govt. of India. Competitions are conducted at Block, District, State and National level. Association of Indian Universities also conducts competitions for University students every year.

(ii) Amateur *Kabaddi* Federation of India and the School Games Federation of India also conduct the competitions for male and female players of different age groups at various levels leading to National level.

(iii) Scholarships are awarded by the Govt. to the talented *Kabaddi* players under the Sports Talent Search Scheme for school students and under NSO scheme to University students.

(iv) Public Sector Undertakings, Railways, Services Police, etc. formed *Kabaddi* teams by recruiting *Kabaddi* players and conduct competitions at National level.

(v) SAI conducts a 10 1/2 months Diploma Course in *Kabaddi* to train the *Kabaddi* Coaches and 91 *Kabaddi* Coaches so far are employed by SAI.

(vi) State/UT Sports Departments also employed the Coaches to train their players.

(vii) National Kabaddi team won first place in 1990 Beijing Asian Games and Kabaddi is one of the disciplines for 1994 Asian Games to be held from 2nd to 16th Oct., 1994 at Hiroshima, Japan

#### Fish Seed Farms

4705 SHRI OSCAR FERNANDES.  
Will the Minister of AGRICULTURE be pleased to state:

(a) the details of the schemes proposed for construction of fish seed farms and development of reservoirs and tanks,

(b) whether the National Cooperative Development Corporation has provided financial assistance to the State for this purpose; and

(c) if so, the amount provided during 1990, 1991 and 1992, State-Wise ?

THE MINISTER OF STATE IN THE  
MINISTRY OF AGRICULTURE (SHRI  
ARVIND NETAM) (a) The Government of

(Rs in lakh)

Year	Gujarat	Karnataka
1990	16 815	
1991	13.834	10 993
1992	13.070	27 953

#### Junior Research Fellowship

4706. SHRI SYED SHAHABUDDIN.  
Will the Minister of HUMAN RESOURCE

India is operating the following two schemes:

(i) Shrimp and Fish Culture project with World Bank Assistance. This project is of seven years duration, beginning 1992-93 and envisages development of reservoirs, covering an area 45,880 ha. reservoirs (133 numbers) in the States of Andhra Pradesh, Orissa and Uttar Pradesh, and

(ii) Centrally Sponsored Scheme of Fish Farmer's Development Agencies (FFDAs) This scheme has been approved from 1993-94 Under the scheme, an assistance of Rs 50,000/- for fresh water prawn and other fin fish hatchery from 5 - 10 million fry capacity, has been approved. This scheme is an on-going one

National Cooperative Development Corporation (NCDC) also provides financial assistance to the State Governments for assisting the fisheries cooperatives towards establishment of fish seed farms, hatcheries, development of reservoirs and tanks

(b) Yes, Sir

(c) NCDC has provided the following assistance to the State Governments of Gujarat and Karnataka during the calendar years 1990, 1991 and 1992 as under -

DEVELOPMENT be pleased to state:

(a) the number of candidates who appeared in the last test conducted by the

UGC/CSIR for junior research fellowship and lecturership in science subjects;

(b) the break-up of candidates by Universities;

(c) the number of successful candidates with their break-up by universities;

(d) whether the UGC has taken notice of the uneven performance of various universities; and

(e) if so, the steps taken to upgrade the standard of science education in the low performing universities

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA) (a) to (e). The information is being collected and will be laid on the Table of the House.

#### **Committees on Youth Programmes and Sports**

4707. SHRI HARISH NARAYAN PRABHU ZANTYE: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government have decided to set up National/State level committees on youth programmes and sports; and

(b) if so, the steps taken/proposed to be taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF YOUTH AFFAIRS AND SPORTS) AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI MUKUL WASNIK): (a) and (b). The Government has constituted a Committee for National Youth

Programmes. The nominations of members of this Committee are under finalisation. On the sports side regional advisory committees have been constituted by Sports Authority of India to aid and advise on implementation of their schemes and programmes.

[*Translation*]

#### **Women Everest Team**

4708. SHRI RAJENDRA AGNIHOTRI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the first-ever Indo-Nepal Women Everest Team recently left for expedition to Everest; and

(b) the steps being taken by the Government to introduce National Adventure Awards to encourage women climbers in future?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF YOUTH AFFAIRS AND SPORTS) AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI MUKUL WASNIK): (a) Yes, Sir.

(b) Government is considering the introduction of National Adventure Awards but a decision in this regard is yet to be taken.

[*English*]

#### **Comprehensive Crop Insurance Scheme**

4709. SHRI. SOBHANADREESWARA : -OVADDE: Will the Minister of AGRICULTURE be pleased to state:

(a) the names of cash crops which are

included in the Comprehensive crop insurance Scheme; and

(b) the steps taken or proposed to be taken by the Government to include those cash crops which are not covered under the new pilot scheme?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM): (a) and (b). The crops presently covered under the Comprehensive Crop Insurance Scheme (CCIS) are wheat, paddy millets, oilseeds and pulses. However, in the proposed Pilot Crop Insurance Scheme (PCIS) it is proposed to include all crops provided the required number of crop cutting experiments can be conducted any yield data are available.

#### **Base Godowns in West Bengal**

4710. SHRI AJAY MUKHOPADHYAY: Will the Minister of FOOD be pleased to state:

(a) whether the Food Corporation of India is maintaining the base godowns in West Bengal and stocks are being delivered from those godowns;

(b) if not, the reasons therefor; and

(c) the remedial measures proposed to be taken in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD (SHRI KALP NATH RAI): (a) Yes, Sir. The Food Corporation of India is maintaining 38 base depots in West Bengal and stocks are being delivered to the State Government from those depots.

(b) and (c). Do not arise.

[*Translation*]

#### **Sleeper Factory in Sitholi (Gwalior)**

4711. SHRI GAYA PRASAD KORI: Will the Minister of RAILWAYS be pleased to state:

(a) the profit earned by sleeper factory at Sitholi (Gwalior);

(b) whether full capacity of this factory is being utilised;

(c) if not, the reasons therefor; and

(d) the steps taken by the Government to utilise the full capacity of this factory?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) There is no sleeper factory at Sitholi (Gwalior).

(b) to (d). Do not arise.

[*English*]

#### **Travel Facilities to Gallantry Award Winners**

4712. MAJ. GEN. (RETD.) BHUWAN CHANDRA KHANDURI: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to provide free rail travel facilities to the personnel of Gallantry Award winners of the Armed Forces; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (A) NO, SIR.

(b) Does not arise.

### Support Price for Horticultural Produce

4713. DR. ASIM BALA: Will the Minister of AGRICULTURE be pleased to state:

(a) the salient features of the recommendations made by "Expert Committee for Review of Methodology and cost of production of crops and the "Working Group on Demand and Supply Projections and Improvement of Agricultural Statistics for the formulation of the Eighth Five Year Plan;

(b) whether the crop of potato has also been taken into consideration for declaring support price by the Commission for Agricultural Costs and Prices; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM): (a) The salient features of the recommendations of the Expert Committee and Working Group are as under:-

#### i. Expert Committee

The Expert Committee made recommendations in regard to a number of items pertaining to cost of cultivation/production such as those on valuation of labour, management cost, rental value of owned land, transportation, terms of trade, etc. The relatively important recommendations are as follows:

(i) The casual hired labour may continue to be evaluated on the basis of actual wages paid whether they are market wages or statutory minimum wages.

(ii) In order to account for management input of the farmer, the paid-out costs be raised by 10% and a separate cost (Cost C3) be computed by adding this component.

(iii) A Task Force may be constituted by the Ministry of Agriculture to look into the problems relating to terms of trade between agricultural and non-agricultural sectors in its entirety and develop the methodology for constructing the index numbers of terms of trade.

#### ii. Working Group

The Working Group made recommendations, inter-alia, in regard to various aspects of agricultural statistics. In regard to computation of cost of cultivation, the Group recommended, amongst others, that

(i) Cost studies should be extended to cover fruits, vegetables and other perennial crops in Kerala and other States as also are done in Karnataka.

(ii) Construction of index numbers of input prices as well as outputs, of parity between prices received by the farmers for their produce and prices paid by them for the inputs, should be taken up.

(iii) Estimates of cost of production of different crops should be generated according to different size class of holdings as also particular types of farming.

(b) and (c). No, Sir. However, the Commission submits price policy reports in respect of commodities/crops other than those included in its Terms of Reference also as and when Government so desires. In the case of potato, the Commission last submitted a price policy report for 1986-87 season.

#### Agricultural Development in Kerala

4714. SHRI THAYIL JOHN ANJALOSE: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government have received any comprehensive agricultural



development plan from the Government of Kerala;

- (b) if so, the details thereof;  
 (c) whether the Government have cleared the plan; and  
 (d) if not, the reasons thereof?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S KRISHNA KUMAR) (a) No, Sir Only several proposals regarding different components of agricultural development on the State have been received from time to time

- (b) to (d) Questions do not arise

#### National Grape Research Centre

4715 PROF UMMAREDDY VENKATESWARLU Will the Minister of AGRICULTURE be pleased to state

(a) whether the Government propose to establish National Grape Research Centre,

- (b) if so, the details thereof, and  
 (c) the progress made so far in establishing the said centre?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S KRISHNA KUMAR) (a) Yes, Sir

(b) The National Research Centre will take up mission oriented programmes for resolving major biotic and abiotic constraints affecting grape production and productivity

(c) The site for the National Research Centre on Grapes has been selected. It is to be located in Manjri Farm, Pune in Maharashtra

[*Translation*]

#### Incidents of Thefts

4716 SHRI SANTOSH KUMAR GANGWAR Will the Minister of RAILWAYS be pleased to state -

(a) the number of theft cases of booked consignments and railway property registered during 1991-92 and 1992-93 in Moradabad division of Northern Railway,

(b) the number of such cases in each zone during 1992-93

(c) the value of stolen goods and railway property in each zone and particularly in Moradabad division and

(d) the action taken to control such thefts?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K C LENKA) (a) Number of cases of thefts Booked Consignments and Railway Materials registered during the year 1991-92 and 1992-93 (Upto Feb) in Moradabad Division of Northern Railway are as under -

Years	No of cases registered	
	Booked Consignments	Railway Materials
1991-92	209	2447
1992-93 (Upto Feb)	214	7371

(b and c) Number of cases and value of property stolen of Booked Consignments and Railway Material in each zone during

1992-93 (Upto Feb) and particularly in Moradabad Division are as under -

Railway	Booked Cons giments		Railway Materials		
	No of cases	Value of property stolen (in Rs)	No of cases	Value of property stolen (in Rs)	
1	2	3	4	5	
Central	652	29 30 975	2941	52 12 598	
Eastern	48536	1 62 02 429	21830	1 47 15 085	
Northern	1673	67 14 643	39248	87 48 246	
North Eastern	199	4 98 822	1012	18 88 716	
Northeast Frontier	146	12 95 042	470	21,99,501	
Southern	54	2 20 926	1137	18 46,447	
South Central	59	2 09 180	1052	25 99,542	
South Eastern	1793	1 31 54 311	6488	82,59,304	
Western	914	46,85 204	2277	19 99,387	
Moradabad Division		7 29 554		12,40 252	

(d) The following preventive measures are being taken to control such thefts:-

1. Escorting of trains carrying valuables and important consignments as far as possible.

2. Intensive beat patrolling in yards and other vulnerable areas/sections.

3. Joint checking at interchange points to take stock of the condition of wagons carrying consignments vulnerable to theft etc.

4. RPF armed pickets are posted/ deployed in vulnerable sections as far as possible.

5. Plain clothed RPF personnel are also deployed to collect crime intelligence with a view to tracking down the criminals.

6. Dog squads are deployed for patrolling in vulnerable yards and areas as per their availability.

7. Close co-ordination between the RPF, the GRP and the local police is maintained at various levels to deal with criminals and receivers of stolen property.

[English]

**Fruit and Vegetable Outlet**

4717. DR. R MALLU:

SHRI GOPI NATH GAJAPATHI:

Will the Minister of AGRICULTURE be pleased to state:

(a) the number of fruit and vegetable outlets set up so far in Delhi and NOIDA under the Fruit and Vegetable Project of the

National Dairy Development Board, location-wise;

(b) the annual sales thereof during the last three years;

(c) whether the said project is running in losses;

(d) if so, the reasons therefor;

(e) the steps taken or proposed to be taken by the Government to make the said project a success and cost effective;

(f) whether the Government propose to open an outlet in the vicinity of West Enclave, of West Enclave, Pitampura to cater to the needs of the residents of the ten Group Housing Societies of Government Servants; and

(g) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM) (a). The number of fruit and vegetable outlets set up in Delhi & NOIDA under the Fruits & Vegetable Project of NDDDB as on date is given in the enclosed statement.

(b) Annual sales for the outlets functioning during the year 1989-90 1990-91 and 1991-92 is about Rs. 16 crores, Rs. 27.3 crores and Rs. 40 crores respectively.

(c) The project is not incurring any cash loss.

(d) and (e), Does not arise.

(f) No, Sir.

(g) Does not arise.

STATEMENT			S.No.	Booth	Location
S.No.	Booth	Location	No.		Delhi
No.		Delhi			
			22.	1040	Saket
1.	1002	Greater -K.I	23.	1042	Dakshinpun
2.	1004	Kalkaji	24.	1043	Dakshinpun Extn.
3.	1005	Chittaranjan Park	25.	1044	Giri Nagar
4.	1006	Lajpat Nagar	26.	1045	M.B. Road
5.	1007	Lajpat Nagar	27.	1050	Sadiq Nagar
6.	1009	Defence Colony	28.	1053	G.Kailash - II
7.	1014	Haus Khas	29.	1054	Sunligh colony
8.	1015	Sarvodya Enclave	30.	1059	Sheik Sarai
9.	1016	Andrews Ganj	31.	1063	M.B. Road III
10.	1017	Krishna Market	32.	1064	Madangir
11.	1018	Malviya Nagar	33.	1065	Alaknanda
12.	1019	Panchsheel Park	34.	1066	Sukhdev Vihar
13.	1021	Govind Pun	35.	1067	Siddartha Ext.
14.	1022	East of Kailash	36.	1068	Sarita Vihar
15.	1024	Nav Jeevan Vihar	37.	1069	Sarita Vihar
16.	1028	Gulmohar Park	38.	1070	Saket
17.	1031	Jungpura Extn	39.	1071	Khel Gaon
18.	1034	Masjid Moth	40.	1072	Kalkaji Ext
19.	1036	South Ex. PT-II	41.	1104	R.K. Puram Sector IV
20.	1037	Panchsheel Enclave	42.	1106	R.K. Puram Sector VIII
21.	1038	Friends Colony	43.	1107	R.K. Puram XII
			44.	1109	Munirka

<i>S.No.</i> <i>No.</i>	<i>Booth</i>	<i>Location</i> <i>Delhi</i>	<i>S.No.</i> <i>No.</i>	<i>Booth</i>	<i>Location</i> <i>Delhi</i>
45.	1112	Vasant Vihar	67.	1215	Jor Bagh
46.	1113	Safdar Jung enclave	68.	1217	Bengali Mkt
47.	1117	Safdar Jung	69.	1218	South Avenue
48.	1118	Block 'C' Vasant Vihar	70.	1220	Laxmibai Nagar
49.	1119	Nanak Pur	71.	1221	Kaka Nagar
50.	1120	Delhi Cantt	72.	1222	Gole Market
51.	1121	Delhi Cant	73.	1224	Chanakya Puri
52.	1124	R.K. Puram Sector I	74.	1226	Curzon Road
53.	1126	South Moti Bagh.	75.	1228	Netaji Nagar
54.	1127	R.K.Puram Sector 9	76.	1229	Sarojini Nagar Mkt
55.	1129	Vasant Kunj	77.	1232	Lodhi Colony
56.	1130	Munirika Vihar	78.	1233	Kali Bari
57.	1131	CL Vasant Kunj	79.	1301	Naraina Vihar
58.	1132	Vasant Kunj C 8	80.	1303	Ranjit Nagar
59.	1133	D3D4 Vasant Kunj	81.	1304	New Rajinder Nagar
60.	1134	Katwaria Sarai	82.	1305	West Patel Nagar
61.	1135	Sec. B, Pkt 10, Vasant Kunj	83.	1308	South-Patel Nagar
62.	1201	Lodhi Colony	84.	1309.	Old Rajinder Nagar
63.	1202	Kidwai Nagar	85.	1319	Ramjas Road
64.	1205	Moti Bagh	86.	1320	Inderlok
65.	1210	Pandara Road	87.	1323	Subadhars Colony
66.	1211	Baba Kharak Singh Marg	88.	1332	Inder Puri
			89.	1410	Ram Nagar

<i>S.No</i> <i>No.</i>	<i>Booth</i>	<i>Location</i> <i>Delhi</i>	<i>S.No.</i> <i>No.</i>	<i>Booth</i>	<i>Location</i> <i>Delhi</i>
90.	1412	Minto Road	112.	1548	Pritampura, VP Block
91.	1501	Ashok Vihar	113.	1601	Rajoun Garden
92.	1504	Ashok Vihar	114	1604	Janakpuri
93.	1505	Wazirpur II	115	1605	Janakpuri
94.	1506	B-2 Lawrence Road	116	1607	Kirti Nagar
95	1510	Kishan Ganj	117	1611	Tagore Garden
96.	1513	Kamala Nagar	118.	1614	Madipur
97.	1515	Mukerjee Nagar	119	1616	Rajoun Garden
98.	1516	Model Town	120.	1617	Janakpun C4-E
99.	1517	Guaranwala Town, Phase II	121	1622	Subhash Nagar
100.	1518	Rana Pratap Bhagh	122	1627	Vikas Puri
101.	1520	Timar pur	123.	1634	A3 Janakpun
102.	1521	Dhaka Colony	124	1636	Shakur Pur
103.	1527	Jehangir Pun	125	1638	Mangol Pun
104	1528	Lawrance Road	126	1639	Mangol Puri
105	1536.	Ashok Vihar	127.	1640	Sultan Pun
106.	1537	Shalimar Bagh	128.	1643	Rani bagh
107.	1538	Gulabi Bagh	129.	1645	Paschimpun C Block
108.	1544	Su, Block P. Pura	130.	1646	Janakpun
109.	1545	Pitampura Dakhsini	131.	1647	Nengal Raya
110.	1545	Pitampura Uttan	132.	1648	Raghubir Nagar
111.	1547	Prashant Vihar	133	1651	Rajoun Gm J- Block
			134.	1652	Paschim Vihar

<i>S.No. No.</i>	<i>Booth</i>	<i>Location Delhi</i>	<i>S.No. No.</i>	<i>Booth</i>	<i>Location Delhi</i>
135. 1653		Saraswati Vihar	157. 1711		Nand Nagari
136. 1654		Paschim Vihar	158. 1712		Khichri Pur
137. 1655		R.B.I. Colony	159. 1715		Krishna Nagar
138. 1656		PushpaVijali Enclave	160. 1723		Preet Vihar
139. 1657		Lok Vihar	161. 1725		Mayur Vihar, Phase 2. PKTA
140. 1658		Rohini Sector 8	162. 1726		Dilshad Garden
141. 1659		Rohini Sector VII	163. 1729		CSC 4, Majdavli, Fazalpur
142. 1660		Rohini Sector 2	164. 1730		Gagan Vihar
143. 1661		Avantika Rohini	165. 1731		Agor Encl
144. 1662		Rohini Sector 3	166. 1732		Yamuna Vihar
145. 1663		Vikas Puri	167. 1733		Mayur Vihar, Phase 1, Pkt 3
146. 1664		Kasturba Apartments	168. 1734		Anand Vihar
147. 1667		Rohini Sector 5	169. 1735		CSC, Mansarovar Park
148. 1668		Rohini Sector VIII	170. 1737.		CSC, Surajmal Vihar
149. 1669		Rohini Sector 7	171. 1738		Pandav Nagar
150. 1671		Vikas Puri, A Block	172. 1739		Mayur Vihar
151. 1672		GH-13 Paschim Puri	173. 1740		Mayur Vihar Pkt, Phase I
152. 1673		GH-5/7 Paschim Puri	174. 1743		Swasthya Vihar
153. 1674		CSC, CCIE, Paschim Pun		NOIDA	
154. 1675		Mangolpuri, 'X' Block			
155. 1702		Geeta Colony	1. 1801		Nodia Sector XII
156. 1706		Vivek Vihar	2. 1802		Noida Sector XV

<i>S.No. No.</i>	<i>Booth</i>	<i>Location Delhi</i>
3.	1803	Nodia Sector-XX
4.	1804	Noida Sector IXX
5.	1805	Noida Sector XXVII
6.	1806	Noida Sector XXXVII
7.	1807	Sector 21 Noida
8.	1808	Sector 22 Noida
9.	1809	Sector 26 Noida
10.	1810	Sector 29 Noida
11.	1811	Sector 55 Noida

#### **Railways Revenue**

4718. SHRI HARISH NARAYAN ARABHU ZANTYE: Will the Minister of RAILWAYS be pleased to state:

(a) the income sources of the Railways, other than revenue from passenger and goods traffic, for the last three years, Zone-wise;

(b) the income to the Railway from hoardings during the last three years and the policy guidelines in this regard,

(c) the special efforts being made for maximum realisation of income from other sources; and

(d) the targets set therefore, if any, for 1993-94?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) A statement is attached

(b) The earnings from hoardings during the last three years are as under:

(Rs in crores)

1990-91	1991-92	1992-93 (upto January)
3.62	3.89	3.25

The sites for display of holdings are allocated by calling tenders or at rates prescribed from time to time .

(c) and (d). Special efforts made to maximise earnings from parcel and luggage traffic include several new Schemes such as:

- (i) Rationalisation of Parcel movement;
- (ii) Leasing of SLR space;
- (iii) Freight forwarders for Parcel traffic; and
- (iv) Withdrawal of restrictions on bookings of luggage in Brakevans.

No targets have been laid down for 1993-94 so far.



## STATEMENT

The main sources of Railway earnings other than passenger and Goods earnings are broadly classified as other coaching earnings Sundry earnings and miscellaneous receipts which include earnings from parcel, Luggage, transport of Post office mails, penalties levied for irregular travelling, Rent & tolls, retiring Rooms/Rest House, Catering, advertisement, interest and maintenance charges on account of sidings;

Saloons, diet Charges recovered from patients in Railway Hospitals and other Miscellaneous Receipts.

(Figures in Lakhs of Rs.)

Rlys.	1989-90			1990-91			1991-92					
	Other Coaching Earnings	Sundry Earnings	Rly. Misc. Receipts	Total	Other Coaching Earnings	Sundry Earnings	Rly. Misc. Receipts	Total	Other Coaching Earnings	Sundry Earnings	Rly. Misc. Receipts	Total
1	2	3	4	5	6	7	8	9	10	11	12	13
Central	64.78	30.41	36.19	1,31.38	68.32	1.76	43.42	1,53.50	81.16	45.53	46.95	1,73.64
Eastern	29.17	36.00	17.03	82.20	31.04	33.80	23.49	88.33	39.25	38.89	21.96	1,00.10
Northern	60.89	41.80	48.19	1,50.88	61.52	39.06	54.55	1,55.13	70.17	65.91	59.70	1,95.78
North Eastern	11.96	10.40	9.18	31.54	18.48	10.27	11.15	139.0	15.72	12.15	12.40	40.27
Northwest Frontier	7.62	9.27	41.43	58.32	10.31	8.57	47.12	66.00	10.12	11.71	53.21	75.04

(Figures in Lakhs of Rs.)

Rlys	1989-90			1990-91			1991-92					
	Other Coaching Earnings	Sundry Earnings	Rly Misc Receipts	Total	Other Coaching Earnings	Sundry Earnings	Rly Misc Receipts	Total	Other Coaching Earnings	Sundry Earnings	Rly Misc Receipts	Total
1	2	3	4	5	6	7	8	9	10	11	12	13
Southern	45.62	30.95	27.99	104.56	44.80	31.59	33.87	1,10,26	55.59	38.98	44,23	1,38,80
South Central	28.97	22,22	41,48	92.67	28,12	23.36	56,67	1,98,15	35,43	23.57	57,25	1,16,25
Western	33.51	24.68	25.47	83,66	45.16	30.79	25.34	101,29	45.87	34.41	29,29	1,09,57
Metro	-	21	-	21	-	22	-	22	-	29	-	29
Total	31331	22635	26988	80954	33638	24176	32163	89977	39843	20240	3255	105338

**Accident on Ernakulam Thiruvananthapuram Section**

4719. SHRI ASTBUHAJA PRASAD SHUKLA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the causes of the accident of the Island Express at the bridge over the Astamudi Lake on the Ernakulam-Thiruvananthapuram section of the Southern Railway on July 8, 1988 have been finally ascertained;

(b) if so, the findings thereof;

(c) the findings of the Expert Committee that had gone into the report of the Commissioner of Railway Safety; and

(d) the action taken by the Government on the recommendations of Expert Committee.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) Yes, Sir.

(b) and (c). The Commissioner of Railway Safety, Southern Circle, after inquiring into the accident had concluded that the accident to 26 Down Bangalore City-Trivandrum Central "Island Express" took place as a result of tornado having struck at the bridge, just as the train was passing over it and classified the accident under the category of "sudden conclusions of nature".

The Experts' Committee, consisting of eminent scientists and engineers, examined and evaluated the report of the Commissioner of Railway Safety. The Committee, however, did not agree with the finding of the Commissioner of Railway Safety that the accident was caused due to a tornado hitting the train while passing over the bridge. At the same time, the Committee expressed its inability to determine any precise single

cause being responsible for the accident.

(d) Indian Railways through the Research, Designs and Standards Organisation, Lucknow, are trying to build up expertise in the study of vehicle dynamics and rail-wheel interaction.

**Gomoh-Burdwan Passenger Train**

4720. DR. SUDHIR RAY: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is heavy rush of passengers in Gomoh-Burdwan passenger train;

(b) if so, whether there is any proposal to add more coaches with the train to meet the demand of passengers there;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) Yes, Sir.

(b) to (d). Proposal for augmentation of accommodation in 89-90 Bardhaman - Gomoh Passenger is under active consideration of the Railways.

**Farmers Club**

4721. SHRI SOBHANADREESWARA RAO VADDE: Will the Minister of AGRICULTURE be pleased to state:

(a) whether NABARD is organising farmers clubs in the country;

(b) if so, the aims and objectives of these clubs;

(c) whether any budgetary allocation has been earmarked for such clubs; and

(d) if so, the details thereof?

tions of credit;

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM): (a) and (b). Yes, Sir. NABARD is organising Farmers Clubs at village level for a group of 15-20 Farmers/ Artisanas of he village who have benefited from the Bank Credit and have also repaid the loans in time. The main aims and objectives of such Clubs are to ensure:-

(iii) Increase of productivity and income through work and skill;

(iv) Saving of additional income; and

(v) Payment of loan instalments in time and regularly so as to recycle credit.

(i) Use of credit in accordance with the most suitable methods of Science and Technology;

(c) and (d). Yes, Sir. As per the information furnished by NABARD, a budget allocation of Rs 42 lakhs (approximately ) has been made for the year 1992-93 for the following activities of the Farmers Clubs:-

(ii) Respect for the terms and condi-

<i>Sl.No</i>	<i>Name of the Activity</i>	<i>Budget prov. (Rs in lakhs)</i>
1.	Maintenance of Farmers Clubs	13.081
2.	Launching Expenditure	0.375
3.	Training and Borrowers Education Programme Expenditure.	12.950
4.	Publication and Literature Material and Mass Media Expenditure.	8.000
5.	Incentive to Best Managed Clubs/ Club Villagers on Selective basis	1.000
6.	Development of Model Clubs.	2.500
7.	Contingency and Misc. Provision	4.000
(Say Rs. 42 lakhs)		41.906

### **Milk Production**

4722. SHRI SOBHANADREESWARA RAO VADDE: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government propose to develop some districts in the country on

the pattern of Anand district in Gujarat for augmenting Operation flood;

(b) if so, the number of districts identified so far, State-wise;

(c) the total outlay provide for increasing milk production and its collection in these

districts, State-wise; and

(d) the details of amount spent so far and result-achieved?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM): (a) to (d). Information is being collected and will be laid on the Table of the Sabha.

#### **Kota Open University**

4273. SHRI DEVI BUX SINGH: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the average period after which the Degree of passing the examination is issued to successful candidates by the Kota Open University, Kota (Rajasthan);

(b) whether the Kota Open University has issued the Degree of passing the examination to all the students who passed M.A examination in 1989 particularly to those who passed in the subject of Economics through correspondence;

(c) if not, the number of students to whom the degrees have not been issued so far and the reasons therefor; and

(d) the steps take/proposed to be taken by the Government to ensure that the Degrees of passing the examination are issued by the University within a reasonable time?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): According to the information furnished by Kota Open University; (a) there is no specific time schedule for award of degrees. Provisional Certificates are issued on demand soon after declaration of result;

(b) No, Sir.

(c) The number of M.A. students of 1989 who have not been awarded degrees is 1990 as due to unavoidable circumstances the degrees could not be printed.

(d) According to information furnished by the Government of Rajasthan the Vice-Chancellor has been advised to use his emergency powers, if necessary, to cut down procedural delays and award degrees quickly.

#### **Research on Preservation of Milk and Milk Products**

4724. DR. R MALLU: Will the Minister of AGRICULTURE be pleased to state.

(a) the recent researches made to improve the shelf life of milk and milk products by the national Dairy Research Institute, Karnal;

(b) whether the feasibility of such research works in rural sector has been taken into cognizance by Dairy Technologists;

(c) if so, the details thereof;

(d) the steps taken or proposed to be taken by the Government for the propagation and promotion of such research works so as to protect the milk and milk products from wastage?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNAKUMAR): (a) Sir, NDRI is engaged in developing techniques to improve the shelf life of milk and milk products. This processing conditions, use of permitted preservatives and suitable packing materials.

(b) Yes, Sir, these techniques can be applied both for rural and industrial conditions.

(c) in rural areas indigenous dairy products viz. Khoa, chenna, paneer, ghee, etc. are manufactured. Attempts are made to study their problems and suggest suitable remedial measures.

(d) These findings are propagated among users by Dairy Extension division, krishi Vigyan Kendras and Operational Research Projects (ORP). Also these are propagated through dairy mela, short training courses, publication of bulletins and pamphlets. The information is also published in journals and magazines.

[Translation]

#### AIDS Among Horses

4725. SHRI RAMCHANDRA VEERAPPA: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the attention of the Government has been drawn to the news-item regarding death of horse due to AIDS appearing in "Nav Bharat Times, dates February 17, 1993;

(b) if so, the reaction of the Government thereto;

(c) the number of horses reported killed due to animal AIDS; and

(d) the steps taken by the Government to check the spread of this disease?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM): (a) Yes, Sir.

(b) A high level meeting was concerned immediately under the chairmanship of Ani-

mal Husbandry Commissioner with experts and various user organisations to review the situation. The following were some of the decisions taken in the meeting<sup>1</sup> to prevent/control recurrence of Equine Infectious Anaemia (EIA) among horses;

1. Movement of animals would be permitted only on the basis of EIA negative certificate to be issued by recognised laboratories
2. Take steps to incorporate a provision for destruction of EIA positive cases in the proposed Infectious Animal Disease Act.
3. Active participation and involvement of State Animal Husbandry Directors in detection and prevention of EIA.
4. Identification of some more institutes/laboratories for quick diagnosis of the disease.

(c) A total number of 193 animals were detected positive with EIA from 1987 to March, 1993 which either died or were eliminated by the concerned authorities,

- (d) (i) Governmental of India has identified Central Military Veterinary Diagnostic Laboratory, Meerut (CMVL) and National Research Centre on Equines (NRCE), Hissar as refer laboratories forestesting the horses against EIA.
- (ii) Internationally Recognised Coggin's Test is being used for quick diagnosis of EIA.
- (iii) Movement of horses are regulated from one part of the country to other to prevent the likely spread of the disease

(iv) Education and training, seminar and symposia are held to spread the knowledge about this disease among various use

*(Interruptions)\**

MR. SPEAKER: I will allow one after the other please..

(v) Various monitoring and surveillance programmes are being carried out on a continuous basis for the control of this disease.

*(Interruptions)*

[*Translation*]

SHRI MADAN LKAL KHURANA: Mr. Speaker, Sir, Kindly listen me

(vi) Government of India has made arrangements for import of necessary antigen for testing the horses on a regular basis to detect the clinical animals.

You can not ignore my point

[*English*]

MR. SPEAKER; You watch your words.

(viii) As a result of these effective steps, only three cases each in Delhi and Haryana were detected during 1991-92 as against 118 cases detected in 1989.

[*Translation*]

I said that you will be given time later

*(Interruptions)*

12.00 Hrs.

[*English*]

*(Interruptions)*

MR. SPEAKER: Shri B.B. Ramaiah please..

MR. SPEAKER: I shall refer this matter to the Privileges Committee.

You cannot browbeat me like this. You have to sit down.

*(Interruptions)*

*(Interruptions)*

MR. SPEAKER: One after the other please...

[*Translation*]

*(Interruptions)*

[*Translation*]

SHRI MADAN LAL KHURANA: Mr. Speaker, Sir, we have been saying it for last several days. what is it?

SHRI MADAN LAL KHURANA (South Delhi): Mr. Speaker, Sir, you have listen my view poin! today.

[*English*]

[*English*]

MR. SPEAKER: It cannot be done like that..

MR. SPEAKER: Nothing will go on record without my permission..

*(Interruptions)*

MR. SPEAKER: Yes, Mr. Minister, you

move it or refer it to the Privileges Committee. I shall refer it the Privileges Committee.

[*Translation*]

SHRI MADAN LAL KHURANA:\*\*  
(*Interruptions*)

[*English*]

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY (DEPARTMENT OF ELECTRONICS AND DEPARTMENT OF OCEAN DEVELOPMENT) AND THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI RANGARAJAN KUMARAMANGALAM): I request you to name the Member, Sir. (*Interruptions*)

MR SPEAKER: I shall refer it to the Privileges Committee..

(*Interruptions*)

SHRI RANGARAJAN KUMARAMANGALAM: They cannot behave like this, Sir. Let them go but of the House if they want, but they cannot behave like this. (*Interruptions*)

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF YOUTH AFFAIRS AND SPORTS) AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI MUKUL BALAKRISHNA WASNIK): This is not the behavior which is expected in the House, Sir. This is not the way the Members can behave in the House. (*Interruptions*). Sir, this not the way that the Members should behave in the House. (*Interruptions*) Mr Khurana cannot hijack this House. (*Interruptions*). sir, the mini-

mum possible which be should be is that you expunge the words and if he cannot mend his words, you should name him. (*Interruptions*) . If he is not prepared to mend his words, you should expel him from the house. (*Interruptions*)

Sir, you should name him, if he is not to mend his ways. You should suspend Mr. Khurana for the way he is behaving in the House.

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY (DEPARTMENT OF ELECTRONICS AND DEPARTMENT OF OCEAN DEVELOPMENT) AND THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI RANGARAJAN KUMARAMANGALAM): You expel him.

[*Translation*]

SHRI MADAN LAL KHURANA: \*\* (*Interruptions*)

[*English*]

SHRI RANGARAJAN KUMARAMANGALAM: We want your consent to move a motion.

(*Interruptions*)

MR. SPEAKER: Pleased sit down.

(*Interruptions*)

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): This is what happens when you expect cooperation for everyone.

(*Interruptions*)

\*\*Expunged as ordered by the Chair.



MR. SPEAKER: Now, I have said that I will allow one Member after the other.

*(Interruptions)*

[*Translation*]

SHRI MADAN LAL KHURANA. ... He said it on 18th and he should vice made a statement on 19th. *(Interruptions)*

[*English*]

MR. SPEAKER: Shri Khurana, you should sit down now. You cannot

*(Interruptions)*

MR. SPEAKER: Shri Khurana, if you do not behave, I will take action against you.

*(Interruptions)*

MR. SPEAKER: If you do not behave I will take action against you.

[*Translation*]

SHRI MADAN LAL KHURANA

*(Interruptions)*

[*English*]

MR. SPEAKER: I will take action against you.

*(Interruptions)*

THE MINISTER OF WATER RESOURCES AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI VIDYACHARAN SHUKLA): Sir, hon. Member Shri Madan Lal Khurana. *(Interruptions)*

SHRI PAWAN KUMAR BANSAL

\*\*Expunged as ordered by the Chair.

(Chandigarh): He should be suspended.

MR. SPEAKER: Do not shout. I will take action against you.

*(Interruptions)*

SHRI VIDYACHARAN SHUKLA: Sir, Shri Madan Lal Khurana has insulted the whole House by casting aspersions against you. I would request you to name him so that we can move a motion of suspension against him. *(Interruptions)*

MR. SPEAKER: Well, please take your seat.

This is going beyond certain limits. I will refer this matter to the Privileges Committee. Let the Privileges Committee propose the action against the Member who is misbehaving like this.

*(Interruptions)*

SHRI PAWAN KUMAR BANSAL: He should be suspended for the day. *(Interruptions)*

MR. SPEAKER: Let Shri B.B. Ramaiah speak

SHRI BOLLA BULLI RAMAIAH (Eluru): Mr. Speaker, Sir, The O.N.G.C. drilling in East Godavari is profusely leaking gas and oil. The surrounding areas are affected. A few days back it caught fire. In spite of that... *(Interruptions)*

[*Translation*]

DR. LAXMINARYAN PANDEYA (Mondsaar): ... is very unfortunate. *(Interruptions)*

[English]

MR SPEAKER Mr Pandeya, I have not done anything I have just said I will refer it to the Privileges Committee (*Interruptions*)

[Translation]

DR LAXMINARYAN PANDEYA Mr Speaker, Sir, it is not right \*\* (*Interruptions*)

[English]

MR SPEAKER You take the action you like

[Translation]

DR LAXMINARYAN PANDEYA Mr Speaker, Sir, I have full regard for your office and for your erch and every word But the Member should get full opportunity to express their sentiments here There is no information of showing disrespect to you in any Member's mind \*\* Whatever you have done is right but at the moment we cannot remain present in the House Therefore, we stage a walk out

12.09. hrs.

*At this stage Dr Laxminaryan Pandeya and some other hon Members left the House*

[English]

SHRI BOLLABULLI RAMAIAH (Eluru) Mr Speaker, Sir, the ONGC started drilling in East Godavan Distnct, Razole Taluk in Andhra Pradesh The drilling well get leaked at high pressure pushing gas and crude oil with the result that all the surrounding place is full of oil and a number of villagers vacated the area of that place The oil caught fire a few days back cussing big damage to the

coconut trees and standing crops

Almost all the people of the area became frightened and there is great panicky in the whole area The people have started running from that place

Sir, in view of the seriousness of the situation I urge upon the Union Minister for Petroleum to intervene and provide all necessary help to the affected people and also arrest the leakage of fire The ONGC must be directed to take immediate necessary measures to safegu ard the people

SHRIMATI SUSHEELA GOPALAN (Chirayinku) Mr Speaker Sir lakhs and lakhs of people irrespective of class or creed or political affiliations are participating in a human chain throughout the length and breadth of Kerala for promoting communal harmony and national unity in Kerala For the last one month they were having a massive campaign throughout the State taking the message of unity and communal harmony to every nook and corner of the State and today by Five O'Clock in the evening, nearly 70 lakhs of people are taking a pledge to work for the unity of the country and for communal harmony I hope the House will join with them in their endeavour to promote communal harmony

MR SPEAKER It is a good thing done Congratulations

Yes, Mr Shared Yadav

[Translation]

SHRI SHARAD YADAV (MADHEPURA) I had given you a Privilege notice

MR SPEAKER I have sought comments on that I will inform you on receiving the comments

\*\*Expunged as ordered by the Chair

SHRI SHARAD YADAV: Mr. Speaker, Sir, I have to say a few words.

MR. SPEAKER: I have to give permission for that. I shall inform you after hearing from them.

SHRI RAM VILAS PASWAN (Rosera): Mr. Speaker, Sir, I have also given a notice of Privileges Motion against the Indian Express.

MR. SPEAKER: If you have given, it is all right.

SHRI RAM VILAS PASWAN: I gave that notice against the Indian Express but now here I am talking of another point. You must have referred to that.

MR. SPEAKER: I will tell you later.

SHRI RAM VILAS PASWAN: I am drawing the attention of the august House to one more serious matter and that is about bungling in the D.D.A. As you said, I want to raise the matter in the House after following all rules and procedures. It is a case of bungling of Rs. 54 crores and is related to east zone. In the First instance I wrote a letter on 20.11.92 to the hon. Minister of Urban Development about this bungling of Rs. 45 crore. I wrote the second letter on 6th March, 1993.

Mr. Speaker, Sir, I have also given notices of questions in this regard? In reply to my first question on 3.12.1992, the Government stated that

MR. SPEAKER: No, there is no need to go into all these details.

SHRI RAM VILAS PASWAN: The Government replied that this matter is being inquired into by the Central Vigilance Commission. Next time when I gave notice of a question on 24th March, the reply was that

the Central Vigilance Commission had given its findings and according to those findings the officer was found guilty. There it is said that those findings had been sent to the Government.

Mr. Speaker, Sir, through you I would like to say that this issue is related to east zone. I have also give the name of the Member (Engineer) of the zone in the question, who was the Chief Engineer of the zone at that time. There is a case of bungling of Rs. 45 crore against him. In spite of enquiry made by the Central Vigilance Commission and charged having been proved, why the Government is not taking any action against him. This reply was given by the Government and not by me. If you order me, I will send you replies of both the questions. Through you, I would like to say that large scale bungling is taking place in D.D.A. Billions of rupees have been bungled. since D.D.A. is directly under the Government of India is Government taking any action in this regard or not? I put questions regularly but my questions do not figure in the list of Starred Questions. They figure in the list of Unstarred Questions. So I demanded a half-an-hour discussion on this matter. It also depends on ballot, I don't know whether it will come in the ballot or not, therefore, through you, I would like to know from the Government whether it will dismiss the Chief Engineer who was found guilty of bungling of funds in D.D.A. and whether it will furnish information on this matter to the House or not.

SHRI BRISHIN PATEL (SIWAN): Mr. Speaker, Sir, I would like to thank you for giving me time to speak. Mr. Speaker, Sir, several questions have been raised in regard to the killer disease AIDS in this House and all Members of the House expressed their concern over it. In this regard the hon. Minister was also questioned. He replied that the Government will make massive arrangements so that this disease like AIDS

may not spread on a large scale in the country.

I would like to submit humbly to you and would like to tell you as to how much the Government of India is concerned for this. My family receives treatment from Central Government Health Scheme Dispensary at Curzon Road. When I went there with my child the doctors, nurses and staff of the dispensary tried to give vaccine with an ordinary syringe to my child. In this regard I talked to the doctors and officers and told them that whenever this issue had been raised in the House, the hon. Minister always said that the Government would make arrangements for disposable needles even to the public. There should be arrangements for disposable syringes in the dispensary where families of Members of Parliament are receiving treatment and vaccine should be given only by those syringes. Mr. Speaker Sir, when I protested, the Government official deployed there said there was no arrangement of disposable syringe. Sir, in this regard I wrote a letter to the hon. Minister as to why there was no such arrangement. I would like to read out the reply to my letter given by the Shri B.S. Lamba, a Joint Secretary. He wrote- "With reference to your letter addressed to the hon. Minister of Health dated 6.11.92, I would like to inform that as per policy decision disposable syringes are not supplied to these dispensaries.

Mr. Speaker, Sir, it is a serious matter and I would like to submit you to take it seriously and issue necessary directions to the department of Health in this regard.

Mr. Speaker, Sir, this is a serious matter. AIDS is spreading very fast and you can well imagine the plight of ordinary citizens in a situation where this facility is not available even to our family members.

Mr. Speaker, Sir, through you I would

like to make a request to the Government that as per the reply given by a Government official, this is a matter of grave concern. We should take it very seriously and such disposable needles should be made available in sufficient numbers in the dispensaries meant for the families of the Members of the Parliament. I urge upon the Government to urgently make such arrangements.

[English]

SHRI INDER JIT (Darjeeling): Mr. Speaker, Sir, I rise to draw your attention to the mounting crises in the Darjeeling Hills and through you, I appeal to the Government for its intervention before it is too late. The GNLFF and its leader Mr. Subhash Ghesingh have set 31st March as the deadline for deciding on their future course of action. Many in the GNLFF are strongly pressing for the revival of the GNLFF's old demand of a full-fledged State of Gokhaland. The Darjeeling hill area could well explode in another agitation and go up in smoke unless some meaningful action satisfactory to all of us is taken during the little time left to us.

Mr. Speaker, Sir, tragically, the Darjeeling Gorkha Hill Council (DGHC) today is denied even the paltry resources made available to it by the Government of India.

SHRI SOMNATH CHATTERJEE (Bolpur): It is absolutely wrong. Can a matter of any municipality be raised on the floor of the House? Is it a matter of the Central Government? Why is it allowed to be raised?

SHRI INDER JIT: The Centre is a party to the tripartite agreement.

SHRI SOMNATH CHATTERJEE: Will you allow panchayat matter to be raised? Will you allow municipal matters to be raised? This is the way the House is being abused.

**SHRI INDER JIT:** Incredible as it may see, the West Bengal Government has presently blockaded Rs. 37.16 crores of Council funds largely Central assistance for the year 1990-91 and 1991-92. In addition to this Rs. 37.16 crores, the DGHC is also due to receive Rs. 19.32 crores of Special Central Assistance and Rs.14 17 crores of State plan funds on account of 1992-93, making a total of Rs. 70.65 crores (Interruptions) I will just answer your question.

I am informed that the Darjeeling Gorkha Hill Council has submitted to the State Government Utilisation certificates totaling Rs. 99.88 crores and more for the funds released to it so far. A statement of Receipts and Accounts has also been handed over. Expenditure has been reconciled to the receipts to the last pause, as I told the Lok Sabha on December 22 last in a Statement under Rule 377. In fact, the State Government has received up to date account and Utilisation certificates of all the funds released by it to the DGHC as confirmed by the Chief Secretary of the West Bengal Government in his letter No 90/93-CS dated March 1, 1993 to Mr. Singh.

**SHRI SOMNATH CHATTERJEE:** My I respectfully request you, Sir? Will you allow municipal matters to be raised on the floor of this House?

**SHRI INDERJIT:** The Darjeeling Gorkha Hill Council came into being as a result of a tripartite Darjeeling accord to which the Centre was a party. I have, therefore, every right to raise this issue both as the M.P. from Darjeeling and the one who mediated in helping bring about the Darjeeling accord.

**SHRI SOMNATH CHATTERJEE:** Will you allow State Government matters to be discussed in the House? Who will reply to this matter? Will the Central Government

care to reply to it? It is a false allegation. He is misleading the House and you are allowing him to do that.

**SHRI INDER JIT:** I spoke to the Chief Minister and told him that he is holding up this Rs. 70 crores unconstitutionally, illegally and immorally. This money belongs to the DGHC. This must be given to it forthwith before the deadline tomorrow. I pleaded with him to release Rs. 70 crores due to the Council from the West Bengal Government.

**SHRI SOMNATH CHATTERJEE:** Who will reply to this?

**SHRI INDER JIT:** The Darjeeling Accord was a tripartite accord. Therefore, the Centre has a say. Hence, I am entitled to raise the issue and seek the Centre's intervention.

**SHRI SOMNATH CHATTERJEE:** It is a municipal Council

**SHRI INDER JIT:** It is not a Municipal Council. It is an autonomous Hill Council short of a full fledged State.

The Chief Secretary has admitted in his letter to Mr. Ghisingh that all update accounts and Utilisation certificates have been submitted.

**SHRI SOMNATH CHATTERJEE:** He is leveling false allegations and you are allowing false allegations.

**SHRI INDER JIT:** It is a tripartite accord. The Centre is a party to it. I have a right to raise this issue.

As I said earlier, I had spoken to Shri Jyoti Bosu yesterday. The Chief Minister says he has no funds. I, therefore, appeal

to the Center to provide the West Bengal Government with Rs. 70 crores which can then be passed on to the Danjeeling Gorkha Hill council and the crisis averted. Time is running out.

Shri Ghi shingh has set March 31 as the deadline. Please act

[Translation]

SHRI SATYA PAL SINGH YADAV: (Shahanlur): Mr. Speaker, Sir, I would like to draw the attention of the House as well as of the Government towards Gorakhpur unit of Fertilizer Corporation of India in Uttar Pradesh. This unit was started in 1986 and it had been producing 2 lakhs ton Urea every year. The fertilizer unit has been lying closed since 10th June, 1990 and there are about 1700 workers in this unit. This is very strange that the unit has been laying closed for four years but even then the Government is incurring Rs. 50 lakhs per month towards making payment of salaries to the employees. These workers are getting their salaries by simply sitting at home and are depressed by frustration, since the closure of the unit the Government has spent 50 crore rupees on the unit.

I demand that the Government should immediately take steps to decommission the unit laying closed since 10.6.90 in view of the shortage of the fertilizers, the future of the workers of the unit and the money invested in the unit.

[English]

SHRI INDRAJIT GUPTA (Midnapore): The hon. Finance Minister has consistently been assuring the country- not to mention this House that none of his economic reforms, particularly the liberalisation proce-

dure will in any way be allowed to harm the interests of the workers or the domestic industry.

So, we frequently been saying that the impact of these measures on our own indigenous industries must be properly assessed. I am bringing to your notice an important point which concerns the magnetite industries in this country. Sir, you know the raw magnetite is a mine. It is mainly located in Tamil Nadu, in Salem District. (Interruptions) So what? Will you wait for the Central Budget? 15,000 people are out of jobs. The mines are being closed because the customs duty tariffs have been reduced to such an extent. Previously, they are at 110 per cent. Then, they were reduced to 70 per cent. Now, they have been reduced to at last rate of 30 per cent with the result that the imported magnetite is much cheaper than what we can produce here. Therefore, that may be his consideration that from the point of view of economics, it is cheaper. But what is the impact? These mines are being closed down. 15,000 workers in Salem, are out of jobs whose representatives belonging to all the trade unions including the INTUC led by Shriram Kumaramangalam and Shri Ramamurthy have all come here to Delhi to please the case here that unless these customs duties are again raised, then this whole industry will be wiped out. I think that he should respond. Sir, you may say that this is a matter which he can respond to only at the time when he is replying to the Budget proposals. But, by that time, what will happen? There will be havoc here. This magnetite is converted into fire bricks. It is a refractory material which is essential for the steel plants for the lining of the blast furnaces. We have been making this product. There are projects for increasing the production and all that. The whole thing is now going down the drain because of this. Therefore, the import which is being allowed at such low customs tariffs is going to be allowed to wipe out this whole indigenous

industry. It is not only a question of the workers. I think he will respond positively.

**SHRI SOMNATH CHATTERJEE:** Sir, may I supplement?

In this matter, I have met the Prime Minister; written to him; written to the Finance Minister and I spoke to him. A new project costing Rs. 250 crores is coming up of which an amount of Rs. 180 crores have been spent. It is a joint sector undertaking in collaboration with the Government of Tamil Nadu. I know of Shri Kumaramangalam and his great mental strain because it is in his constituency. What is the action that is being taken? There is no response. In this matter, I was told that the Steel Authority of India wanted it because their raw-material will become cheaper. They want cheaper raw-material. Therefore, according to the desire of the Steel result is that an important indigenous industry is getting closed. 15,000 workers are on the streets. There is no alternative for them. The Government does not react. At least, 15 days earlier we have brought it to the notice of the Minister. There is no response in such matters. I am glad that comrade Indrajit Gupta has raised it.

Sir, I hope the Finance Minister, who is here, will make a positive response and will not merely say that he will look into it. *(Interruptions)*

*[Translation]*

**SHRI GEORGE FERANDES** (Muzaffarpur): Mr. Speaker, Sir, as Minister of Finance and Minister of Chemicals and Fertilizers are present in the House I would like to make two submissions about this question. Yesterday i.e. Monday, the fertilizer unit of IFFY at Kandla has closed down and three thousand workers have been rendered jobless. On Saturday I was there in that unit. The raw material only for meeting

unit's half day's requirement was lying there. The question of transportation is also linked with it. Taking all such things in view yesterday 7-8 thousand persons have been rendered unemployed in Kandla. Phosphate and D.A.P. are being imported. I have also come to know that only one unit is in operation. This way, nearly one dozen units producing Phosphate and D.A.P. have either been closed down or facing closure. The main reasons behind it are reduction in custom duty and convertibility of rupee. Because its feed stock has to be imported, which has become dearer. There is a change in the rate but the main response is this that the fertilizer which is sold at 260 dollar per ton in U.S.A. is being dumped in the country for the last one month at the rate of 160 dollar per ton. Therefore, Mr. Speaker, Sir, I would like to know from the Minister that your overall policy at present is not conducive to creation or employment opportunities. A debate in the House and outside the House will be held on this issue will the Government invoke anti-dumping laws against the conspiracy of destroying fertilizer industry of our country by U.S.A.? They use Super 301 and Special 301 against us whenever they have any objection in regard to our export. Now we want to know from the Minister as to why the Government is not preventing America from ruining us by inflicting anti-dumping laws?

*[English]*

**MR. SPEAKER:** Let the Finance Minister respond.

**DR. KRUPASINDHU BHOI** (Sambalpur): I am just complimenting Shri Indrajit Gupta.

**MR. SPEAKER:** Not necessary. Let the Finance Minister speak.

*(Interruptions)*

DR. KURPASINDHU BHOI: He has mentioned about the closure of mines because of which the people of Kalahandi, Bolangir and Sambalpur are dying out of starvation those workers who were laborers and working in the graphite mines. The point raised by Shri George Fernandes is diluting the purpose mentioned by Shri Indrajit Gupta. This is just the controversial thing. Phosphate is used for fertilizers. (*Interruptions*) More than 30000 laborers are working in the Graphite mines in the Western part of Orissa. They are being thrown out of jobs now. I fully support the views expressed by Shri Indrajit Gupta. But the view of Shri George Fernandes is just a controversial one. His view is diluting the propose of Shri Indrajit Gupta. I want to urge upon through you that I support fully the views expressed by Shri Indrajit Gupta. At the same time, I would like to say that minerals like graphite and others which are produced in the Western part of Orissa, should not be reduced. It should be maintained not at ten per cent but at 30 per cent. (*Interruptions*)

THE MINISTER OF FINANCE (SHRI MANMOHAN SINGH): Mr Speaker, Sir, several Members of Parliament, several members from our side of the House Shri Kumarmangalam, Shri Ramamurthy; Shri Chatterjee have brought to my notice about the effects of reduction in duties on the manganese side. This matter is under examination. I assure the House that we are alive to this. About the other problem that Shri Fernandes raised, it is not the subject with which I deal. But I did say in my Budget speech that it will be the endeavour to see, to ensure that this country is not used as a dumping ground we will make every effort to give teeth to our anti-dumping laws. I will convey this to the hon. Commerce Minister because the Commerce Ministry is the nodal Ministry for administration of it (*Interruptions*)

SHRI INDRAJIT GUPTA: Mines are closed down, and workers are thrown out. You will, of course, consider your Budget proposal. But that remedial measures are to be taken immediately? How are the jobs of these people to be saved/ How are the mines to be kept running? I think, the employers have also met you, not only the gentlemen you mentioned just now.

SHRI HANNAN MOLLAH (Uluberia): I would like to draw the attention of the Government to a serious problem faced by over three lakh Bengali speaking people living in Delhi. You will be surprised to know that the people who speak Bengali, whether Hindus or Muslims, whatever may be the religion, they are suspected as Bangladeshis in Delhi. I want to know whether as Indians they have the right to live in Delhi and whether people from a particular religion or language will only live in Delhi and others have no right. I wrote to the Prime Minister on the 19th February. He has replied that he has asked the Home Minister to enquire about that. One lakh twenty thousand voters names have been deleted from the voters' list. Some racist, communal politicians in Delhi are going from house to house in the name of identifying them and they are throwing them out (*Interruptions*) It happened last week the day before I was in Jahangirpur 'C' Block. More than ten thousand people are there working in the field of embroidery, goldsmith. They have been working for years in Delhi. But the SHO's language is so communal, casteist and even racist about Bengalis. They are taken to the custody and we do not know where they have been taken. Some of them have come back beaten up and exhausted. This is a serious situation that in our own country Bengali people have no right. In Bombay they have been thrown out. In MP also, as I wrote, the Bengali medical students are thrown out of Bhopal and Raipur Medical



Colleges. Everywhere this is happening. This is serious question. If this happens the country will be divided. They are trying to divide the country. The communal and casteist forces in Delhi are trying to throw out people. Hundreds of people from my constituency came and met me in the morning in my house. They are all running around afraid of the attack of the police. So I would demand that all the Bengali people here should not be harassed in such a manner. They have the full right to live in this country. We are ready to identify them. All the MPs here are ready to do it.

**SHRI SOMNATH CHATTERJEE:** This is not a parichial matter. What is to be done?

**SHRI INDRAJIT GUPTA:** The Home Minister must inform the House as to what instructions have been given (*Interruptions*)

**SHRI NITISH KUMAR (Barh):** We all support it.

**SHRI RAMWILAS PASWAN (Roseria):** The Home Minister must make a statement.

**SHRI SOMNATH CHATTERJEE:** People speaking a particular language are disqualified from the citizenship of India and their right to stay at a particular place anywhere in India. This is serious situation. This should not be treated as a parochial matter. People who are staying in Delhi for years and years, for decades, have become part of Delhi, more than Bengal. They are being thrown out, they are being deleted from the list of voters only because they are speaking Bengali. Every Bengali speaking person is treated to be a Bangladeshi. A BJP Member of Parliament is taking police there identifying that he speaks Bengali, his name should be deleted, he should be beaten and he should be tortured. This is happening in Delhi, in the capital of India. I would like to know that is the reaction of the Government. The Home

Minister must make a statement today. People are out of their homes. (*Interruptions*)

[*Translation*]

**SHRI GEORGE FERNADES:** Mr. Speaker, Sir, 7 days before yesterday three Bengali fellows came to my house, and after making a complaint started crying. They said they could not even walk on the roads of Delhi. Police is also harassing them at many places. This is not being done only at political level. This matter has worsened to such an extent that at many places police is harassing the Bengali speaking persons also. I had this experience two days ago only... (*Interruptions*) Please ask him to give a reply ..... (*Interruptions*)

**MR. SPEAKER:** Speaker one by one otherwise it will not go on record.

(*Interruptions*)

[*English*]

**SHRI RAM VILAS PAWAN:** Bengali is not a foreign language. (*Interruptions*):

**MR. SPEAKER:** Let one person or two persons articulate it (*Interruptions*)

[*Translation*]

**SHRI NITISH KUMAR:** Mr. Speaker, Sir, people from Bihar and Orissa are also being harassed because of their languages. The people from Bihar are not even registered as voters. Neither Jagdish Titler nor Madan Lal Khurana let them get registered as voters. They say repatriate the Bengalis and do not register the Biharis as voters.. (*Interruptions*).. this is a fact. Be it Jagdish Titler or H.K.L. Bhagat or Madan Lal Khurana for that matter they all are not in favour of registering Biharis as voters. The people speaking Bengali and Oriya are being compelled to leave Delhi. This is what hap-

pening in Delhi. They like the people from Bihar as labourer but not as voter. The total electoral roll is being revised. This should be looked into now, as bungling and injustice is being done. (*Interruptions*)

[*English*]

THE MINISTER OF WATER RESOURCES AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI VIDYACHARAN SHUKLA): There is no discrimination on the basis of language. (*Interruptions*)

MR. SPEAKER: Let the Government respond.

SHRI VIDYACHARAN SHUKLA: There is no discrimination on the basis of language spoken by citizens of Delhi.

SHRI BASUDEB ACHARIA: But this is being done

SHRI VIDYACHARAN SHUKLA: Let me complete. Unfortunately some communal minded elements have been taking up this matter in a manner which we do not approve of (*Interruptions*) Therefore, I will convey the feelings of the hon. Members to the hon. Home Minister with a request to rectify the situation and to assure that no law abiding citizen is discriminated against and no harassment is allowed to be made by politically motivated persons. (*Interruptions*) Let me complete. I would like to say that nobody from the ruling party has been a part of this. We are all opposed to such discrimination or such action. We do not want any persons to be harassed. If necessary, and if found necessary, the Home Minister will come and make a statement. (*Interruptions*)

[*Translation*]

SHRI HARI KISHORE SINGH: This is

wrong the is not projecting the right aspect?

[*English*]

SHRI CHANDRA SHEKHAR (Ballia): Mr Speaker, Sir, a very serious matter has been raised and it will have its ramifications all over the country. Many hon. Members have said many things. The hon. Minister for Parliamentary Affairs says that no member from his party is indulging in this, but some communal forces or communal elements are doing it. We are not asking him, as a member of the Congress Party, but as a Member of the Government because the discussion has not been raised today. (*Interruptions*)

[*Translation*]

Sir, they are not letting the people from Bihar become voters (*Interruptions*)

[*English*]

SHRI CHANDRA SHEKHAR: These are two different matters. Mr. Speaker, Sir, not to make them voters is a serious matter; but not as serious that a feeling should go round about in the country that people belonging to certain linguistic groups are being discriminated in the Capital City of this country. (*Interruptions*)

AN HON. MEMBER: One thing is that it is being challenged. (*Interruptions*)

SHRI CHANDRA SHEKHAR: I do not think that they will be able to challenge it. But the Government should take the earliest opportunity to dispel this feeling. I think, if this whole proceedings go to the Press and if tomorrow there is no clarification from the Government that they are taking immediate action and not allowing the police to be used in order to harass a particular linguistic group, this situation will be very bad.

Sir, not only on this point, but on every point, the statements are made in such a way that we want to postpone the issue and we do not want to face the realities. My friend Shri Manmohan Singh, when Shri George Fernandes raised some questions, said that he would refer it to the Commerce Minister. Why should the Commerce Minister not come and say that he is doing it? Every time, Mr. Speaker, Sir, you say that you give notice under the Rules, But, why should the Government not make clarification on such issues which are of vital interest to the nation and where the national prestige is involved? Is the Government not duty bound to make and clarify the issues which are of such a serious nature? So, the Home Minister should come and tell as to what are the procedures being adopted in Delhi about Bangladeshi people. *(Interruptions)*

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): Sir, I would like to make a clarification because my friend Shri Nitish Kumar had mentioned my name. First, I do not know on what basis he has made it. I think, he does not know the Constituency which I represent here.

[*Translation*]

Kindly listen to me. When he was speaking I did not utter a word. I want to tell you that probably he does not know that the most of the Biharis living in Sadar area of Delhi had voted for me and they are my good friends also. I want to tell you that there was not a single booth in the Bihari dominated area in my Constituency, where I lost to the B.J.P. They are saying that their names are being struck off the electoral rolls. But if they go through the records they would find that majority of the new voters are Biharis. So kindly check your record. I used to think that Shri Madan Lal Khurana, whenever spots me starts speaking something but you are also behaving in the same manner. It means

Chandrashekhar ji has rightly said that probably he feels good while looking at me.

[*English*]

He comes from a Corporation. He thinks that it is a Corporation. That is why he speaks like this because he used to do exactly the same way in the Corporation. Today, the way he has insulted the Speaker, I think, he used to do exactly the same thing when he was a Member of the Corporation and used to get away with it. That is why, I think, the Privileges Committee sits; I hope they will take an appropriate action. I want to tell this to the Bangladeshis also There are certain number of Bengalis in my constituency. I will see to it that not a single Bengali name is cut.

SHRI SOMNATH CHATTERJEE: The Minister is also an MP from Delhi *(Interruptions)* SHRI JAGDISH TYTLER: Yes, I know. But I just want to tell you. *(Interruptions)*

SHRI SOMNATH CHATTERJEE: This is specifically happening in Jehangirpuri. *(Interruptions)*

SHRI JAGDISH TYTLER: This is specifically in one constituency belonging to South Delhi. *(Interruptions)* Our Parliamentary Minister has given his views. *(Interruptions)*

SHRI SOMNATH CHATTERJEE: He knows. He is also a Minister. Therefore, please intervene in this matter. *(Interruptions)* Unless we shout, you do nothing. *(Interruptions)*

[*Translation*]

SHRI NITISH KUMAR: Mr. Speaker, Sir, Bihar is constantly passing through troubles. Drought has hit the State so much that there has been less than 50% crop in 32 districts and the districts of Palamau and

Gadhwa are facing starvation, about which there has already been a discussion in the House and moreover the Government has decided to seed a Parliamentary team to those areas. Mr. Speaker, Sir, hailstorm on a large scale on the 27 March added insult to injury causing large scale damage in my constituency 'Barh', by 'Barah' I do not mean a flood, it is the name of my constituency. Similarly, hailstorm has caused a large scale damage in Vaishali, Nawada, Jahanabad and Gaya districts too. The State Government has made a request for Central assistance, but all the time it is stated by the Central Government that money has been relapsed from the Calamity Relief Fund. What I want to submit is that Rs. 32 crore is not adequate for a trouble-torn State like Bihar that is hit every year by natural Calamities like flood, drought earthquake, hailstorm etc. Through you, I would, therefore, like to submit that keeping in view the situation in Bihar, special financial assistance should be granted to the State. The State has been hit by hailstorm, when the State Government had already sought for Central assistance, I would, therefore, like to submit that an assessment should also be made of it by sending another Central team and the Central Government should provide further assistance against the damage caused to crops, people and property following the hailstorm. (*Interruptions*)

SHRI RAM SAGAR (BARABANKI): Mr. Speaker, Sir, through you I would like to draw the attention of the House to a big problem of the farmers. There was heavy damage to Rabi crops on 24-25 March 1993 in Uttar Pradesh following a terrible hailstorm. Particularly the farming of opium was completely ruined in Barabanki district. Farming of opium is conducted by the Ministry of Finance, but no direction has so far been issued by the Government for the assessment of damage caused to opium farming. I would like to submit that the

Government should immediately conduct a survey to assess the loss of opium farming and the farmers should be fully exempted from 'Parta' (a tax) that they have to give to the Government for the farming of opium. I would also like to submit that the farmers whose crops have been damaged by the hailstorms should be exempted from the recovery of loans etc. This is my humble submission to the Government through you.

SHRI HARADHAN (ASANSOL): Mr. Speaker, Sir, some days back the hon. Minister of labour had stated in the House that the government would take some early measures to overcome the hurdles coming in the way of the wage board and thereby due facilities would be made available to the people. It was also stated that D.A. would also be raised from 1989 by two rupees per point and half of that amount would be deposited in the P.F. account and the rest half of amount would be paid in cash. Similarly, there was an assurance in regard to pension too. A report of the Committee has also been submitted in his regard and a decision has also been taken that there would be a deduction of 10% for the Provident Fund Account and 2 per cent towards pension. While 2 per cent deduction is already being made from the salaries of the employees of the Coal India Ltd., but the labourers of colmines are not being provided any pension as yet. The labourers are not being provided any pension even after the J.B. C.C.I. has already given its decision in this regard and even after it has been laid down in the N.C. Wage Agreement (IV)

(*Interruptions*)

But no arrangement to ensure the payment of pension has so far been made and nothing has been made clear in this regard. A decision in regard to providing pension and D.A. facility for colmine labourers had been taken by J.B. C.C. I. well earlier. It should immediately be implanted as 'ne

labourers are going on three day strike viz on 20th, 21st and 22nd of April. They should get full amount of D.A. and moreover their issues like wage settlement, bonus, pension etc, should also be settled at the earliest.

*(Interruptions)*

SHRI MOHAMMAD ALI ASHRAF FATMI: (DARBHANGA): Mr. Speaker, Sir, I would like to draw the attention of the House to an important issue. Aligarh University is one of the biggest residential universities in India. Students of our country and also from abroad studying there have been facing a severe accommodation problem for the last ten years. No hostel accommodation is available for three thousand male students. The girl-students are also forced to hire private-houses for want of hostel accommodation. That is a prestigious university. It is famous for its residential character not only within India, but throughout the world. I would like to submit that the Government should make necessary arrangements to provide hostel facility for two thousand boy-students and for one thousand girl-students. I hope, the Government would pay attention to it.

*(Interruptions)*

SHRI HARCHAND SINGH (ROPAR): Mr. Speaker, Sir, there was an unprecedented rain along with heavy hailstorm in the district of Patiala on the 25th of this month. Crops of wheat and gram were ravaged and there is no fodder left for the animals. I would like to submit to the government that it should send Shri Balram Jakhar or the Minister of State in the Ministry of Agriculture there so that some relief could be provided to the farmers. *(Interruptions)*

SHRI RAMASHRAY PRASAD SINGH (JAHANABAD): Mr. Speaker, Sir, a number of times I have given in writing to give me a chance to express my view but I am never called to speak. I am therefore going out of

the House for sometime.

12.52 hrs.

At this stage Shri Ramashray Prasad Singh left the House.

SHRI RAM PRASAD SINGH (BIKRAMGNJ): Mr. Speaker, Sir, nearly one and a half thousand stone crushing machines have been installed in the three-four kilometer area in the Kaimur hills of Rohtas district of Bihar and two to three hundred laborers work there on every machine. This work is going on there for hundreds of years. In the last regional survey this hill area was not considered for inclusion in the forest area. However now this area has been declared as a forest area, by the Central Government. After declaring this area as a forest area, the Government passed an order to stop all those machines which are functioning there. Consequently, forty thousand labourers working on those machines and nearly one and half thousand machine owners are going to suffer. The fact is that there is not even a single tree in the said hill-area nor is there any possibility of afforestation there. Stone-peces are supplied from here to fulfill the requirements of Bihar, the railways, West region of Bengal and the Eastern region of Uttar Pradesh. Closure of those machines would create a serious crisis in those areas. Forty thousand labourers and lakhs of their family members would face starvation due to closure of these mills. I would like the Government to reconsider the things on humanitarian ground and it should keep the said hill area away from the forest area so that the lakhs of people dependent on those industries may earn their livelihood. *(Interruptions)*

SHRI BHERU LAL MEENA (Salumbar): Mr. Speaker, Sir, ten to twelve lakh of laborers are likely to face the danger of unemployment in Rajasthan following the notice of closure of soft stone mines, marble

mines, legionnaire mines and like that in the name of environment protection. The closure of these machines may render to 12 lakh laborers unemployed. Two and a half lakh of labourers work in the Udaipur area of Rajasthan. They get nominal wages. I had raised a question in this House regarding the harassment being meted out to the tribal labourers of the marble mines. Ironically enough the Government has now issued an order to close those mines. Wood and Coal are the main source of livelihood of those tribals. By there is no forest left now. Moreover the Forest Department and the Revenue Department are forcibly removing them from their land. Closure of marble and soft stone mines would render 12 lakh laborers homeless. The Government is free to make experiments in the field of environment, but I would like to submit that those mines should not be closed so that the labourers are not rendered unemployed. The Forest Department take up afforestation work only in the area where farming is done. Consequently, the tribals are removed from their places and they are harassed in the name of 'Harit Axri. I would like to submit that the Government should conduct an inquiry and only then it should issue an order to close the marble and soft stone mines and should leave the farming land as it is.

[English]

SHRI SIVAJI PATNAJK (Rhubaneswar): In Rourkela telephone cables and machinery worth crores of rupees were burnt in the stores of the Telecommunication Department. They were purchased and kept there for expansion work. It is suspected that some people have set fire in a planned way in order to cover up the irregularities and corruption involved in their purchase. Workers, employees and others have demanded a CBI inquiry into the case. But till now only the departmental officials had gone there and inspected the area. I am sure nothing will happen. The fire was set in such a

planned way that even the fire-brigades working for hours together could not put off the fire. They also suspect that some chemical was placed in the store. So, I demand that a CBI inquiry should be conducted in the matter.

SHRI P.C. THOMAS (Muvattupuzha): Sir, the nurses of All India Institute of Medical Sciences are on hunger strike from yesterday onwards. They are on strike without affecting the work. They have been agitating for the past 11 months. They have got some genuine reasons for the agitation. Many of the Members of Parliament, including the senior Member like Indrajit ji, have written letters to the concerned Minister. But I find so far no negotiation has taken place to settle the issue.

Their main demand is that the Government order which has been made applicable to all the other nurse as should be made applicable to them also. As per Rule 75 of the Regulation Act of AIIMS they are entitled to get it. The management also has agreed to their request but so far a final outcome has not come from the Ministry. I plead with the Government that they may be called for a negotiation so that they need not resort to hunger strike and other means of agitation. I submit that this may be done immediately so that some relief may be given to the persons who are giving relief to all others in the country.

SHRI INDRAJIT GUPTA: The nurses of the All India Institute are already on hunger stick. They are sitting on 'dharna'. They have tried negotiation for months together. All that they are asking is same service condition for them which prevails in all other Central hospitals in Delhi. It is embodied in the Government's note also that this should be made applicable to them also. I have spoken to the Minister also. He promised to look into it some weeks ago, but nothing has happened. This should not be allowed to

show ball into a big incident which will not help very much the prestige of the Government or of the Health Ministry. The Government should look into the matter immediately, sit with the representatives of the nurses and settle the matter. It was agreed to sit across the table but they are refusing to announce it officially.

[*Translation*]

SHRI JASWANT SINGH (chittorgarh): Mr. Speaker, Sir, I feel sorry when in the morning, my colleagues and hon. Members staged walk out, I was not present in the House. They staged a walk out simply to lodge protest and not to lower the dignity of the Chair or to show disrespect to the Chair. Time and again my colleague, Shri Madan Lal Khurana, has very empty raised the issue of holding elections in Delhi.

13.00 hrs.

He raised the issue quite intelligently. Government have also given assurances many times on it. I do not want to remind of the meeting convened in your Chamber. However, time and again the Government promised to introduce the Bill in this regard in the House. When for the first time the issue was raised the Government made an announcement that within 6-8 months elections will be held in Delhi. A little while ago it was announced that a statement will be made on 19th. I do not see any wrong in raising this issue again because in spite of giving all kinds of assurances nothing has been done in the matter by the Government.

Mr. Speaker, Sir, secondly, I would like to submit to you, as a matter of duty, that my colleagues definitely are of the opinion that time in proportion to their strength is not being allocated to them.

\*\* Expunged as ordered by the Chair.

[*English*]

You wear a crown of thorns. It is not easy to satisfy every one's aspiration. The endeavour here by hon. Member is to raise public issues.

[*Translation*]

Mr. Speaker, Sir, I would like to reiterate that at that time I was not present in the House. For example my party was allotted just 40 minutes for the discussion on the Budget of Uttar Pradesh and the statement made regarding Uttar Pradesh in the House, which was quite less in proportion to the party's strength. Many of my colleagues have given privilege notices to you. These notices were given by S/Sri Harin Pathak, Satyanarayan Jatiya, Madan Lal Khurana, Shivrāj Singh Chauhan and Shrimati Vasundhara Raj. You expressed your inability in admitting privilege notices after going through them properly. On one hand privilege notices of my colleagues are not accepted while on the other whenever they rise to speak immediately the question of privilege is raised against them which makes the hon. Members feel that. \*\*.. I thought it to be my duty to raise this in the House.

Mr. Speaker, Sir, we stage a walk out on the issue of elections in Delhi. It was being felt by my hon. colleagues that they were not being allotted time to speak. Question of privilege unites everyone... (*Interruptions*) This issue must be resolved. If Shri Mutterwar and other hon. Members think that we speak too much or we take much time then they must understand the fact that the issue of allocation of time in proportion to strength must be resolved.

[*English*]

MR. SPEAKER: Let me know, can we discuss these matters in this fashion, in this House. Here, the former Speakers and oth-

ers are sitting. The senior Members are sitting. I would like to hear their views also.

[*Translation*]

SHRI JASWANT SINGH: Yes, I am also in favour of evolving a procedure.

[*English*]

SHRI A. CHARLES (Trivandrum): The senior leaders should give direction to their juniors. Everyday two or three Leaders from their side are hijacking the House. They are taking the entire time of the House. We are not getting time. So, this is a very serious thing. The seniors should give time to the juniors and encourage them (*Interruptions*)

SHRI V. DHANANJAYA KUMAR (Mangalore): What Mr. Charles can speak about Delhi?

[*Translation*]

SHRI JASWANTSINGH: Mr. Speaker, Sir, I do not want to reiterate my submission, I feel sorry that I was not present in the house when that incident took place. I thought it proper to rise th issue after holding discussions with 5-6 hon. Members on that issue. You raised the question of resolving the issue of allocation of time in the House. Many Senior Members are present in the House. I would like to submit that your decision will be acceptable to us, but this issue must be resolved.

SHRI MADAN LAL KHURANA: We would like to know when will the statement about Delhi will be made.

MR. SPEAKER: On many a occasion opportunity was given to raise the issue pertaining to Delhi. Even to day I was prepared to give you chance but all the hon Members cannot be accommodated at the same time. During Zero Hour the hon. Mem-

bers are free to raise any issue. I once told the hon. Members that all of us know very well as to how the dignity of the House is to be jeaguarded. It is not the duty of the Presiding Office alone but of all the hon. Members to maintain the dignity of the House. If you want to remain silent, it is upto you. During Zero Houst I will with idraw to my Chamber then you conduct the proceedings the way you like and I would have got nothing to comment on it. If any hon. Member wants his will to be prevailed in the House, even if assured that time will be allotted to him, later on then will it be in accordance with the parliamentary system?

SHRI MADAN LAL KHURANA: Mr. Speaker, Sri, for seven days I have been seeking permission to speak and I have given it in wrting too. On 18th we were informed that statement will be made by Government on 19th. Since 19th I had been continuously wrting to you. (*Interruptions*)

MR. SPEAKER: You have made your party's stand clear. You never misbehave in the House and I have got no complaint against you. How is it possible for the Presiding Officer to conduct the proceedings when several hon. Members get up all of a sudden and start speaking. I never interrupt while you people do. One after another hon. Members start speaking simultaneously. The hon. Members may speak one after another. What is this system of speaking all at a time. How can this be allowed? Rules in this regard are quite clear and I can take any action. However, I never take any action. But this does not mean that anything can be uttered in the House. Issue of privilege are also raised. It is difficult for me to remain mute spectator.

SHRI JASWANT SINGH: Mr. Speaker, Sir, this is indeed true. The Government categorically announced that declaration regarding holding of elections in Delhi will be made on 19th.



[English]

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF YOUTH AFFAIRS AND SPORTS) (SHRI MUKUL WASNIK): That is totally a different matter. This matter concerns the behavior of Mr. Madhan Lal Khurana. It is very important to know from Mr. Jaswant Singh, who has taken up this issue, whether he defends the behavior of Mr. Madan Lal Khurana. It is the behaviour of Mr. Madan Lal Khurana, which has started this whole thing. Whether Mr. Jaswant Singh supports and defends the behaviour of Mr. Madan Lal Khurana, we would like to know that. *(Interruptions)*

[Translation]

MR. SPEAKER: I would like to inform the House that Shri V.C. Shukla expressed his desire to move the motion for the expulsion of the hon. Member. I could have allowed it. But I never allowed. I told him if anyone behave that way.

[English]

Let the Privileges Committee look into it. That is a milder approach to the problem.

[Translation]

If even then you are prepared to justify it then it is upto you.

[English]

It cannot be justified here.

SHRI SRIKANTA JENA (Cuttack): Mr. Jaswant Singh has rightly pointed out. I think he was not here during the Zero Hour. Subsequently, he must have discussed with his Members in the Lobby. But the actual situation at that point of time was, when Mr. Madan Lal Khurana wanted to speak some-

thing, that, in fact, he was called. He was the first Members, who was called during the Zero Hour. Probably, the Speaker was indicating, after that, he might call. *(Interruptions)*

MR. SPEAKER: I never indicated.

*(Interruptions)*

SHRI SRIKANTA JENA: At that point of time, Shri Madan Lal Khurana got irritated. Actually, what exactly he wanted to raise was not known to the House; that was precisely the whole situation at that point of time. Then he protested and wanted to withdraw from the House; and all the Members from his party withdrew.

How the Zero Hour should be managed has been discussed many a time. *(Interruptions)*

SHRI VIDYACHARAN SHUKLA: There was an objectionable remark made by the hon. Member, Madan Lal Khurana; that was the root cause of all the trouble. If this tendency persists in the House, nobody can run this House. It is our duty to protect the dignity of the Chair and nobody should try to defend that kind of a behavior. That should be unconditional and withdrawn from the remarks of the hon. Member.

SHRI SRIKANTA JENA: When Shri Chhedi Paswan could not get a chance he came to the well of the House and it was not appreciated. Even our Deputy Leader in the House Shri Nitish Kumar apologised before the House. The Leader of Opposition Shri L.K. Advani said that the action which was imposed on Shri Chhedi Paswan should be withdrawn. Probably I am also thinking in the same manner that the remark which was made by Shri Madan Lal Khurana was really not proper. *(Interruptions)*

[Translation]

SHRI VILAS MUTTEMWAR (Chimur): You please apologise, everyone will be pacified.

SHRI RAJVEER SINGH (Aonta): Has any action been taken on that decision?

[English]

SHRI P.C. THOMAS: Shri Jaswant Singh was not here in the Zero Hour. He does not know what has really happened. It was wrong on the part of Shri Khurana to have made aspersions on the Chair. It was wrong on the part of Shri Khurana to say that he wants to speak always first. It is not fair.

There are 540 members here. We never get chances. Many of us give notices but we never get chances. We are not passing aspersions on the Chair. Nobody is doing it.

I would humbly submit that this issue should not be taken like this and I would submit that Shri Khurana must reconsider it. I would think that there is a real cause for an apology in this matter. (Interruptions)

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): Please make him realise that this is not a Corporation Office. (Interruptions)

He behaved like this in the Corporation Office. If you look the record of the Corporation Office, he has exactly done the samethin. He is showing the same disrespect to this Chair.

[Translation]

You please apologise in a dignified manner.

SHRI MADAN LAL KHURANA: I have

not to learn anything from you about what you do and where you go.

[English]

SHRI JAGDISH TYTLER: You will have to apologise to the Chair. Apologise in a dignified way.

[Translation]

Please apologise in a dignified way.

SHRI JASWANT SINGH: Mr. Speaker, Sir, I cannot argue with you, neither it is justified nor I have a right to do so. What the hon. Minister of parliamentary Affairs submits, has its own place and what you state has its own importance. If I pay attention to what the other Ministers of the Cabinet say, the matter would become more complicated. It would be better if I do not pay attention to what the Ministers from Delhi or others say.

Mr. Speaker, Sir, my only submission was that if there was any complaint with regard to out cooperation in running the proceedings of the House, it may please be pointed out.

MR. SPEAKER: Not at all, you have given your full cooperation, your party has also given full cooperation. I have no complaint against you or your party. However, you cannot defend how a member your party behaves individually.

SHRI JASWANT SINGH: I do not raise to speak on the basis of individual behaviour. The general topic of discussion here in the House is regarding elections in Delhi.

MR. SPEAKER: I have no complaint against your party. I am categorically saying so in this House. Neither I have any complaint against you, nor against your leader nor even against the majority of the mem-

bers. However, there are certain members who violate the rules to express their views in a manner which is against the dignity of the House. You may decide yourself whether what all the members of the House said is correct or not.

*(Interruptions)*

SHRI JASWANT SINGH: Mr. Speaker, Sir, I do not want to extend this discussion further. My intention is not to extend this discussion, I would only like to know as to when the Government would fulfill the assurance it has given that the date of holding elections in Delhi would be declared on the 19th I do not want to extend the discussion.

SHRI MUKUL WANSNIK: I would like to bring to the notice of Shri Jaswant Singh that Shri Khurana had cast aspersions on the Chair not once or twice, but more than three or four times, emphasising that he meant what he had said. It was not just once and this was the seriousness of the matter. He was re-emphasising what he was saying. He was saying that he stood of formely by what he was saying. It would be better of the Hon. Speaker goes through the verbatim record of the proceedings of the House because the type of aspersions which Shri Khurana has leveled are very serious and it should not be taken lightly by hon. Shri Jaswant Singh. *(Interruptions)*

[*Translation*]

SHRI RAJVEER SINGH (Anola): Mr. Speaker, Sir, what a false allegation has been made. You may go through the record. He had stated only this that the Government had promised to declare the date of elections in Delhi on 19th...*(Interruptions)*

SHRI CHANDRA SHEKHAR (Ballia): Mr. Speaker, Sir, my submission is that at that time heated discussion was going on and the noise was so loud that the hon.

Members could not listen anything properly. However, Shri Khurana was so much agitated from which it appeared as if he was not only disobeying your order but it appeared from his gestures as if they were against your dignity. No one could hear his words, this is absolutely correct, the House had at first gathered this impression. I would like to request my hon. colleagues Shri Khurana to apologise for it, it would not lower his honor. I am confined that Shri Khurana would apologise and you would not refer this matter to privilege Committee *(Interruptions)*

SHRI MADAN LAL KHURNA: Mr. Speaker, Sir, before, I expressed my views on the issue I would like to submit that I am really sorry for what I said about you and I apologise unconditionally for that... *(Interruptions)* I submitted earlier what I had to submit afterwards. My simple point is that I have got all the notices...*(Interruptions)*

SHRI CAHDNRA SHEKHARA: Mr. Speaker, Sir, my submission is that you may please resented the order you gave since Shri Khurana has apologised and now please allow him to say what ever he wants to submit. You may please cancel your order of referring the matter to Privilege Committee and then allow Shri Khurana to speak.

MR. SPEAKER: I give due respect to what Shri Chandra Shekhar has submitted. The hon. Minister of Parliamentary Affairs, Shri Jaswant Singh, Shri Inder Jit, Shri George Fernandes and all other hon. Members are there in the august House, they all extend their cooperation to enhou the dignity of the House. There is never a ptiocan feeling. If someone has said something in anger, one should not take it to heart. I have said so in view of the fact that this thing should not be repeated. There is no question of referring it to privilege committee. Shn Khurana, you can say whatever you have to say and you are well aware that you

are given chance everytime you rise to speak, whether earlier or later.

*(Interruptions)*

SHRI MADAN LAL KHURANA: Mr. Speaker, Sir, there is an impression that I am given chance everytime I raise to speak. If you go through the record, you will find that I was given the opportunity to speak on Delhi on the 18th only and you allowed me as you as you were aware of the background that a meeting was held in your Chamber in December 1992. The Home Minister had stated in it.. *(Interruptions)*

SHRI RAM NAIK: This happened in December 1991.

SHRI MADAN LAL KHURANA: In December 1991, an assurance was given in the House that election for Delhi would be held within 6 to 8 months. But no election was held even in one year. So, in December, 92 a meeting was called in your Chamber on the last day of the session, in which the then Parliamentary Affairs Minister was also present and he had stated that the concerned Bill would be brought in the first week of the Budget session and the election would be held in May-June.

The Corporation Bill has not yet been brought, but it is being mixed with other issues. The election for Delhi should be held, because the Assembly Bill has been passed which has taken shape of law and delimitation has been done and there is no hitch in conducting elections. I am not talking about Corporation because the concerned Bill is still pending. But what is problem about holding election for the Delhi Assembly for which law has been enacted

On the 18th, the hon. Speaker directed me to tell about it in the House the next day.

I have been making appeals from 19th and have given in writing also. After that, I got it signed by 65 M. Rs, including Sharad Yadav and George Fernandes, requesting that the elections for Delhi should be conducted.

Tomorrow will be the last day of the session and after that there will be a long break I am raising this matter for the last seven days. You can find out from your office that I am giving notice for the last 7 days The people ask as when the elections for Delhi will be held .. *(Interruptions)*

SHRI TARACHAND KHANDELWAL (Chandni Chowk): Mr. Speaker, Sir, the discussion held here in connection with elections in Delhi is not only confined to elections in Delhi alone. Elections should be conducted in Delhi, in the absence of which the Delhi ites are being deprived of their fundamental right. Corruption is growing and bureaucracy is expanding its hold. Development of Delhi has come to a grinding halt.

We have been elected to the Lok Sabha to do the business of Lok Sabha we need your protection. Today, a single Lok Sabha Member from Delhi has to look after the work of 25 persons that is the work of 16 corporation members, 8 members of metropolitan council and one Lok Sabha Member. We do not get time to do the business of Lok Sabha, 90% of the work concerns with drains, sewer, roads, electricity etc. We need your protection so that we can carry out the work of Lok Sabha. So, it is necessary to hold elections in Delhi.

I would like to request you that you should intervene in the matter and direct the Government to immediately hold elections in Delhi.. *(Interruptions)*

SHRI MADAN LAL KHURANA: Mr. Speaker, Sir, if we had got the reply..

*(Interruptions)*

MR. SPEAKER: I have already said in my Chamber, what I wanted to say. I will not repeat it here..

*(Interruptions)*

## PAPERS LAID ON THE TABLE

13.23 hrs

**Notification under the Environment Protection Act, 1986; review on the working of and Annual Report of the Indian Council of Forestry Research and Education, Dehra Dun, for the year 1991-92, etc.**

*[English]*

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): On behalf of Shri Kamal Nath, I beg to lay on the Table-

- (1) A copy of the Draft Notification No.S.O. 80 (E) (Hindi and English versions) published in Gazette of India dated the 28th January, 1993 directing that the expansion or modernisation of any existing industry or new projects shall not be undertaken in any part of India unless it has been accorded environmental clearance by the Central or the State Government in accordance with the procedure specified in the notification issued under sub-section (1) and clause (v) of the sub-section (2) of section 3 of the Environment Protection Act, 1986.

[Placed in Library, See No LT-3737/93]

- (2) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Council of Forestry Research and Education, Dehra Dun, for the year 1991-92, alongwith Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Indian Council of Forestry Research and Education, Dehra Dun, for the year 1991-92.

- (3) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (2) above.

[Placed in Library, See No LT-3738/93]

- (4) A copy of the Detailed Demands for Grants (Hindi and English versions) of the Ministry of Environment and Forests for the year 1993-94.

[Placed in Library, See No LT-3739/93]

- (5) (i) A copy of the Annual Report (Hindi and English versions) of the Wildlife Institute of India, Dehra Dun, for the year 1991-92, alongwith Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Wildlife Institute of India, Dehra Dun, for the year 1991-92.

- (6) A statement (Hindi and English versions)

showing reasons for delay in laying the papers mentioned at (5) above [Placed in Library, See No LT-3740/93]

**Detailed Demands for grants of the Ministry of steel for the year 1993-94**

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF YOUTH AFFAIRS AND SPORTS) AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI MUKUL BALKRISHAN WASNIK): On behalf of Shri Santosh Mohan Dev; I beg to lay on the Table a copy of the Detailed Demands for Grants (Hindi and English versions) of the Ministry of Steel for the year 1993-94

[Placed in Library, See No LT-3740/93]

**Review on the working of and Annual Report and Annual Accounts, of the National Cooperative Agriculture and Real Development of Banks Federation Limited, Bombay for the year 1991-92, etc.**

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM): I beg to lay on the Table

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the National Co-operative Agriculture and Rural Development Banks' Federation Limited, Bombay, for the year 1991-92.
- (ii) A copy of the Annual Accounts (Hindi and English versions) of the National Co-operation Agriculture and

Rural Development Banks' Federation Limited, Bombay, for the year 1991-92, together with Audit Report thereon.

- (iii) A copy of the Review (Hindi and English versions) by the Government on the working of the National Co-operative Agriculture and Rural Development Banks' Federation Limited, Bombay, for the year 1991-92.

(2) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above. [Placed in Library, See No LT-3742/93]

- (3) (i) A copy of the Annual Report (Hindi and English versions) of the National Federation of Urban Cooperative Banks and Credit Societies Limited, New Delhi, for the year 1991-92.

- (ii) A copy of the Annual Accounts (Hindi and English versions) of the National Federation of Urban Cooperative Banks and Credit Societies Limited, New Delhi, for the year 1991-92 together with Audit Report thereon.

- (iii) A copy of the Review (Hindi and English versions) by the Government on the working of the National Federation of Urban Cooperative Banks and Credit Societies Limited New Delhi for the year 1991-92.

(4) A statement (Hindi and English versions)

showing reasons for delay on laying the papers mentioned at (3) above.

[Placed in Library, See No LT-3743/93]

**Review on the working of and Annual Report of the Indian Railway Construction Company Limited, New Delhi, for the year 1991-92 alongwith Auditer Accounts and comments of the Comptroller and Auditor General thereon; etc.**

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY (DEPARTMENT OF ELECTRONICS AND DEPARTMENT OF OCEAN DEVELOPMENT) AND THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI RANGARAJAN KUMARAMANGALAM): Sir, on behalf of Shri K.C. Lenka, I beg to lay on the Table:-

(1) A copy each of the following papers (Hindi and English versions) under subsection (1) of section 619 A of the Companies Act, 1956:-

- (a) (i) Review by the Government on the working of the Indian Railway Construction Company Limited, New Delhi, for the year 1991-92.
- (ii) Annual Report of the Indian Railway Construction Company Limited, New Delhi, for the year 1991-92 alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No LT-3744/93]

(b) (i) Review by the Government on the working of the Rail India Technical and Economic Services Limited for the year 1991-92.

(ii) Annual Report of the Rail India Technical and Economic Services Limited for the year 1991-92, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon

(2) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library, See No LT-3745/93]

**Review on the working of and Annual Report of the Centre for cultural Resources and Training, New Delhi for the year 1991-92, etc.**

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCES DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): I beg to lay on the Table:-

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the Centre for Cultural Resources and Training, New Delhi, for the year 1991-92 alongwith Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Centre for Cultural Resources and Training, New Delhi, for the year 1991-92.

(2) A statement (Hindi and English versions)

showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library, See No LT-3746/93]

- (3) (i) A copy of the Annual Report (Hindi and English versions) of the Technical Teachers Training Institute, Madras for the year 1991-92 along with Audited Accounts.

- (ii) A copy of Annual Report (Hindi and English versions) by the Government on the working of the Technical Teachers Training Institute, Madras, for the year 1991-92

- (4) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (3) above.

[Placed in Library, See No LT-3747/93]

- (5) A copy of the Annual Accounts (Hindi and English versions) of the Indira Gandhi National Open University for the year 1990-91 together with Audit Report thereon, under section 29 of the Indira Gandhi National Open University Act, 1985.

- (6) A statement (Hindi and English versions) showing reasons for delay on laying the papers mentioned at (5) above.

[Placed in Library, See No LT-3748/93]

- (7) A copy of the Detailed Demands for Grants (Hindi and

English versions) of the Ministry of Human Resource Development for the year 1993-94.

[Placed in Library, See No LT-3749/93]

13.27 hrs.

#### ESTIMATES COMMITTEE

##### *Twenty-first and Twenty-second Reports*

[English]

SHRI A. CHARLES (Trivandrum): Sir, I beg to present the following Reports:

- (i) Twenty-first Report (Hindi and English versions) on Action taken by Government on the recommendations contained in the Eighth Report of Estimated Committee (Tenth Lok Sabha) on the Ministry of Information and Broadcasting Policy for Government Advertisements.

- (2) Twenty-second Report (Hindi and English versions) on Action Taken by Government on the recommendations contained in the Second Report of Estimates Committee (Tenth Lok Sabha) on the Ministry of Railways Railway Safety and Security.

13.25. hrs.

#### COMMITTEE ON PUBLIC UNDERSTAT- ING

##### **Action Taken Statement**

[English]

SHRI BASUDEB ACHARIA (Bankura):



Sir, I beg to lay on the Table a Statement (Hindi and English versions) showing Action Taken by Government on the recommendations contained in Chapter I and final replies in respect of Chapter V of:

- (1) First Report of Committee on Public Undertakings (Ninth Lok Sabha) on Action Taken by Government on the recommendations contained in their Forty-fifth Report (Eighth Lok Sabha) on Bharat Earth Movers Limited.
- (2) Second Report of Committee on Public Undertakings (Ninth Lok Sabha) on Action Taken by Government on the recommendations contained in their Forty first Report (Eighth Lok Sabha) on Air India- Fare aspect.
- (3) Fourth Report of Committee on Public Undertakings (Ninth Lok Sabha) on Action Taken by Government on the recommendation contained in their Sixtieth Report (Eighth Lok Sabha) on State Trading Corporation of India Limited.
- (4) Fifth Report of Committee on Public Undertakings (Ninth Lok Sabha) on Action Taken by Government on the recommendations contained in their Forty -Fourth Report (Eighth Lok Sabha) on Shipping Corporation of India Limited.
- (5) Eighth Report of Committee on Public Undertakings (Ninth Lok Sabha) on Action

Taken by Government on the recommendations contained in their Fifty-Seventh Report (Eighth Lok Sabha) on Food Corporation of India- Despatches of sub-standard Wheat.

- (6) Tenth Report of Committee on Public Undertakings (Ninth Lok Sabha) on Action Taken by Government on the recommendations contained in their Fifty-Eighth Report (Eighth Lok Sabha) on Air India Undue Benefit to Private Operators

13.29 hrs.

#### MATTERS UNDER RULE 377

- (i) Need to Provide jobs to families displaced by construction of Mandira Dam in Orissa

[English]

KUMARI FRIDA TOPNO (Sundargarh):  
Sir, I wish to draw the attention of the Government to the miserable plight of the tribals who are loosing their valuable land as a result of sand casting due to Mandira Dam, Sundargarh in Orissa. With the establishment of Rourkela Steel Plant, Mandira dam was constructed in order to supply water to the plant. As a result, thirty-two tribal villages were displaced. As per the policy of the Government, one job should be provided to at least one member of each displaced family, but even after forty years, many of the displaced families have not been provided job by the Rourkela State Plant. As a result of this dam in the upper side of the river, five hundred acres of cultivable land has been completely affected by sand casting, affecting 266 holdings and hundreds of

373 *Matters Under Rule 377 CHAITRA 9, 1915 (SAKA) Matters Under Rule 377 374*  
joint tribal families.

I, therefore, request the Government to immediately provided jobs to at least our person from each of the families displaced by the Maudira dam in Fourkela Steel Plant and pay compensation to the families who have lost their valuable land due to sand casting.

**(ii) Need to clouble the railway line between chengalpattu and villupuram and convert the metric gauge from Madras to Villupuram into broad gauge**

SHRI K. RAMAMURTHEE TINDIVANAM (Tmdivanam): Sir, I draw the attention of the Railway Minister to an urgent matter. The distance between Madras and Villupura, is 155 kilometers and the entire length is metre gauge, now under uni-gauge conversation. while the stretch of 55 Kilometers tres from Madras to Chengalpattu has double line, the remaining 100 Kilometers between chengampattu and Villupura has only single line. In the absence of double line in this vital stretch of 100 kilometers even super fast trains are very often delayed putting the commuters to hardship. All the trains bound for South run on this line.

Further, with industrialisation, fast picking up in the outskirts of Madras beyond Tambaram, there is heavy rush of commuters between Madras and Villupuram, Having felt the need for metter gauge conversion, the Government have already begun laying of broad gauge line and the work on conversion is in progress from Madras Egmore to chengalpattu. But, unless chengalpattu is connected to Villupuram through broad gauge on double line, the conversion is not going to be of any use. If this work is taken up right now when the uni-gauge conversion work is in progress, we can save the expenditure considerably on

the scheme.

In this background, I request the Central Government to consider laying a broad gauge line while doubling the line between Chengalpattu and Villupuram.

**(iii) Need to open regional offices of University Grants commission especially of madras**

SHRI P.P. KALIAPERUMAL (Cuddalore): Mr. Speaker, Sir, Due to Phenomenal growth of institutions of higher learning the University Grants Commission office, located only at New Delhi cannot do any juatice whatsoever to its charter of responsibilities as listed in the U.G.S. Act, 1956. The regional offices will bring about a great degree of accountability to the institution of higher education in terms of academic and financial aspects. It is a long pending and persistent demand.

The demand for opening U.G.O. regional office was voiced by educationists in the past. It was also reiterated in the review committee headed by Shri V.S. Jha in 1977 ad recently in Estimates Committee of Parliament, 1989.

The U.G.C. had appointed a committee in 1990 in this regard and the committee suggested opening of Regional Offices of U.G.C. in eight locations, namely, Coimbatore, Chandigarh, Banaras, Ahmedabad, Guwahati, Bhopal, Burdwan, and Hyderabad. This proposal was also approved by the Ministry of Human Resource Development in principle. But it is suggested that four regional offices one ach in South, East, North and West be opened in the first phase.

The government of Tamil Nadu have suggested that if a regional office of U.G.C. is set up at Madras adequate space for office and staff quarter will be made avail-

[Sh. P.P.Kaliaparumal]

able, either at Madras university campus, Anna University or at Taramani campus of Madras University.

It is more than years since the whole exercise had started; but so far not a single regional office of U.G.C. has been opened. I, therefore, urge upon the Central Government to open regional offices of U.G.C. immediately and have the southern regional office at Madras. Thank you.

**(iv) Need to look into the incidents of killing of dalits at Vadanvelu village, Mysore**

[Translation]

**SHRI RAM VILAS PASWAN (Rosa):** Mr. Speaker, sir, I would like to draw attention of the House to the incident in Vadunvelu village under Nanjangud Taluk situated at a distance of 25 km from Mysore, in which 3 dalits were killed and more than 50 injured, when they tried to enter a temple.

Vadanvelu village is situated on Nanjangud Chamraj Nagar road. There is a two hundred year old Sidheshwar temple, which was renovated with the contribution made by the people of all castes. The members of the Scheduled Castes have also donated Rs. 15000/- towards its renovation, but on 30th January, 1993 during the inauguration ceremony, the upper castes did not let dalits take part in it. On the 2nd February, the dalits entered the temple under police protection. The Ugadi mela ceremony was to be held on the 26th March, 1993. The upper castes became aware that the dalits are making preparations to enter the temple on that day. So, on the 25th March, when Scheduled Caste preparations were returning from Hanjammali villages in the evening after watching a game of cricket, people of upper castes attacked them with

lethal weapons. 3 dalits were killed and more than 50 injured.

Nothing can be more shameful than the fact that dalits are being killed for entering a temple even after Independence since the matters of Scheduled Castes Scheduled Tribes are related with the Central Government, inquiry by a special court into this incident be ordered. The home Minister should make a statement in the House in this regard.

Mr. Speaker, Sir, Shri Indrajit Gupta and I received telegrams in this regard and in my opinion, this was a grave issue. That is why, I wrote to you and took your permission to raise the matter. I did not take it up even in zero hour. This happened on the 25th. This is extremely shameful. Therefore, I would like to request the Government through you that it should give a statement in this regard or at least assure the House.

[English]

**SHRI INDRAJIT GUPTA (Midnapore):** Sir, can we have an assurance from the Minister of Parliamentary Affairs that this matter brought to the urgent notice of the House will be conveyed to the home Minister to come and make a statement as soon as possible?

**MR. SPEAKER:** I think they will convey it.

**SHRI INDRAJIT GUPTA:** The massacre of Harijans is taking place in Mysore District.

**THE MINISTER OF WATER RESOURCES AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI VIDYACHARAN SHUKLA):** We are equally concerned with these incidences, and I will certainly bring to the notice of the Home Minister.

MR. SPEAKER: And the facts may be brought to the notice of the House.

SHRI CHANDRA JEET YADAV (Azamgarh): It is not enough to express concern.

[Translation]

SHRI GEORGE FERNANDES (Muzaffarpur): Mr. Speaker, Sir it has been announced that investigation into the C.B.I. incident would be conducted by as per the statement of the Karnataka Chief Minister made yesterday. But it is not a matter of investigation alone, it is a matter which needs something more than simply an investigation. We, therefore, are not satisfied with the announcement of the Government that it has been handed over to the C.B.I. Whatever are the facts behind it, should be presented before this august House.

[English]

SHRI VIDYACHARAN SHUKLA: We will do that I will request the Home Minister to make a statement on this.

[Translation]

SHRI ANNA JOSHI (Pune): Mr. Speaker, Sir, in consonance with the feelings expressed here, the hon. Member of my party has also given a notice in this regard. On behalf of my party, I support the demand made therein. Shri Dhanjay Kumar had given this notice in this regard, but he is not here at the moment.

SHRI RAM VILAS PASWAN: Mr. Speaker, Sir, you had given your ruling regarding the Scheduled Castes earlier also. Another issue was also raised prior to that in this regard. You had asked the hon. Minister of Home affairs in this connection, but I am distressed to state that the Government always given assurance in the House for

holding an enquiry, and would take action therein, but even the information in that respect is not given to the House.

SHRI CHANDRA JEET YADAV (Azamgarh): Mr. Speaker, sir, it is not the matter of only one place. In Kanpur also, four persons belonging to Scheduled Castes...

SHRI RAM VILAS PASWAN: I too had raised this issue.

SHRI CHANDRA JEET YADAV: Why such attacks are being made on them? Why there is no protection and no police assistance for them? I hold that whenever any such issue is raised in the House, it is especially considered in the House under your Chairmanship even then no action is taken on it. My submission is that the Government should make a statement on the action being taken on the entire issue.

SHRI LAXMINARYAN PANDEYA (Mandsaur): Mr. Speaker, Sir, a team of the Bharatiya Janata Party had gone there to take stock of the situation. We would like that the Government should make a complete statement on it.

**(v) Need to provide more funds to Bihar Government for early completion of Western Koshi Canal, Bihar**

SHRI BHOGENDRA JHA (Madhubani): Mr. Speaker, Sir, the target to complete the construction work of Western Koshi Canal in Madhubani district of Bihar was scheduled to be achieved by 1980 but its schedule was revised to 1987. The digging work of this canal which has a capacity of irrigating about 71/2 lakh acre of land annually, had been completed in 1984-85 itself. In spite of plenty of water in the canal, the entire crops were damaged in the area due to drought during the last two years as one siphon over the Kamal river and some of the sub-canals could not be completed. The Government of

[Sh. Bhogendra Jha]

Bihar is not in a position to complete this petty remaining work due to shortage of funds. The Central Government is, therefore, requested to make available the required funds for completing end remaining work of the siphon under Central sponsored project and take initiative for setting up a Western Koshi Canal Bord (Interruptions)\*

[English]

MR. SPEAKER: This is not going on record.

**(vi) Need to lay rail line from gond Junction to Nepalganj Raod station for the development of Baharaich district, Uttar Pradesh**

[Translation]

SHRI LAXMI NARAIN MANI TRIPATHI (Kesharganj): Sir, Baharaich, the border district of Uttar Pradesh is the most backward area in the Terai region. There is no industry in our district which can provide employment for the unemployed persons of the district. The industrialists are not prepared to set up industries in the area due to absence of any broad gauge railway line. The broad gauge railway line is laid upto the Gonda district. Our district is at a distance of 60 Kilometres from there. The loop line leads from Gonda to Bareilly via Baharaich, Nepal-ganj Raod and Maulani. I would like to urge upon the Central Government that the Baharaich district should be declared as industrially backward district and the broad gauge railway line from Gonda junction to Nepalganj Raod Station should be constructed to ensure its development and to provide employment opportunities to the people of the area.

**(vii) Need to formulate programmes for cash crops development and increase in their prices**

[English]

SHRI PALA K.M. MATHEW (Idukki): The price of cash crops in Kerala has almost reached the nadir. Pepper, cardamom ginger, coffee, cocoa, tea growers are in difficulties. The small pepper growers who form the backbone of Kerala's economy from Kasargode to Trivandrum are reeling under terrible hardships. The price of pepper which was Rs. 6,000 per quintal three years back is now only Rs. 2700. During the last three or four years, the cost of production has increased four-fold. Some disastrous plant diseases have ruined pepper vines in Idukki district on a vast scale. The production of the crop also has gone down. Still the price is abysmally low. This is an unperceivable irony and mystery. Indian cardamom is facing grave threats of smuggling by Nepal from Guatemala. Giner, coffee, Coca etc., also on the downhill path of ruin.

The Union Government have many programmes for increasing production and prices of foodgrains. I request the Government to chalk out urgently and implement similar special cash crops production programmes like integrated programme for Cash Crops Development Assistance Schemes, Marketing Support Schemes, Marketing Complexes Projects and other Marketing Schemes to help development as well as price increase of these cash crops.

**(viii) Need to take steps for early completion of Bilapur drinking water project in Ajmer. Rajasthan**

[Translation]

PFOF. RASA SINGH RAWAT (Ajmer): Sir, barring a few, most of the area of Rajasthan State face drinking water short-

age but this problem is more acute in Ajmer city and the district. Due to uncertainty of monsoon and paucity of rains, the water levels of wells has gone down and even the Pushkar Sarovar has gone dry. Several drinking water sources from Pushkar and Ganoda have gone dry. Hand-pumps also have dreid up. There is no water in ponds at some palces. Water is saline and at so many palces people are injlieted with various diseases after drinking the water. It is very regrettable that in cities Ajmer, Beyawar, Kishangarh, Naseerabad, Vijanagar, Pushkar water is supplied only once for half an hour or a quarter to an hour during the 48 hours and sometimes in 72 hours. In vilages this situation is more miserable. Industria and all other development work has come to a standstill due to shortage of drinking water and this probelm is likely to get more acute in the ensuing summer season. Visalpur drinking water and irigation schemes on the banat river was undertaken to solve drinking water problem of the Ajmer district., But this scheme has not yet been completed while crores of ruppees have been spent on laying pipe lines and cosntructing barges and the work at snails' place has led to cost escaisation.

The Central Government, therefore, requested that in view of the ensuing rainy season, the Pranrekhe vislapur Drinking Water Scheme should be completed with in the scheduled time by making avaiable financial resources immeditely so that lakhs of people may get relief on this account.  
[English]

SHRI RAM NAIK (Bombay North): Yesterday you said that Vote on Account will be taken first and then Railway Budget will be taken up.

MR. SPEAKER: I had said and it has gone to the Press. We are doing the same. We will take up Vote on Account and General Budget first, immediately after Lunch and then if we may take up the Bill on SAARC, there will be a continuous discussion on railway budget. We proposed to do

*Account (Gen.), 1993-94 and Suppl. Dem. for Grants (Gen.), 1992-93* that. It was<sup>c</sup>irculated yesterday. We could not change it later.

The Hosue stands adjourned to meet again at 2.50 PM.

13.46 hrs

*The Lok Sabha then adjourned for Lunch till thirty minutes past Fourteen of the clock.*

*The Lok Sabha re-assemble after Lubnch at thirty -four minutes past fourteen of the Clock.*

[MR. SPEAKER *in the Chair*]

[English]

MR. SPEAKER: As decided yesterday, last us take up Item Nos. 20, 21, 22, 23, 24 and 25 first. Then we will take up Item No. 26 later on.

14.34 1/2 hrs.

DEMANDS FOR GRANTS ON ACCOUNT (GENERAL), 1993-94

SUPPLEMENTARY DEMANDS FOR GRANTS (GENERAL), 1992-93

[English]

MR. SPEAKER: I will put these demands to the vote of the Hosue as it was decided that we may not discuss it.

I shall now put the Demands for Grants on Account (General) for 1993-94 to vote:

The question is

"That the respective sums not exceeding the amounts on Revenue Account and Capital Account shown in the third column of the Order Paper, be granted to the President out of the Consolidated Fund of India, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1994 in respect of the heds of demands entered in the second column thereof against Demand Nos. 1 to 27, 29, 30, 32 to 90, 92, 94 to 99"

*The motion was adopted*

## Demands for Grants on Account (General) for 1993-94 Voted by Lok Sabha

No of Demand	Name of Demand	Amount of Demand for Grant on Account voted by the House	
		Revenue Rs	Capital Rs
1	2	3	4
<b>Ministry of Agriculture</b>			
1	Agriculture	213 93 00,000	2,26,00,000
2	Other Services of Department of Agn & Cooperation	36,21,00,000	34,35,00,000
3	Department of Agricutural Research and Education	71 67,00,000	—
4	Department of Animal husbandary and Dairying	61,46,00,00	29,10,00,00
<b>Ministry of Chemicals and Fertilizers</b>			
5	Department of Chemicals and Petrochemicals	13,42,00,00	4,15,00,000
6	Department of Fertilizers	815,03,00,000	34,27,00,000

No of Demand	Name of Demand	Amount of Demand for Grant Account voted by the House	
		Revenue Rs	Capital Rs
1	2	3	4
	<b>Ministry of Civil Aviation and Tourism</b>		
7	Department of Civil Aviation	10,68,00,000	1,96,00,000
8	Department of Tourism	14,44,68,000	3,78,00,000
	<b>Ministry of Civil Supplies Consumer Affairs and Public Distribution</b>		
9	Ministry of Civil supplies Consumer Affairs and Public Distribution	4,92,00,000	21,00,000
	<b>Ministry of Coal</b>		
10	Ministry of coal	28,83,00,000	127,70,00,000
	<b>Ministry of Commerce</b>		
11	Department of Commerce	115,59,00,000	6,98,00,000



No. of Demand	Name of Demand	Amount of Demand for Grant Account voted by the House	
		Revenue Rs.	Capital Rs.
1	2	3	4
12.	Department of Supply	4,67,00,00	—
	<b>Ministry of Communications</b>		
13.	Ministry of communications	1,79,00,000	—
14.	Postal Services	231,38,00,000	11,20,00,000
15.	Telecommunication Services	1170,95,00,000	847,83,00,00
	<b>Ministry of Defence</b>		
16.	Ministry of Defence	266,06,00,000	13,64,00,000
17.	Defence Pensions	396,45,00,000	—
18.	Defence Services-Army	1624,74,00,00	—
19.	Defence Services-navy	192,81,00,000	—

No of Demand	Name of Demand	Amount of Demand for Grant Account voted by the House	
		Revenue Rs	Capital Rs
1	2	3	4
20	Defence Services-Air Forces	520 99 00 000	—
21	Defence Ordnance Factories	354 47 00 000	—
22	Capital Outlay on Defence Services	—	915 61 00 000
	<b>Ministry of Environment and Forests</b>		
23	Ministry of Environment and Forests	60 41 00 000	1 20,00 000 *
	<b>Ministry of External Affairs</b>		
24	Ministry of External Affairs	116 34 00 000	6 30 00,000
	<b>Ministry of Finance</b>		
25	Department of Economic Affairs	83 80 00,000	24,11,00,000
26	Currency coinage and stamps	82 24,00 000	59,46,00,000

No of Demand	Name of Demand	Amount of Demand for Grant Account voted by the House	
		Revenue Rs	Capital Rs
1	2	3	4
27	Payments to financial Institutions	183,06,00,000	1288,54,00,000
29	Transfer to State government	1047,69,00,000	26,67,00,000
30	Loans to Government Servants etc	—	40,88,00,000
32	Department of Expenditure	1,52,00,000	1,13,00,000
33	Pensions	123,77,00,000	—
34	Audit	57,14,00,000	—
35	Department of Revenue	29,32,00,000	23,00,000
36	Direct Taxes	86,85,00,000	22,12,00,000
37	Indirect Taxes	86,85,00,000	23,89,00,000
	<b>Ministry of Food</b>		
38	Ministry of Food	541,45,00,000	22,12,00,000

No of Demand	Name of Demand	Amount of Demand for Grant Account voted by the House	
		Revenue Rs	Capital Rs
1	2	3	4
	<b>Ministry of Food Processing Industries</b>		
39	Ministry of food Processing Industries	6,80,00,000	1,71,00,000
	<b>Ministry of Health and Family Welfare</b>		
40	Department of Health	133,25,00,000	43,49,00,000
41	Department of Family Welfare	245,76,00,000	3,00,000
	<b>Ministry of Home Affairs</b>		
42	Ministry of Home Affairs	45,52,00,000	3,12,00,000
43	Cabinet	6,26,00,000	—
44.	Police	375,58,00,000	77,56,00,000
45	Other Expenditure of the Ministry of Home affairs	68,32,00,000	21,65,00,000

No of Demand	Name of Demand	Amount of Demand for Grant Account voted by the House	
		Revenue Rs	Capital Rs
1	2	3	4
46	Transfers to Union Territory Governments	19,33,00,000	11,53,00,000
	<b>Ministry of Human Resource Development</b>		
47	Department of Education	347,73,00,000	9,00,000
48	Department of Youth Affairs and Sports	20,70,00,000	8,00,000
49	Art and Culture	25,96,00,000	—
50	Department of Women and Child Development	100,16,00,000	86,00,000
	<b>Ministry of Industry</b>		
51	Department of Industrial Development	134,38,00,000	15,00,000
52	Department of Heavy Industry	26,49,00,000	41,36,00,000
53	Department of Public Enterprises	24,00,000	—

No of Demand	Name of Demand	Amount of Demand (in lakh Account voted by the House	
		Revenue Rs	Capital Rs
	2	3	4
54	Department of Small Scale Ind & Agro and Rural Industries	62 71 00,000	58,38 00,000
	<b>Ministry of Information and Broadcasting</b>		
55	Ministry of Information and Broadcasting	16,77,00,000	3,33 00,000
56	Broadcasting Services	175 19 00 000	43 53,00,000
	<b>Ministry of Labour</b>		
57	Ministry of Labour	75 87,00,000	12 00,000
	<b>Ministry of Law, Justice and Company Affairs</b>		
58	Law and Justice	16,83,00,000	—
59	Department of Company Affairs	2,50,00,000	1,00,000
	<b>Ministry of Mines</b>		

No of Demand	Name of Demand	Amount of Demand for Grant Account voted by the House	
		Revenue Rs	Capital Rs
1	2	3	4
60	Ministry of Mines	28,62,00,000	6,28,00,000
	<b>Ministry of Non-Conventional Energy Sources</b>		
61	Ministry of non-Conventional Energy Sources	32,36,00,000	1,57,00,000
	<b>Ministry of Personnel, Public Grievances and Pensions</b>		
63	Ministry of Personnel, Public Pensions	10,91,00,000	31,00,000
	<b>Ministry of Petroleum and Natural Gas</b>		
64	Ministry of Petroleum and Natural Gas	43,00,000	44,40,000
	<b>Ministry of Planning &amp; Programme Implementation</b>		

No. of Demand	Name of Demand	Amount of Demand for Grant Account voted by the House	
		Revenue Rs.	Capital Rs.
1	2	3	4
65.	Planning	14,89,00,000	3,06,00,000
66.	Department of Statistics	9,22,00,000	3,00,000
67.	Department of Programme Implementation	14,00,000	—
	<b>Ministry of Power</b>		
68.	Ministry of Power	81,19,00,000	400,90,00,000
	<b>Ministry of Rural Development</b>		
69.	Department of Rural Development	1254,26,00,000	113,00,000
70.	Department of Wastelands Development	8,37,00,000	—
	<b>Ministry of Science and Technology</b>		
71.	Department of Science and Technology	51,38,00,000	5,42,00,000
72.	Department of Scientific and Industrial Research	51,04,00,000	1,48,00,000



No of Demand	Name of Demand	Amount of Demand for Grant Account voted by the House	
		Revenue Rs	Capital Rs
1	2	3	4
73	Department of Biotechnology	13 68 00 000	1 00 00 000
	<b>Ministry of Steel</b>		
74	Ministry of Steel	7 55 00 000	69 67 00 000
	<b>Ministry of Surface Transport</b>		
75	Surface Transport	17 82 00 000	9 12 00 000
76	Roads	76 15 00 000	112 78 00 000
77	Ports Lighthouses and Shipping	35 10 00 000	44 79 00 000
	<b>Ministry of Textiles</b>		
78	Ministry of Textiles	119 06 00 000	40 30 00 000

No of Demand	Name of Demand	Amount of Demand for Grant Account voted by the House	
		Revenue Rs	Capital Rs
1	2	3	4
	<b>Ministry of urban Development</b>		
79	Urban Development and Housing	44 03 00 000	40 30 00 000
80	Public Works	49 98 00 000	24 92 00 000
81	Stationery and printing	21 22 00,000	83 00 000
	<b>Ministry of Water resources</b>		
82	Ministry of Water resources	58 92 00 000	5 19,00 000
	<b>Ministry of Welfare</b>		
83	Ministry of Welfare	94 16 00 000	10 32,00 000
	<b>Department of Atomic Energy</b>		
84	Atomic Energy	93 21,00 000	104 64 00 000

No of Demand	Name of Demand	Amount of Demand for Grant Account voted by the House	
		Revenue Rs	Capital Rs
1	2	3	4
85	Nuclear Power Schemes	73,60,60,000	29,69,00,000
	<b>Department of Electronics</b>		
86	Department of Electronics	18 60,00 000	2,46,00,000
	<b>Department of Ocean Development</b>		
87	Department of Ocean Development	7 91,00,000	1,27,00,000
	<b>Department of Space</b>		
88	Department of space	106,77,00,000	12,87,00,000
	Parliament, Secretariats of President and Vice President, Union Public		
89	Lok Sabha	5,64,00,000	—
90	Rajya Sabha	1,84,00 000	—

No of Demand	Name of Demand	Amount of Demand for Grant Account voted by the House			
		Revenue Rs	Capital Rs	3	4
92	Secretariat of the Vice-President	5 00,000	—		
	Union Territories without Legislature				
94	Delhi	216,17 00 000	161,66,00,000		
95	Andaman and Nicobar Islands	34 98,00,000	25,42,00,000		
96	Dadra and nagar Haveli	7 16,00,000	2,86,00,000		
97	Lakshadweep	12,98 00,000	3,14,00,000		
98	Chandigarh	42,43,00,000	10,14,00,000		
99	Daman and Diu	5 39,00 000	2,24,00,000		
	<b>Total Revenue Capital</b>	<b>13281,69,00,000</b>	<b>5033,08,00,000</b>		

411 *Dem for Grants on Account MARCH 30, 1993*  
*(Gen ), 1993-94 and*

[Sh Ram Naik]

MR SPEAKER. I shall now put the Supplementary Demands for Grants (General ) for 1992-93 to vote.

The question is

"That the respective supplementary sums not exceeding the amounts on Revenue Accounts and Capital Account shown in the third column of the Order Paper, be granted to to defray the charges that will come in course the President out of the

*Suppl. Dem for Grants 412*  
*(Gen.), 1992-93*

Consolidated Fund of India of payment during the year ending 31st day of March, 1993 in respect of the following demands entered in the second column thereof-

Demand No 12, 3,3 4, 5, 6, 7, 8, 9, 10, 11, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 78, 29 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 38, 49, 50, 51, 52, 53, 0 54, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 69, 70, 73, 74, 75, 76, 77, 78 79, 81, 8,2, 83, 84, 85, 86, 87, 89, 90, 91, 92, 93, 94, 95, 96, and 97 "

Supplementary Demands for Grants (General) for 1992-93 Voted by Lok Sabha

No and Name of Demand	Amount of Demand for Grant voted by the House		
	Revenue Rs	Capital Rs	
	1	2	3
<b>Ministry of Agriculture</b>			
1 Agriculture	569 86 00,000	—	—
2 Other Services of Department of Agriculture and Cooperation	5 87,00,000	—	—
4 Department of Animal Husbandry and Dairying	2,00 000	52,79 00,000	—
<b>Ministry of Chemicals and Fertilizers</b>			
5 Department of chemicals and Petrochemicals	22 08 00,000	—	—
6 Department of Fertilizers	35, 27 00 000	—	1,00,000
<b>Ministry of Civil Aviation and Tourism</b>			

No and Name of Demand	Amount of Demand for Grant voted by the House		
	1	2	3
	Revenue Rs	Capital Rs	
7 Department of Civil Aviation	9,27,00,000	—	—
8 Department of Tourism	—	5,47,00,000	—
<b>Ministry of Commerce</b>			
11 Department of Commerce	201,38,00,000	—	—
<b>Ministry of Communications</b>			
13 Ministry of Communications	48,00,000	—	—
14 Postal Services	69,00,00,000	—	—
15 Telecommunication Services	—	1,00,000	—
<b>Ministry of Defence</b>			
16 Ministry of Defence (Civil)	1,00,000	—	—

No and Name of Demand	Amount of Demand for Grant voted by the House		
	1	2	3
		Revenue Rs	Capital Rs
17 / Defence Pensions		223 00 000	—
18 Defence Services-Army		336,42 00,000	—
19 Defence Services-Navy		6 35,00,000	—
20 Defence Services-Air force		327 61,00 000	—
21 Defence Ordnance Factories		8,55,00,000	—
22 Capital Outlay on Defence Services		—	108,57,00,000
<b>Ministry of External Affairs</b>			
24 Ministry of External Affairs		59,47,00,000	6,73,00,000
<b>Ministry of External Affairs</b>			
25 Department of Economic Affairs		107,71,00 000	—



No andName of Demand	Amount of Demand for Grant voted by the House		
	Revenue Rs.	Capital Rs	
	1	2	3
26. Currency, Coinage and Stamps	31,64,00,000	27,54,00,000	
27. Payments to Financial Institutions	1,94,00,000	1,00,000	
29. Transfers to State Governments	669,19,00,000	—	
32. Department of Expenditure	—	1,33,00,000	
33. Pensions	82,65,00,000	—	
34. Audit	27,55,00,000	—	
35. Department of Revenue	4,05,00,000	—	
36. Direct Taxes	25,50,00,000	—	
37. Indirect Taxes	16,00,00,000	—	
<b>Ministry of Food</b>			
38. Ministry of Food	29790,00,000	—	

No and Name of Demand	Amount of Demand for Grant voted by the House	
	Revenue Rs	Capital Rs
1	2	3
<b>Ministry of Food Processing Industries</b>		
39 Ministry of Health and Family Welfare	2 48 00 000	---
<b>Ministry of Health and Family Welfare</b>		
40 Department of Health	172 61 00 000	71 65 00 000
41 Department of Family Welfare	77 76 00 000	---
<b>Ministry of Home Affairs</b>		
42 Ministry of Home Affairs	1 00 000	---
43 Cabinet	10 85 00 000	---
44 Police	258 88 00 000	30 75 00 000
45 Other Expenditure of the Ministry of Home affairs	543 05 00 000	18,75 00 000

No and Name of Demand	Amount of Demand for Grant voted by the House		
	Revenue Rs	Capital Rs	
	2	3	
1			
46 Transfers to Union Territory Governments	4,64,00,000	-	
<b>Ministry of Human Resource Development</b>			
47 Department of education	91,04,00,000	-	
49 Art and Culture	202,00,000	-	
50 Department of women and Child Development	61,36,00,000	-	
<b>Ministry of Industry</b>			
51 Department of Industrial Development	91,23,00,000	-	
52 Department of Heavy Industry	124,00,000,000	-	
54 Department of Small Scale Industries and Agro and Rural Industries	85,00,000	-	

No and Name of Demand	Amount of Demand for Grant voted by the House	Revenue Rs	Capital Rs
1		2	3
<b>Ministry of Law, Justice and Company Affairs</b>			
58	Law and Justice	52,00,000	—
59	Department of Company Affairs	2,04 00,000	—
<b>Ministry of Mines</b>			
60	Ministry of mines	6,82,00,000	39,00,000
<b>Ministry of Parliamentary Affairs</b>			
61	Ministry of Parliamentary Affairs	42,00,000	—
<b>Ministry of Personnel, Public Grievances and Pensions</b>			
62	Ministry of Personnel, Public Grievances and Pensions	8,37,00,000	—
<b>Ministry of Planning and Programme Implementation</b>			
64	Planning	1,00,000	—

No and Name of Demand	Amount of Demand for Grant voted by the House		
	Revenue Rs	Capital Rs	
1	2	3	
65 Department of Statistics	1 00,000	—	
66 Department of Programme Implementation	7,00,000	—	
<b>Ministry of Power and non-Conventional Energy Sources</b>			
67 Department of Power	—	1 00,000	
<b>Ministry of Rural Development</b>			
69 Ministry of Rural Development	500,01 00 000	—	
<b>Ministry of Science and Technology</b>			
70 Department of Science and Technology	9 48,00,000	—	
<b>Ministry of Steel</b>			
73 Ministry of Steel	40,99,00,00	1,00,000	

No. and Name of Demand	Amount of Demand for Grant voted by the House		
	Revenue Rs	Capital Rs	
1	2	3	
<b>Ministry of surface Transport</b>			
74	Surface Transport	31 61 00 000	20 49,00 000
75	Roads	--	13 85 00 000
76	Ports Lighthouses and Shiping	20 90,00 000	3 00 000 *
<b>Ministry of Textiles</b>			
77	Ministry of Textiles	116 50 00 000	--
<b>Ministry of Urban Development</b>			
78	Urban Development and Housing	3 26 00,000	2,00 000
79	Public Works	9 33 00 000	30 88 00,000

No and Name of Demand	Amount of Demand for Grant voted by the House	
	Revenue Rs	Capital Rs
1	2	3
<b>Ministry of Water resources</b>		
81 Ministry of Welfare	1 00 000	—
82 Ministry of Welfare	1 00,000	—
<b>Department of Electronics</b>		
85 Department of electronics	—	77,00,000
<b>Department of Ocean Development</b>		
86 Department of Ocean Development	2,88,00,000	—
	2 88 00 000	—
<b>Department of Space</b>		
87 Department of Space	—	3,00,00,000

No and Name of Demand	Amount of Demand for Grant voted by the House		
	Revenue Rs	Capital Rs	
1	2	3	
<b>Parliament, Secretariats of President and Vice-President, Union Public Service Commission</b>			
89	Rajya Sabha	1,26,00,000	—
<b>Union Territories without Legislature</b>			
93	Delhi	42,61,00,000	4,00,000
94	Andaman and Nicobar Islands	16,06,00,000	2,00,000
96	Lakshadweep	10,74,00,000	—
97	Chandigarh	22,25,00,000	—
Total Revenue/ Capital		5744,80,00,000	396,06,00,000



[Sh. Ram Naik]

services of a part of the financial year 1993-94, be taken into consideration."

MR. SPEAKER: The Minister may now move for introduction of the Bill,

[Translation]

14.36 hrs.

APPROPRIATION (VOTE ON  
ACCOUNT) BILL, 1993

[English]

THE MINISTER OF FINANCE (SHRI MANMOHAN SINGH): I beg to move for leave to introduce a Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 1993-94.

SHRI RAM NAIK (BOMBAY NORTH): I have given you a notice for raising a discussion on Appropriation Bill. Two issues are involved in it. The first important issue is about the limit of income tax exemption under the Income Tax Act, which is not appropriate and is painful for middle class salaried, and ordinary people. So I would suggest that income tax exemption limit should be raised upto Rs. 50 thousand and at the time of discussion on Finance Bill, the Finance Minister should accept this suggestion. If it is implemented, then I think people who like to live honestly, will get justice. I think the whole house will agree with me.

MR. SPEAKER: The question is:

"That leave to granted to introduce a Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 1993-94."

Second point is important from the view of the Parliament Financial assistance should be provided for carrying out small development work in every Lok Sabha constituency. I would suggest to constitute an M.P. fund with Rs. 2 crore. With this fund the construction of lavatories, arrangement of drinking water, construction of Ashrams, schools and other small development work can be done. Mr Speaker, Sir, you may be remembering that last year also on 29th April, 1992 this was discussed with reference to the Appropriation Bill and the whole House had agreed on this point unanimously. The Prime Minister had stood up and said to all the members to listen to the Minister. He said, let the minister speak and while pointing towards himself he said.

*The motion was adopted*

\*\*

SHRI MANMOHAN SINGH: I introduce the Bill.

MR. SPEAKER: The Minister may now move that the Bill be taken into consideration.

SHRI MANMOHAN SINGH: I beg to move:

"That the Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 1993-94, be taken into consideration."

MR. SPEAKER: Motion moved:

"That the Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the

[English]

"There is an appellate authority and that appellate authority will decide."

[Translation]

and Minister Shri Bhardwaj has also

\*Published in Gazette of India, Extraordinary, Part II, Section 2, dated 30.3.1993.

\*\* Introduced with the recommendation of the President.

\*\*\* Moved with the recommendation of the president.

said later..

[English]

" Now i am appealing to the appellate authority to take that decision."

[Translation]

This had happened last year. After that I wrote four letters to the Prime Minister and many other members also wrote about it. I have discussed this issue with him personally on 19th February, 1993. He agreed to it and said that there should be some arrangement like this. After that, I discussed this issue with many members and they all had agreed to this proposal.

Mr. Speaker, Sir, I have told this House last year that there is an M.L.A. Fund of Rs. 30 lakh for every Legislative Assembly Constituency in Maharashtra. You can say it M.L.A. or M.P. Fund, but Maharashtra has provision for this type of fund to help undertake small development works. This fund is operated by the district council or D.D.C. to implement the useful suggestions.

When Maharashtra Legislative Assembly discussed this subject the whole assembly insisted to increase this amount from Rs. 30 lakh. You will be happy to know that Maharashtra Legislative Assembly has increased this amount from Rs.30 lakh to Rs.40 lakh. In Maharashtra one Lok Sabha Constituency consists of 6 Legislative Assembly Constituencies and this amount comes to Rs. 2 crores 40 lakh at the rate of Rs.40 lakh.

So I thought that it will be better if Rs. 2 crore are provided for every Lok Sabha Constituency. I would like to say that the amount of two crores seems to be a big amount but as we have passed the demands for grant of Rs. 2 lakhs 66 thousand 742 crore. with the average of Rs. 2 crores

for each 550 Lok Sabha Constituency the amount come to only Rs.1100 crore. This is 0.4 per cent of the total budget outlay. If such a small amount could be given an M.P. can get the small development work done in his constituency. Therefore, I hope that I will get support from all the M.Ps. for my demand of constituting a Consolidated Fund of Rs. 2 crore for each constituency. I hope that Finance Minister or the Planning Minister whosever is going to reply, will agree to my proposal. I seek cooperation from all of you in this regard.

[English]

SHRI INDERJIT (DARJEELING): We would like to support this suggestion.

MR. SPEAKER: I would like to bring to your notice the procedure which is to be followed while discussing the Appropriation on Bill.

[Translation]

SHRI NITISH KUMAR (BARH): You always talk of Rules but you have unlimited powers. Whatever you say becomes the Rule.

MR. SPEAKER: We will have no problem in following Rules. What is Rule, one will come to know.

[English]

About the Appropriation Bill Whenever you want to discuss anything, you have to give a notice to the Speaker saying on what points you would like to speak which Mr. Naik has exactly followed and then you to make your statement only on those points. You cannot cover the entire thing. I will briefly allow it. But this will not be a precedent.

[Translation]

SHRI NITISH KUMAR: Then you should confine to the Rules. Mr. Speaker, Sir, last year also the House had discussed this subject that M.Ps should be given powers to sanction small schemes with a fund of Rs. 2 crore. You may call it M.P. Fund or something else for your convenience. I would have not spoken after Shri Ram Naik's speech but through you I would like to remind that this House had discussed this issue last year also. I would like to raise this issue just to supplement the point made by him in his speech. Last year also when this matter was discussed Shri Ram Naik and we all of us had firmly supported it. At that time it was misunderstood by media and some members of this House that the Rs. 2 crore will be given to a M.P. People got impression that if it is done it will create a havoc. Through you I would like to remove this misgiving and make it clear that the proposed amount of Rs. 2 crore will be utilised on the schemes recommended by the M.P. on a fixed criteria and given guidelines. The responsibility to execute these schemes will be that of some Government Agency and M.P. will have no 'say'; as to who should execute it. As it has no vested interest, as there is no special person or agency to be appointed by the Member for the execution of this work. No member would be involved directly in the appointment of agency or in specifying the funds. He has to recommend schemes only, that also under a prescribed criteria, which will be laid down by the Government. This procedure has been adopted by not only Maharashtra but by many other States also. In my home State Bihar also this procedure has been adopted. There on the recommendations of the M.L.As schemes upto Rs. 3 lakh can be implemented and roads upto 5 km. can be constructed. On recommendations by M.Ps schemes upto Rs. 4 lakh can be implemented in their constituencies and M.Ps have been given the power to recommend the construction of

roads upto 10 km. in rural areas. This procedure has been followed in the past too and this has been supported by all the honourable members of all the political parties.'

Through you, I would like to point out that in our Parliamentary democracy our M.Ps are not involved in any way with the process of development. I do not think that it is a matter of discussion that an M.P., who is elected by approximately 10 lakh people should have his 'say' or not in the matter of development or he should be accountable or not. We have direct responsibility in the matter. We raise such issues in the Parliament. Though we are not legally accountable for all this yet, it has become a practice that we should write letters regarding the problems of people in our constituency. You have done a good thing by introducing the committee system. M.Ps should also be made more and more accountable. We do not want to have any executive power but in the matters of development M.Ps and M.L.As should have their 'say'. Whosoever may be in the Government but as M.Ps are sent to the Parliament by the Public through elections they are supposed to look after the development matters and welfare of their voters, I would like to submit through you that M.Ps should have some 'say' in the development work of their constituencies.

SHRI RAMESH CHENNITHALA (KOTTAYAM): Mr. Speaker, Sir, M.Ps have no 'say' in the developmental activities of their constituency. Ram Naik ji had raised this matter earlier also. Today in the meeting of Congress Parliamentary party some members also raised this matter. The Prime Minister informed the members there that this proposal has been accepted. Whosoever is in Government, it has become a precedent that nobody bothers about M.Ps or gives them importance. In Kerala, we have Congress Government but the Speaker of Kerala Legislative Assembly has made M.L.As superior to the M.Ps. In the

programmes or functions organised in Kerala the M.Ps. can deliver speech but those meetings are presided over by M.L.As only In no development programme M.Ps have any say. We can do nothing for our voters That is why I submit that there is no need to give Rs. 2 crore in our hand. Some scheme should be evolved for this. Or this work should be entrusted to some agency We will make suggestions and various works should be carried out on the basis of our suggestions. The idea is that there should be some contribution by the hon. Members in the development activities so that we can instill a sense of justice in the minds of our electorate.

**SHRI SHARD YADAV (Madhepura):** Mr. Speaker, Sir, I would like to make a brief submission in regard to the proposal made by Shri Ram Naik that there is awakening among people, but we are not conscious of it. We do not know what our duty is When people come to us for their work we cut a sorry figure. When we go to our constituencies we see that very little work has been done. People are dying of thirst. For this we write letters for months together. Then only one out of hundred grievances are redressed. These are very minor things but the elected representatives do not think about their day.

This is such a big Budget and the allocation on this items accounts for 0.4 per cent only. The hon. Minister of finance is present here, I would like to submit that the problems of M.Ps are increasing. The position of MLAs is much better which is not a bad thing. The state Government have allotted development activities in their hands and it is running well. The Government should come to the rescue of hon. Members by helping them to get the work done through Government agencies.

If you go through past figures, it will be

clear that an M.P. does not get re-elected from a constituency. 90 per cent of work is related to people.

If there is some emotional attachment it is a different thing. The thing is that we cannot attend to people's small works. That is why people go against us. Through you, I would like to say that it is a very serious matter.

*[English]*

**MR. SPEAKER:** Everybody need not speak. Even without your speaking, you know, the unanimity and the consensus is quite visible. Mr. Chetan Chauhan, one minute please.

**SHRI CHETAN P.S. CHAUHAN (Amroha):** Sir, just two minutes. I was not in politics. But for two years I have been here. The people in our constituencies do not understand it. They think we are Members of Parliament.

**MR. SPEAKER:** Please do not repeat. You say that you endorse the statements made by the previous speakers.

**SHRI P.S. CHETAN CHAUHAN:** We have to depend on the MLAs. We have to depend on the District Magistrates for any work to be done.

**MR. SPEAKER:** You have made your point.

**SHRI INDER JIT (Darjeeling):** Mr. Speaker, I strongly support the suggestions made..

**MR. SPEAKER:** Very good. Mr. Lokanath Choudhury.

SHRI INDER JIT: Sir, let me complete. You have been good enough to bring the Television cameras into this House. Now, we were posed to make history by introducing the Committee system. It is something that many of us crusaded for. But please help the MPs to be more effective. In my State of West Bengal, even where railway works are being done, the MP has no say. Our people are not getting any work done. And everything goes only to the Communist - Marxist - cadre. So, we should have an opportunity to do something.

SHRI LOKANATH CHOUDHURY (Jagatsinghpur): Mr. Speakers, Sir, this proposal came once when Prof. Madhu Dandavate was the Finance Minister and I proposed it. I opposed it from the point of view that if money goes to the MPs, it will be something different. Since we are going to have the centralised administration, it is better that the MPs should be involved at different levels.

My experience of the last three is that even the Orissa Government, whom our party supported, have taken a view in District Development Boards that no suggestion of the MP should be accepted. This is my experience.

MR. SPEAKER: What did you say?

SHRI LOKANATH CHOUDHURY: No suggestion of the MP will be accepted. Only the MLA's list of works would be considered. Even if we feel that there is some necessity for some work to give some relief to the people, we are helpless. Under these circumstances, the proposal that has come is quite a practical one. It will be helpful to the MPs to keep themselves in touch with the masses.

[Translation]

SHRI MOHAMMAD ALI ASHRAF FATMI (Darbhanga): I rise to support the Resolution brought by Shri Ram Naik. Today even a Gram Pradhan has been given funds at Panchayat level. (Interruptions) A Gram Pradhan gets at least Rs. 2 to Rs. 3 lakh for carrying out various developmental works in the Panchayat through the Jawahar Rozgar Yojana... (Interruptions)

MR. SPEAKER: There are a lot of business. Please do not do so. It has to go to the other House also.

SHRI RAJENDRA AGNIHOTRI (Jhansi): Mr. Speaker Sir, the hon. Minister of Parliamentary Affairs knows that there are certain backward areas in the States where junior administrative officers do not go. If small projects are launched in these areas through M.P's there will no room for any complaints. This will ensure development in the area. The people should know that the members of Parliament enjoy same status. I support the Resolution brought by Shri Ram Naik.

[English]

PROF. SAVITHRI LAKSHMANAN (Mukundapuram): Sir, in Kerala, MLAs are given one Secretary from Government to assist in their work. Let us also have this facility of one Secretary to help in our work.

MR. SPEAKER: Would you like to respond Mr. Minister?

(Interruptions)

ONE HON. MEMBER: Respond positively please!

SHRI V. DHANANJAYA KUMAR

445 Appropriation (Vote on - CHAITRA 9, 1915 (SAKA) Account) Bill, 1993 446  
(Mangalore) I have just one point. Otherwise, I would not have stood up. I am standing with the fond hope that you would also agree to these suggestions. I say this because you also represent a constituency. You may give a direction to the Government.

MR SPEAKER Please sit down.

THE MINISTER OF FINANCE (SHRI MANMOHAN SINGH) I respect the sentiments expressed by the hon. Members. But we have to look at the financial implications of the proposals. As a minimum, these proposals would cost roughly Rs. 1150 crore to the Central Budget. Also, I would respectfully submit that these are issues of Central and State relationship. Apart from that, a practical issue is, where will the money come from? The Central Government every year gives certain sum of money in support of the assistance for State plans. Those allocations have already been made. Even then, I would suggest that this is a matter which the Planning Commission should examine in depth. The State Governments will have to be consulted. So, at this stage, I would request hon. Members not to press their demands. (Interruptions)

[Translation]

MR SPEAKER Please sit down. The Minister of Finance has seen that Members from both sides are unanimous on this matter. (Interruptions) Please listen first. There are some obstacles which would have to be sorted out first. The Central Government does not have any machinery at district and village levels through which it could implement these programmes. (Interruptions) Please listen. If someone is helping, we should understand how he is helping. Their problem is how to get the work done. Therefore, we will

request the hon. Minister of Finance to discuss the matter with the State Government and Planning Commission and find out some solution.

(Interruptions)

MR SPEAKER They will have to do because the machinery is theirs.

(Interruptions)

15.00 hrs.

[English]

SHRI NITISH KUMAR (Barh) I can show the way, Sir. One circular is sufficient.

MR SPEAKER Please understand that if there were a machinery under you, the condition would have been different.

(Interruptions)

SHRI ANNA JOSHI (Pune) This has been agreed to in principle.

[Translation]

MR SPEAKER Please let me complete. Please do not do it. They have to find out the ways and means for allocating this huge amount. We shall sit together and think over it and then do it.

(Interruptions)

MR SPEAKER When the rules are not followed such discussions take place.

SHRI RAM NAIK (North Bombay) Mr. Speaker, Sir, I would like to congratulate you on your observation. You have observed that the matter would be discussed later. It seems that some way out can be found and

[Sh Ram Naik]

as you said

MR SPEAKER I will call you also We will do it afterwards Please leave it now

[English]

SHRI N SUNDERARAJ (Pudukkottai) Sir the District Development Agencies are under the Central Government and that could be the agency for implementing the programme

MR SPEAKER This is not sufficient We will take it

[Translation]

SHRI NITISH KUMAR He is absolutely right An agency already exists there If the allocation for the JRY is to be increased it is only a matter of a circular

[English]

MR SPEAKER The question is

' That the Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 1993-94 be taken into consideration

*The motion was adopted*

MR SPEAKER We shall now take up clause-by-clause consideration of the Bill

The question is

" That Clauses 2 to 4 stand part of the Bill "

*The motion was adopted*

*Clauses 2 to 4 were added to the Bill*

MR SPEAKER The question is

" That the schedule Clause 1, enacting Formula and the Long Title stand part of the Bill "

*The motion was adopted*

*The Schedule, Clause 1 Enacting Formula and the Long Title were added to the Bill*

MR SPEAKER The Minister may now move that the Bill be passed

THE FINANCE MINISTER (SHRI MANMOHAN SINGH) Sir, I beg to move

' That the Bill be passed "

MR SPEAKER The question is

"That the Bill be passed "

*The motion was adopted*

15.02 hrs

APPROPRIATION BILL, 1993 \*

[English]

SHRI MANMOHAN SINGH Sir, I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the consolidated Fund of India for the year 1992-93

MR SPEAKER The question is

"That leave be granted to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the year 1992-93 "

*The motion was adopted*

SHRI MANMOHAN SINGH I introduce the Bill

I beg to move \*\*

" That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the year 1992-93 be taken into consideration "

MR SPEAKER The question is

' That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the year 1992-93 be taken into consideration "

*The motion was adopted*

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

The question is

" That Clauses 2 and 3 stand part of the Bill "

*The motion was adopted*

*Clause 2 and 3 were added to the Bill*

MR SPEAKER The question is

" That the Schedule, Clause 1, Enacting Formula and the Long Title stand part of the Bill "

*The motion was adopted*

*The Schedule, Clause 1, Enacting Formula and the Long Title were added to the Bill*

MR SPEAKER The Minister may now move that the Bill be passed

SHRI MANMOHAN SINGH I beg to move

" That the Bill be passed "

MR SPEAKER The question is

' That the Bill be passed "

*The motion was adopted*

MR SPEAKER I think all the Members do deserve congratulations and thanks for their cooperation in this respect. And, I think that the Finance Minister will remember this

[*Translation*]

SHRI NITISH KUMAR He is perfect in jugglery of words. Mr Speaker, Sir, he has made the observation. He has stated that it is a question of centre-state relations. If the state is benefited, why should it object

MR SPEAKER Now, we will take up SAARC Convention Bill



15.05.hrs

SAARC CONVENTION (SUPPRESSION  
OF TERRORISM) BILL

As Passed by Rajya Sabha

[English]

THE MINISTER OF STATE IN THE  
MINISTRY OF EXTERNAL AFFAIRS (SHRI  
R.L. BHATIA): On behalf of Shri Dinesh  
Singh, I beg to move that the Bill to give  
effect to the South Asian Association for  
Regional Cooperation Convention suppression  
of Terrorism and for matters connected  
therewith or incidental thereto, as passed by  
Rajya Sabha, be taken into consideration.

The SAARC Regional Convention on  
Suppression of Terrorism was signed at  
Kathmandu on 4.11.1987 by the Foreign  
Ministers/Ministers of External Affairs of the  
seven member countries of the South Asian  
Association for Regional Cooperation  
(SAARC). India ratified the Convention on  
2.8.1988 and our Instrument of Ratification  
was deposited with SAARC Secretariat in  
Kathmandu on 7.8.1988. The Convention  
came into force on 22.8.1988 after due  
ratification by all the member countries of  
SAARC.

THE SAARC Convention is not a complete  
code by itself and any specific request  
invoking its provisions is to be implemented,  
by the State parties, in accordance with the  
relevant national laws and administrative  
arrangements, on grounds of reciprocity.  
Since India has already ratified the Convention,  
it has become necessary to enact  
domestic legislation which would enable the  
Government of India to fulfill its obligations  
under this Convention.

The Convention is aimed at giving ef-

fect to the basic principle, well accepted in  
international law, that no offender committing  
a terrorist crime should escape punishment.  
This is known as the principle of 'extradite  
or prosecute'. The Convention facilitates  
extradition where appropriate. Furthermore,  
any Convention country may try an offender  
regardless of whether the crime was committed  
within its jurisdiction, provided he is found  
in that country. Thus, in the case of offences  
enumerated in the Convention, jurisdiction is  
exercisable even in the case of foreigners who  
commit these crimes outside India (but within  
the SAARC regions).

A second important objective of the  
Convention is the identification of certain  
serious offences as 'terroristic offence' and  
which, for the purpose of extradition, would  
not be treated as being of political nature.  
This was essential to prevent offenders from  
taking recourse to the plea of political offence  
available under international law and under  
national laws of most countries, including  
India, which when raised, could be a ground  
to refuse extradition. Section 31 (a) of the  
Extradition Act of 1962 provides for the plea  
of political offence. The important features  
of the legislation I move now for your  
consideration are:

(i) The proposed legislation will provide  
that the provisions of the SAARC Regional  
Convention on the Suppression of Terrorism  
1987, shall have the force of law in India,  
notwithstanding anything to the contrary  
contained in any other law;

(ii) The proposed legislation is expected  
to provide a self-contained legal basis for  
taking suitable action in respect of any  
request from any of the Convention  
countries (SAARC Member States) either  
for extradition or for prosecution, for  
offences specified under Articles I and II of the

453 SAARC Convention CHAITRA 9, 1915 (SAKA)As passed by Rajya Sabha454  
(Suppression of Terrorism) Bill

Convention. For this purpose, the Schedule to the proposed legislation shall contain the SAARC Regional Convention on suppression of Terrorism in its entirety;

(iii) Under the proposed legislation any person committing the offence of hostage-taking as defined thereunder or any other offence specified in Article-1 of the Convention as set out in the Schedule, may be tried for the offence under the provisions of relevant law for the time being in force;

(iv) The proposed legislation also contains a definition of the offence of hostage-taking not being defined anywhere else in the Indian law. A maximum punishment of 10 years of imprisonment and fine for the same is also provided. All other offences noted in Article 1 of the SAARC Convention are otherwise punishable under Indian law.

(v) The proposed legislation will provide for an offender to be tried in the place where he is found or at such other place as the Central Government may, by general or special order published in the Official Gazette, direct in this behalf:

Under the proposed legislation, no prosecution for an offence shall be instituted except with the previous sanction of the Central Government. Sanction granted under it is to be deemed to be a sanction granted under Section 188 of Criminal Procedure Code, 1973;

The proposed legislation also contains a standard safeguard clause according to which no suit, prosecution or other legal proceeding shall lie against any person for anything which is in good faith done or intended to be done in pursuance of its provisions.

The adoption of the proposed Bill would

enable India to provide for effective implementation of the SAARC Convention on Suppression of Terrorism concluded among the SAARC countries. This is an important Regional Convention and will promote co-operation among the SAARC countries to combat, contain and eradicate terrorism from this region.

I would like to inform the House that this Bill was passed by the Rajya Sabha, on 26 November, 1992, at its 165th Session.

Since the Bill could not be considered and passed by this Hon'ble House during 1992 certain minor consequential amendments are necessary and a notice has been given to the Lok Sabha Secretariat accordingly on 11th March 1993 I beg your leave now to formally move that this Honourable House consider and pass the Bill with amendments as notified on 11th March.

MR SPEAKER : Motion moved;

" That the Bill to give effect to the South Asian Association for Regional Cooperation Convention on Suppression of Terrorism and for matters connected therewith or incidental thereto, as passed by Rajya Sabha, be taken into consideration "

SHRI GEORGE FERNANDES:

[ Translation ]

SHRI GEORGE FERNANDES (Muzaffarpur): Mr. Speaker, Sir, there is no scope for discussion on this Bill. Our main objective is that as to why there has been so much delay in introducing this Bill. As you said that the convention was signed on 4th November, 1987 and few days thereafter the Government of India signed it, then why

now it is necessary to pass it tomorrow only. It has also been said that all other member nations, except Pakistan have passed it as a law in their respective countries.

SHRI R.L. BHATIA: Bangladesh and Pakistan.

SHRI GEORGE FERNANDES: We regret that the Government of India kept it in this state without passing this Bill for years together. Today there is international terrorism. Though, it is all over the world but we all are feeling as to how it is creating problems in south Asia. Few days ago some incidents occurred in Bombay. It is a general acceptance that it was not possible without the involvement of international hand in one or other way. It is also true in the case of Kashmir and Punjab and not only in these two states it is in the western region also but the terrorism in eastern region is discussed very little in India. Why it is so, I have not been able to understand it upto now. I am always of the opinion that terrorists activities are not possible in Assam, Nagaland and Manipur without international hand in it. Therefore, it is very essential that after the formation of SAARC the Government of India should not have delayed the efforts to improve mutual relations, to improve relations among the people of this region and to defeat those forces which hampers mutual relations. This is my main objection.

Mr. Speaker, Sir, keeping in view the convention in regard to the incidents occurred in Bombay I would like to state one thing that the convention as well as the Bill will be passed. But after passing this Bill, ultimately the question arises that if the manner of its implementation and implementing authorities are the same, then I

don't know as to how the Government will face international terrorism merely by enacting a law. With a hope that the Government will try to give reply. I would like to mention a matter here after the incidents of Bombay because if the ultimate aim of the Government is to bring back a person who committed any crime in our country and took shelter in a neighbouring or any other country, whether Government is doing something for seeking help to extradite that person or it is acquiring powers to file case or punish the person who designed a terrorist activity in the country from outside. Memon brothers are very much under discussion these days but how many and what type of mistakes the Government has committed.....(Interruptions)

[English]

MR SPEAKER: I think the entire information is related to the Home Ministry.....

[Translation]

SHRI GEORGE FERNANDES: No, I agree that the information is related to the Home Ministry but only one part of it is related to the Home Ministry and other is related to Ministry of External Affairs. This matter is related to the Ministry of External Affairs and though, the Home Ministry failed to furnish the information in time but when the Government come to know that these people have left the country and have gone to Dubai then why our Government did not inform the Government of UAE immediately. Further, they proceeded to Pakistan from Dubai on 18th of this month and about this you might have come to know directly from your Embassy there and not from the Ministry of Home Affairs. Then why you took so much time to inform the Government of Pakistan, you took full eight days. Pakistan Government was informed on 25th.

Sir, the intention of raising this question is not merely demanding reply from the Government but I would like to say that these officials were having all the information regarding Memon brothers but they neither informed the authorities in Dubai nor the Pakistan Government. Even after all these things if the Government gives responsibility of implementing it in the hands of the same officials, I think nothing significant would happen except the increase in the number of desks and joint secretaries by one or so. Thus, the Government must remain cautious regarding these issues. I have raised this issue here to put forward this point but alongwith it I would like to state one more thing. Mr. Speaker, Sir, you may ask, they are related to each other. I mean to say that when we are holding discussion about terrorism here, I would say that there are two types to terrorism here, I would say that there are two types to terrorism, one is international level terrorism and other is national level terrorism. In our country terrorism does not mean merely whatever is happening in Kashmir and Punjab but for instance it also includes as to how terrorism treatment is being meted out by the Government against those persons who are fighting for the cause of poor people in Andhra Pradesh. I am saying this because we want to maintain peace at international level. We would like that no nation should adopt violent means to settle the ordinary issues in the other country. We want to create such an atmosphere, in which when poor people launch a united movement or raise voice to solve their problems, they should not have to face state terrorism, because when we talk of terrorism then we should also talk about state terrorism. It should not be there that when a person take refuse of violence he should be condemned but when a group calling it a state or a nation adopt violent means may be pardoned.

Sir, this cannot go on there. (*interruptions*) This system of taking both things together cannot go on because we have lost our moral right to make such laws and nobody thinks of taking us seriously in the world. So, I want to repeat this thing and expect from the Union Government that it would not put off the issue of state terrorism from central to state level merely by saying such thing that we are talking about the Ministry of External Affairs here and this issue is related to the Ministry of Home Affairs but state terrorism is causing concern to all of us and is a thing which forces the country to bow down before the whole world. It must be done away. We have experienced and are experiencing daily as to how state terrorism alienated people from the country and as to how it created a rift in their minds. This thing is going on in Andhra Pradesh, Purvanchal, Punjab and Kashmir.

Mr. Speaker, Sir, while concluding my point on this Bill I expect from the Government that it would also consider the issue of state terrorism at state level. This bill is a good one but the Government would take steps to do away the state terrorism in the country. I expect this from the Government.

MR. SPEAKER: Dr. Sudhir Ray. Please be very brief, because this Bill (k) defines offence of terrorism, (2) extradition and (3) that taking hostage also is an offence. 1522 hours.

DR. SUDHIR RAY (Burdwan): Mr. Speaker, Sir, I support the Bill. But I must say that the Government has delayed bringing it because this Convention was first passed in 1987 and the country is now facing the forces of destabilisation everywhere. The forces of disintegration have come to the fore. We think that SAARC should be there and SAARC is there fo

more trade and commerce, more community feelings among the countries of South-East. Asia. But of late everyone knows that Pakistan through its ISI is helping the terrorism in Punjab and Kashmir in a low intensity war in these two States of India.

Besides, even Bangladesh is giving shelter to ULFA. Therefore, this Bill should be passed. At the same time, I also support Shri George Fernandes that there are two types of terrorism. Shri Khudi Ram and Shri Bhagat Singh were also terrorists, but they were anti-imperialists

MR. SPEAKER: Please leave it.

DR. SUDHIR RAY. But the present terrorists are lackeys of imperialism. Now State terrorism is getting intensified if people ask for food, cloth, land etc., the State tries to suppress them. But there are many laws there are some draconian laws like TADA, NASA, FSMA, etc.

Therefore, I support this Bill but at the same time I urge upon the State to negotiate with those people who have taken recourse to terrorism.

[Translation]

SHRI GUMAN MAL LODHA (Pali). Mr. Speaker, Sir, supporting this Bill I would like to say this namely that so far as the question of our nation is concerned, I fully support this Bill and would like to pass it. As my other colleagues said that this bill has been delayed but this Bill would be passed today as soon as possible.

Mr. Speaker, Sir, the most important thing is that unless and until Pakistan and Bangladesh do not accept this principle and

do not pass any such law the problem would not be solved. At present for all the terrorist activities being carried out in the different parts of the country, whether it is in Kashmir, Punjab and Bombay or adjacent to Dhaka or by the ULFA from Bangladesh Borders or in Manipur or Eastern states or in other states, the training centres for such activities are based in Pakistan and Bangladesh.

[Translation]

Sir, our efforts should be to get some firm resolutions passed through the convention so that our country may take a sigh of relief. It is one-sided affair that they are attacking on us. You know it that they are doing it in Kashmir since, 1947 and now you know, the Memon brothers fled Bombay and have reached Pakistan through Dubai. Pakistan has provided shelter to them. If we are not allowed to discuss these tragic developments here in this House then where else can we discuss it.

[English]

MR. SPEAKER: This is for the Cooperation between the SAARC countries.

[Translation]

SHRI GUMAN MAL LODHA: Our main concern is that we should try to put pressure on Pakistan and Bangladesh that they should also pass a similar Bill. Otherwise, our Government has already made efforts to get the aforesaid countries to be declared as terrorist states. Besides, the other political parties our leader Advani Saheb has already suggested that efforts to put a check on the terrorist activities of Pakistan should be made on both national and international level by getting Pakistan declared a terrorist state. Only then this Bill would prove successful.

SHRI MOHAN RAWALE (Bombay South Central): Mr. Speaker, Sir, in the recently concluded Suraj Kund Session, the hon Chief Minister of Maharashtra and Ex-Minister of Defence had stated that the I.S.I., (Inter Services Intelligence) had its hand in the Bombay bomb blasts. Pakistan is abetting these terrorist activities. Our country is also being represented there I would like to remind the statement given by Mr. Nawaz Sharif in December, 1992 on Pakistan television that they would like to offer prayer to the Allah in Kashmir. Pakistan is planning to overtake Kashmir and Punjab; they are dreaming for a total annihilation of India. Strong action is therefore required to be taken against Pakistan. Three hundred people died in Bombay in the wake of bomb-blasts occurred there and eleven bombs were found in Calcutta and many people died there also. The Government should take firm action to avoid the repetition of such bomb-blasts. We should bring back the Memon-brothers from wherever they might have been living. Why does the Government not make efforts to get them back to our country and find out that who are their abettors and who are patroning them. I have a report in this regard... (Interruptions)

MR. SPEAKER: That would be effective after the Bill is passed.

(Interruptions)

SHRI MOHAN RAWALE: A.K. 47 rifles, 7343 bombs and other arms and ammunitions have been seized in Punjab upto now. The RDX explosives have been found in Bombay the day before yesterday; the explosives found there were sufficient to blow three fourth of Bombay. Pakistan has actually started a proxy-war against India. the terrorists whom we have arrested had all been having correspondence with the former

President of Pakistan Ziaul-Haq and their organisation is working with the support of Nawaz Sharif. Moreover, the I.S.I. organisation is also indulged in all sort of disruptive activities. For this strong action should be taken against the organisation known as Hizbul Muzahiddin and this issue should be raised in the ensuing SAARC summit. I am thankful to you for giving me an opportunity to express my views. Thanks... (Interruptions)

[English]

MR. SPEAKER: It is about cooperation between the SAARC countries - for extradition of and for taking action against the offenders.

[Translation]

SHRI BHOGENDRA JHA (Madhubani): So far as this Bill is concerned I rise to support it on behalf of my party. As regards the practical aspect of the affair, some hon. members have raised the issue that disturbances are being created in our country by some other countries and there is a likelihood of continuation of these disturbance. Even then we have not to adopt rigid attitude in this matter. The size of our country, our culture, our politics and history has an important role in the SAARC. We should therefore initiate for creating a cooperation between all the nations to fight terrorism being engineered from outside. This is our duty. We have already committed a wrong regarding our policy towards Sri Lanka. Even our media has also tried to create an impression that those who migrated to Sri Lanka two hundred years back only they were Indians and those who migrated there earlier than that are their enemies. This way efforts have been made to mislead the people and people were misled too. But that phase of committing mistakes is over. Ours

is a bigger country, so, we should be fare about our approach. There should be no slackness in protecting our national interests. We were slack in regard to the incident of Bombay and for that the hon. Minister of Foreign Affairs should reply in the House. The Ministry of Home Affairs may not have information as to how Memon brothers fled to Dubai, but the Ministry of Foreign affairs must have been aware of it. We are friendly with Dubai, and we have diplomatic relations with Pakistan, even then if there is such delay, then this is red tapism. It took one week to know that the Memon brothers have fled; I would like the Government to accept its failure in this matter. We could not prevent the incident when we had still time, there is a failure on the part of the Ministry of Foreign Affairs. I would not go into the details of our relations with different countries, But I would certainly say that too much cordial relation is also bad. We all are the witness that China's attitude to us is very co-operative. So far, as the issue of terrorism is concerned, China, being neighbourng country, has raised a protest against it. It is, however, another fact that China is not a member of SAARC, but it has surely shown a co-operative attitude. There is a qualitative change in the attitude of China what it had 10-15 years ago. We can also take its help, we should not keep in mind only the Pakistan Government in regard to the policy matters but the people of that country also. They also want peace and sovereignty. Our media, Government agencies and leaders are all in possession of the real facts regarding Kashmir. I had also gone there. I am of the opinion that majority of the people in Kashmir are not in favour of joining Pakistan, most of the people are in facour of Azad Kashmir and then comes the number of the people who want to live in India. But then they are not vocal. The incidents took place

in the country, like the one occurred in Ayodhya have prevented them to speak out their opinion. Those who are in favour of Pakistan are more vocal. So we should not commit a mistake of clubbing them together, in regard to defence and political affairs.

[English]

MR. SPEAKER: Mr. Minister.

[Translation]

have you already said about it?

[English]

SHRI R.L. BHATIA: I have already said what I had to say.

MR. SPEAKER: O.K. The question:

"That the Bill to give effect to the South Asian Association for Regional Cooperation Convention on suppression of Terrorism and for matters connected there with or incidental thereto, as passed by Rajya Sabha, be taken into consideration."

*The motion was adopted.*

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

The question is:

"That Clauses 2 to 8 stand part of the Bill."

*The motion was adopted.*

*Clauses 2 to 8 were added to the Bill.*

465 SAARC Convention CHAITRA 9, 1915 (SAKA) Rly. Budget, 1993-94 Gen. 466  
(Suppression of Terrorism) Bill Diss.; Res. re. approval of 3rd Report of  
As passed by Rajya Sabha R.C.C.; Dem. for Grants (Rlys.), 1993-94;  
and Suppl. Dem. for Grants (Rlys ), 1992-93

MR. SPEAKER: The question is:

MR. SPEAKER The question is:

"That the Schedule stand part of  
the Bill."

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

*The motion was adopted.*

*The motion was adopted.*

*The schedule was added to the Bill.*

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

*Clause 1 Short Title extent and applica-  
tion*

MR. SPEAKER. The question is:

*Amendment made*

"That the Preamble and the Long  
Title stand part of the Bill "

Page 1, line 10, -

*The motion was adopted*

for " 1992" substitute -

*The Preamble and the Long Title were  
added to the Bill*

" 1993" (1)

SHRI R L. BHATIA. Sir, I beg to move:

(Shri R.L. Bhatia)

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

MR. SPEAKER: The question is:-

MR. SPEAKER: The question is

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

"That the Bill, as amended, be  
passed"

*The motion was adopted*

*The motion was adopted*

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

15.37 hrs.

Enacting Formula

RAILWAY BUDGET, 1993-94 - GEN-  
ERAL DISCUSSION: RESOLUTION RE..  
APPROVED OF THIRD REPORT OF  
RAILWAY CONVENTION COMMITTEE.  
DEMAND FOR GRANTS (RAILWAYS).  
1993-94

*Amendment made*

Page 1, line 7,-

for "Forty-third" substitute -

"Forty-fourth" (2)

AND

(Shri R.L. Bhatia)

SUPPLEMENTARY DEMAND FOR  
GRANTS (RAILWAYS). 1992-93



[English]

MR SPEAKER The House will now take up combined discussion on the following items for which two days have been allotted -

- (i) General Discussion on the Railway Budget for 1993-94
- (ii) Discussion on the Resolution regarding recommendations of Railway Convention Committee
- (iii) Discussion and Voting on Demands for Grants (Railways) for 1993-94 and
- (iv) Discussion and Voting on Supplementary Demands for Grants (Railways) for 1992-93

Hon Members present in the House whose Cut Motions to the Demands for Grants (Railways) for 1993-94 have been circulated may if they desire to move their Cut Motions send slips to the Table within 15 minutes indicating the serial numbers of the Cut Motions they would like to move. Those Cut Motions only will be moved.

A list showing the serial numbers of Cut Motions treated as moved will be put up on the Notice Board shortly thereafter. In case any Member finds any discrepancy in the List he may kindly bring it to the notice of the Officer at the Table without delay.

I think there are many Members who would like to speak on the Demands of the Railway Ministry. We would like to sit till late into the night to allow the Members to make their say. We have a very very long list given to us. We would like to accommodate as

many as possible and tomorrow by afternoon the Appropriation Bill should be passed here so that it has to go to the other House also for consideration. They may please keep this in mind. This is the only request I want to make.

[Translation]

SHRI GEORGE FERNANDES (Muzaffarpur) How long the sitting of the House would go on in the night?

MR SPEAKER It is upto you till all the Members in the list speak?

SHRI GEORGE FERNANDES Will the House sit upto 2-3 O'Clock in night. Are arrangements for dinner being made?

MR SPEAKER I have asked for the arrangement of dinner for M Ps, pressment and for officers etc.

[English]

THE MINISTER OF STATE IN MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF YOUTH AFFAIRS AND SPORTS) AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI MUKUL WASNIK) Sir, dinner arrangements will be made.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAY (SHRI K C LENKA) Sir, I beg to move

"That this House approves the recommendations made in paragraphs 42, 43, 44, 45, 46, 47, 48, 49 and 50 contained in the Third Report of Railway Convention Committee 1991 appointed to review the rate of dividend payable by the Railway

Undertaking to General Revenues as well as other ancillary matters in connection with the Railway Finance and General Finance, which was presented to Lok Sabha on 23rd February, 1993."

MR. SPEAKER. Motions moved:

"That this House approves the recommendations made in paragraphs 42, 43, 44, 45, 46, 47, 48, 49 and 50 contained in the Third Report of Railway Convention Committee, 1991, appointed to review the rate of dividend payable by the Railway Undertaking to General Revenues as well as other ancillary matters in connection with the Railway Finance and General Finance, which was presented to Lok Sabha on 23rd February, 1993."

"That the respective not exceeding the amounts shown in the third

column of the Order Paper be granted to the President of India out of the Consolidated Fund of India, to defray the charges that will come in the course of payment during the year ending the 31st Day of March, 1994, in respect of the heads of demands entered in the second column thereof against demand Nos 1 to 16."

"That the respective supplementary sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India out of the Consolidated Fund to defray the charges that will come in course of payment during the year ending the 31st day of March, 1993, in respect of the heads of Demand entered in the second column thereof - Demand Nos. 2,4,6 to 11,13, 14 and 16. "

*Demands for Grants (Railways) for 1993-94 submitted to the Vote of Lok Sabha*

<i>No of Demand</i>	<i>Name of Demand</i>	<i>Amount of Demand for Grants to be submitted to the Vote of the House</i>
1	2	3
		<i>Rs</i>
1.	Railway Board	13,98,00,000
2.	Miscellaneous Expenditure (General)	84,09,20,000
3.	General Superintendence and Services on Railways	618,53,44,000
4.	Repairs and Maintenance of Permanent Way and Works	1284,11,94,000
5.	Repairs and Maintenance of Motive Power	1015,06,61,000
6.	Repairs and Maintenance of Carriages and Wagons	1381,49,29,000

471 Rly Budget, 1993-94 Gen. MARCH 30, 1993 and Suppl. Dem. for Grants 472  
 Diss ; Res. re. approval of 3rd Report (Rlys.) 1992-93  
 of R.C.C ; Dem. for Grants (Rlys.), 1993-94;

<i>No. of Demand</i>	<i>Name of Demand</i>	<i>Amount of Demand for Grants to be submitted to the Vote of the House</i>
1	2	3
7	Repairs and Maintenance of Plant and Equipment	679,92,72,000
8	Operating Expenses Rolling Stock and Equipment	1079,01,49,000
9	Operating Expenses-Traffic	2256,99,77,000
10	Operating Expenses-Fuel	2756,97,81,000
11	Staff welfare and Amenities	470,59,79,000
12	Miscellaneous Working Expenses	665,16,18,000
13	Provident Fund, Pension and Other Retirement Benefits	1525,81,22,000
14	Appropriation to Funds	6104,00,00,000
15	Dividend to General Revenues, Repayment of loans taken from General Revenues and Amortization of over-Capitalization	1253,00,00,000
16	Assets Acquisition, Construction and Replacement	
	Revenue	4504,00,000
	Other Expenditure	
	Capital	2533,96,35,000
	Railway Funds	9018,95,41,000

*Supplementary Demands for Grants (Railways) for 1993-94 to be submitted to the Vote of Lok Sabha*

<i>No. of Demand</i>	<i>Name of Demand</i>	<i>Amount of Demand for Grants to be submitted to the Vote of the House</i>
1	2	3
		Rs.
2	Miscellaneous Expenditure (General)	2,10,14,000

<i>No. of Demand</i>	<i>Name of Demand</i>	<i>Amount of Demand for Grants to be submitted to the Vote of the House</i>
1	2	3
4.	Repairs and Maintenance of Permanent Way and Works	13,12,12,000
6.	Repairs and Maintenance of Carriages and Wagons	4,88,70,000
7.	Repairs and Maintenance of Plant and Equipment	3,07,97,000
8.	Operating Expenses Rolling Stock and Equipment	39,54,88,000
9.	Operating Expenses-Traffic	9,00,76,000
10.	Operating Expenses-Fuel	105,81,20,000
11.	Staff welfare and Amenities	9,87,54,000
13.	Provident Fund, Pension and Other Retirement Benefits.	124,99,57,000
14.	Appropriation to Funds	187,13,54,000
16.	Assets-Acquisition, Construction and Replacement	
	Other Expenditure	
	Capital	228,66,15,000
	Railway Funds	224,63,00,000

MR. SPEAKER: Now, Prof. Prem Dhupal may speak

15.41 hrs.

[MR. DUPUTY SPEAKER *in the Chair*]

[*Translation*]

PROF. PREM DHUMAL (Mamirpur): Mr. Speaker, Sir, I rise to oppose the proposals of sharp and heavy increase in Railway fare and freight brought by Railway Minister in this budget. This increase amounting to Rs. 1040 crore will directly affect the common man. Prices of each and every item will increase due to these proposals.

Mr. Deputy Speaker, Sir, it is said that even a witch do not harm each and everybody but this time Railway Minister has increased freight of even the essential commodities and even grains which will cause an extra burdan of Rs. 1059 crore on the people. The freight charges of 16 essential commodities which include kerosine, L.P.G. edible oils, jaggery, sugar, Diesel, grains, pulses,

[Prof. Prem Dhumal]

organic manures, chemical manures, fruits, tea etc. have been increased. Not only this the fodder meant for the animals is also subjected to an increased freight. This is an atrocity against the farmers and we never had such a cruel Rail Minister in the past. He is presenting third Railway budget and every time he has made an increase in Railway fare and freight.

Mr. Deputy Speaker, Sir, actually the money to the tune of 1200 crore rupees needed for Railway was to be mobilised by the I.R.F.C. But this Government is so engrossed in corruption that due to bank scam, people are not ready to have faith in their banks and financial institutions. You declared 10.5 percent interest in place of 9 percent. You will be surprised to see the figures that even after paying tax free interest the organisation which was assigned this task of mobilising Rs. 1200 crores, could mobilise Rs. 10.5 crore only. Neither people nor the investors have faith in the Government. No investor is willing to invest in such circumstances and due to the uncertainty Government was unable to get money and now by making an increase of 10 to 12 percent in fares Government have again put a burden on general public.

Mr. Deputy Speaker, Sir, an amount of Rs. 400 crore belonging to Railway is involved in confina security scam and due to this only they could not mobilise money. As a result of that they have raised the fare and also freight on essential commodities and thus have put a great burden on the people. I would request the Railway Minister to kindly reconsider his proposals and as it is his third budget he should withdraw increase in fare as well as freight on essential commodities. Very few Ministers get a chance of presenting budget three times.

Have you taken a decision to increase the sufferings of the people everytime.

Mr. Deputy Speaker, Sir, Army as well as Railways are two organisations which are considered to be a symbol of national unity but unfortunately we cannot say this thing about Railway at present. This is very strange and unfortunate that the interest of present Ministers is confined only upto their states or constituencies. They are not Minister of the country instead they are Minister for their constituency only. They are only concerned about providing facilities, constructing new rail lines or converting the rail line into broad gauge in their constituencies. This has developed a feeling among the people that the state to which the Railway Minister belongs can have development pertaining to Railways. You do not have a broad attitude. There are certain states about which the Minister is well aware, where a single penny is not being spent. You are not ready to undertake an iota of more work in Himachal Pradesh which was left by the Britishers. You do not even think of conversion of narrow gauge line from Pathankot to Joginder Nagar. The Railway line from Kalka to Simla was laid by the Britishers. That has not been extended to or developed so far. After independence only 17 kilometre broad gauge line was constructed from Nangal to Una. No provision has been made for the 66 kilometre long Rail line from Nangal to Talwara. No provision has been made for Madhya Pradesh also. People have developed this feeling that work is undertaken only in those areas, to which the Minister belongs and he is not ready to undertake any work in other areas.

The issue pertaining to corruption prevailing in Ministry of Railways has been raised daily during zero hour for the last two three days. Document about the details in this connection have been received by to-

day only Rail Minister admits to have possessed the same in his records Shri Sharad Yadav also possessed these documents which contain facts about how a company gets registered within no time, who becomes its managing partner and how they manage to get the facility which was not meant for them previously Yesterday, you had made a comment in this regard The same has been published by the newspapers The Government should give a detailed statement to make its position clear in serious matters like corruption There is a lot of scope for indulging in corrupt practices in sale and purchase When we travel by Rail we see a lot of scrap iron lying near stations and by the sides of railway lines This scrap is worth crores of rupees How much of it is stolen, who takes care of it? Do the personnel of G R P and R P F perform their duties? These are such questions which require serious consideration Instead of putting burden on poor people, in the event of urgency of resources, you should curtail your expenses and adopt the economy measures and check corruption Scrap and other materials which are lying at the Railway stations are being stolen The coal is also being stolen It can only be checked provided, you take steps in this direction

Now I want to say few words about safety What safety measures you take? Last year, there was a news that a train in Uttar Pradesh ran a few kilometres without a driver and then stopped itself There was another news in March this year The hon Minister is here, I would like to tell him

Some time back, Sambhalpur Express kept on running between Nailla Akaltara station without Engine and whosoever witnessed this, was shocked to see the carelessness of the Railways While passing through Nailla station the Engine of Sambhalpur Nizamuddin Express detached

from the Train suddenly at about 7 30 p m on 13th March The passengers came to know about this fact only when the train stopped with a jerk At that time the train was running at a speed of 70 kilometre per hour The passengers felt as if the train has been stopped by applying emergency brakes When the train stopped the passengers came to know that the engine has detached It was told that in the meantime engine travelled a distance of 7 kilometres When the engine driver felt that the bogies are not there he returned and once again connected bogies with the engine and then the train started The Gebra train was also affected due to it and reached Bilaspur an hour late This strange incident shook off many and others said with a laughter that this is Indian Railways where everything can happen

The hon Minister has said in his statement that during his period the number of accidents has declined You have given data but you do not accept these accidents as consequential accidents Kindly, have a look at the data of those accidents which are not taken into account and do not attract any enquiry but the number of such accidents is on a higher side and as per our data these are more than 12000 accidents which you do not accept as consequential accidents

So far as the question of providing facilities to the passengers is concerned you consider the second class passengers as goods or a rubbish loaded in a goods train The drinking water is not available in the trains While travelling in first class A C some time back a passenger complained of non availability of potable water and I was surprised to know that the Attendent had already prepared a representation in this regard which he had sent to the Ministry during last summer that drinking water was not available and the passengers quarrel

[Prof. Prem Dhuma]

with them. Hon. Minister if you ever come out of your saloon and travel in first class A.C., leave aside the 11nd class A.C. and ordinary second class, then you will come to know that even drinking water is not available in the trains.

Outside the toilets, there is no water in the wash basins but it comes from the roof and compels you to have a bath with that water. But there is no soap available. So, you must provide such basic amenities. On one hand you are increasing fares and on the other hand you are not providing even the basic amenities then the passengers suffer. What to say about cleanliness. We were travelling for Bhubneshwar on a tour of Railway Convention Committee. All the Members were travelling in second class A.C. and you will be surprised to know that the whole night moises were playing in the compartment. Have you ever shown that when you have sprayed D.D.T. ... (Interruptions) It is a warning that if the Hon'ble Minister wants that he is not born as rat in the next birth, then he should give a proper attention towards cleanliness. Hon. Minister, Sir, you may see that what sort of opinion have the people about you. A number of officers are generally found drunk on duty.

This is a general complaint that beddings are not clean.

It is a common complaint that the beddings supplied are not clean. On many occasions we have witnessed passengers arguing with the Attendant about the dirty beddings. His point blank reply is that contractors supply such beddings. Mr. hon. Minister ever since you have assumed the charge, contracts have become the order of the day. There is contract for everything,

right from bedding, laundry etc. to eatables. However, you very well know as to what sorts of persons are these contractors. You are earning a bad name and the passengers are not getting the desired facilities. You can very well enquire from the hon. Members, who travel by trains, about the state of affairs. Towels and bed sheets supplied are dirty and blankets supplied also give foul smell. This is also the complaint of Shri Nitish Kumar.

SHRI NITISH KUMAR (Barh): You can enquire that the bed sheets supplied by Eastern Railway are just like cloth of coffin. When you do not have any check then what is the point in convening the meeting of Consultative Committee. You can have the taste of the things by travelling by Magadh Express without Saloon

PROF. PREM DHUMAL: I would like to draw the attention of the hon. Minister towards one more important thing. It is in the air that there is a proposal to abolish ordinary First Class. I oppose such a move because many people simply cannot travel by A.C. for medical reasons. Therefore, such a proposal must be reviewed. Strength of Railway Board need be increased so that it may become more effective

Mr. Deputy Speaker, Sir, through you. I would like to submit to the hon. Minister that it seems no appointments on compassionate grounds are being made in the Railways. All such applications are being rejected on one ground or the other. The Ministry is not even prepared to make employment on Compassionate ground in Class-IV category. Some arrangement must be made for the livelihood of the families of those who die while in service by making appointments on compassionate grounds if one has essential qualifications because simply on technical grounds applications are being re-

jected. I had taken up many such cases with the Ministry in the past, but everytime I got the reply that when his father died the applicant did not send his application. Sir, if the boy was 10 years old at that time, how you could have then employed him? His mother was illiterate and she was not fit for any job. Therefore, only on attaining 18 years of age he applied for appointment. So, I request you to consider all such cases sympathetically and on humanitarian grounds. Everyone can't be Minister of M.P. After the death of earning member of the family it is difficult to make both ends meet. Therefore, all such cases must be immediately considered sympathetically.

Employees have also got some grievances. Time and again the issue of dismissed employees is raised in the House. When you are sympathetic, then why do not you consider it sympathetically? Only a few cases are to be considered now because some persons have died and others are on the verge of retirement age. Woolen uniforms must be supplied to the employees serving in the hill areas. There is another complaint regarding the size of the uniforms. Uniforms are got stitched of certain standard sizes. They are rarely fitted the employees. Cloth used is also of substandard quality. This is all because of contract system now in vogue. Many time employees complain that they simply cannot wear the uniforms. Why not you evolve a system wherein employees are paid in cash for purchasing the cloth and getting the uniforms stitched? There are many the small grievances.

Employees are facing one more serious problem. Drivers, conductors and guards have got similar type of duties. Some categories amount them are paid T.A. which is included in their salaries. Therefore, they avail the pensioner benefit of it at the time of

retirement. On the other hand other categories of employees deputed on the same train are also paid T.A., but it is not included in their salaries. Therefore, they are denied the benefit of the same at the time of retirement. Therefore, I request you to sort out this issue sympathetically so that at least the employees get the pensionary benefit of it at the time of retirement.

Ayodhya issue is nowadays the root cause of all the problems. The hon. Minister has stated that because of Ayodhya issue the revenue as well as freight movement have gone down. Mr. hon. Minister during that period freight movement declined by just 4 million tonnes. The hon. Minister may find out the real reasons and not to give it a political colour, because the freight movement declined due to non booking of goods by the core sectors viz coal, steel, cement etc. Till professional and commercial attitude is not adopted the Railways will never be successful. Only those book their goods by train who do not have any other means available to them. I recently read that there is a provision for speed link Express trains also, but it is not being widely publicised. People are not aware of this facility. Revenue earnings will go up if the time of booking and delivery schedules of speed link trains are widely publicised. Problems can be solved by adopting commercial attitude. It will be wrong on your part to link decline in revenue with Ayodhya episode. I would like to request you to publicise the schedules of speed link trains.

It was categorically mentioned in the Economic Survey of 1992-93 that there is no need for revising train fares instead efficiency needs to be improved. If the latter is not done then burden on the poor will go on increasing. The hon. Minister has announced the introduction of the Sleeper Class. For instance a person travelling to Madras from



[Prof. Prem Dhupal]

Delhi by second class has to pay the basic fare of Rs. 210, sleeper charge of Rs. 25, Superfast charge of Rs. 6, reservation charge of Rs. 7 - total comes to Rs. 248. However, under the new scheme there will be 10 per cent increase in fares. therefore, there will be big difference. After adding sleeper charges of 25 per cent it comes to Rs. 288.75. If Rs. 10 Superfast charges, Rs. 10 reservation charges and computerisation charges are added then the fare comes to Rs. 309 from Rs. 248, at present. To be precise Rs. 308.75.- Therefore, Rs. 61 extra will have to be paid after 25 percent increase comes into effect. so, I would like to urge the hon. Minister not to burden the people any more simply by changing nomenclature but instead give more amenities to the passengers. Change of nomenclature will not serve any purpose.

It is correct that resources are needed for the expansion of Railways. As I have submitted earlier that resources need to be mobilised. It could have been done through borrowings but the credibility of the Government has suffered a set back, People did not deposit money with Indian Railway Finance Corporation. The responsibility for it rests more on the Ministry of Finance than on Railways. I think it is the responsibility of the Central Government to provide resources to the Railways or the Centre could have waived off the dividends paid by the latter to the General Revenue. Had this been done then additional burden would not have fallen on the common man.

In the end I do not want to take more time because other hon. MPs of my party are also anxious to speak. I would like to request the hon. Minister not to set a new

record of burdening the poor, overtime the new Budget is presented. Just for fame sake withdraw the hike in Second Class fares are freight charges on essential commodities. It is not definite when will the Government will bow out of office and again you will be amidst people demanding votes. Therefore, take some popular measures.

With these words I oppose the proposals and take my seat.

[English]

MR. DEPUTY SPEAKER: It is absolutely essential that I bring to your notice that the total time allotted for this subject is nine hours as on today here. Congress four hours twenty minutes; BJP, it is two hours three minutes; Janata Dal it is one hour one minute; CPM it is thirty-minutes; CPI and AIDMK it is eleven minutes.

(Interruptions)

SHRI GEORGE FERNANDES (Muzaffarpur): Before the Speaker left, this issue was raised and the Minister of State for Parliamentary Affairs responded to it. He said that till the last person who is in the House has spoken, no matter what the time is, it will continue. He also mentioned that there would be dinner, tea, coffee till whatever time. (Interruptions)

MR. DEPUTY SPEAKER: My purpose of telling this is those who get a chance to speak early if they consume more time, then subsequent speakers will be very much pressed for time and there would be unrest in the House. That was the purpose that I brought it to your notice.

SHRI GEORGE FERNANDES: I appreciate that. (Interruptions)

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SHRI MUHI RAM SAIKIA (Nowgong):

What about smaller parties?

MR. DEPUTY SPEAKER: Muhi Ramji,  
your name is there.

DR. KARTIKESWAR PATRA  
(Balasore): Mr. Deputy Speaker Sir, at the  
very outset I thank you for calling me to take  
part in the deliberation.

[English]

Tulsidas has written a couplet:

"Bada-Bada Sab Koi Kehta, Bada  
Tallur Khajur,

Baithne ko Thai Nahin. Mieti, Par  
Asan Badi Door "

[English]

16.05 hrs

[SHRI NITISH KUMAR *in the Chair*]

The previous speaker has expressed  
some sort of anger. He said that this Gov-  
ernment is running in corruption.

[Translation]

It is alleged that corruption is every-  
where seen in Railways but there is nothing  
to substantiate. What purpose will be served  
by saying all this that no financial institution  
has got any faith in Railways. That's funds  
are not being made available.

[English]

One thing is that he has also admitted  
that there should be commercial attitude on  
the part of the Railways. That is why I would  
like to express my views in this House about

the appreciations and complaints. I rise to  
support the Railway Budget brought by the  
Railway Minister Shri Jaffer Sharief.

[Translation]

It has been stated here that Railway is  
symbol of national unity. Sir, Shri Jaffer  
Sharief stated this during the speech on  
Railway Budget.

[English]

It is indeed creditable that the Railway  
family remains a shining example of com-  
munal harmony and amity. It is clear that till  
today, after the 6th December Ayodhya  
affair, there is no such occurrence in Indian  
Railways for which one should raise this sort  
of a complaint. I would like to submit very  
humbly that those persons who are saying  
that after the 6th December Ayodhya affairs  
the country is going to be in a very critical  
juncture, should realise that they have cre-  
ated this situation. That is why they should  
feel ashamed and they should not attribute  
it to others.

Here I would like to congratulate the  
hon. Minister for Railways and the Minister  
of State for Railways. The Indian Railways  
have sustained their ability to open up their  
services very much on commercial lines and  
reported profitability in contrast to the Rail-  
ways elsewhere in the world where they  
have become a losing proposition.

Sometimes we are very much after  
service-oriented propositions. But if the coun-  
try is going to hell, we are not bothered about  
it. That is why I congratulate the hon. Minis-  
ter for Railways that he has taken bold steps  
to make the Railways a profitable concern.  
He has also expressed it in his budget  
speech that we want to stand on our own  
and we do not want to compromise on

[Sh. Kartikeshwar Patra]

investment because of smaller budgetary support. Consequently we are trying to increase internal resources by improving productivity, cutting down non-plan expenditure and by carrying more freight and passengers. This is his speech, a bold speech Sir, I would like to draw your kind attention Hon. Railway Minister should be attentive to my speech. I am praising him, but he is talking to another Minister. Mr. Minister, I am praising you; you should appreciate, Sir.

Indian Railways need for more investment than its finances permit. The budgetary support from the Central pool has come down from 70 per cent in 1970 to 14.7 per cent now. Clearly, this is the money that is offered now. This is a challenge, the Railways has to face and the hon. Minister has to face.

Sir, according to the critics, the Railway Minister has been compelled to steer the Indian Railway between the needs for development, renewal and maintenance work on the one hand and increasing the passenger fares and freight rates to the inescapable minimum, on the other hand. The Railway Minister was left with no alternative but to increase freight rate and fares commensurate with increasing budgetary support, because there is no alternative before him. We are facing critical monetary crisis, economic crisis in the country. When our Prime Minister, Shri P.V. Narasimha Rao took charge, at that time, the country was facing serious economic crisis; 480 quintals of gold were mortgaged. At that time, there was no faith. Hon. Member has stated that there was no faith on this Government and that no financial institution came forward to support some

finance. This is due to their bad administration or short duration of stay in the Government. They should feel it and they should not criticise like this.

There is an increase in freight rate by 12 per cent to garner an additional Rs. 1417 crores, while increase in fare is 10 per cent to net an additional Rs. 431 crores; the total increase of Rs. 1848 crores in 1993-94. It is a historical Budget. This is the first time in the history of the Railway Budget in India that the Railway Ministry has got one surplus Budget, one excess Budget; and if somebody criticises, it is nothing for the Government, nothing for the nation and nothing for the country because the Government of Shri P.V. Narasimha Rao has given so many provisions for the development of railways in this country. Hon. Members from different parts are also demanding some sort of developmental work in railways in their constituencies. Sir, the other highlights of the Budget proposals are as follows; and I am placing them one by one here.

Plan outlay fixed at Rs. 6500 crores, is also unique one in the history of Indian Railway Budgets. Secondly, New Capital Fund is set up with an outlay of over 70 per cent of the resources generated internally. The gauge conversion target has been fixed at 1,600 Kms and Rs. 810 crore have been allocated for it. The insurance scheme would cover cases of deaths/injuries as a result of train accidents.

MR. CHAIRMAN: One minute please.

[Translation]

For how long would you like to speak?

[English]

DR. KARTIKESWAR PATRA: Sir, if you stop me from the beginning, then, I cannot speak. I want to speak on vital information.

MR. CHAIRMAN: No, no.

[Translation]

Signal is of great importance in rail-ways, there is nothing else as such.

DR. KARTIKESWAR PATRA: Our sig-nal is as to how our country is being admin-istered under the leadership of Shri. P V. Narasimharao. (Interruptions)

[English]

DR. KARTIKESWAR PATRA: I want to mention about comparative traffic plan for goods. In 1991-92, the tonnage was 338 million tonnes. In 1991-93, it was 350 million tonnes and in 1993-94, it was 370 million tonnes.

The earnings in 1991-92 were Rs. 9,492 crore; in 1992-93, Rs. 11,100 crore and in 1993-94, Rs. 13,171 crore. There is a differ-ence of over Rs. 2,000 crore. Similarly, in the case of traffic plan for passengers, the earnings were Rs. 3,685 crore during 1991-92, Rs. 4,330 crore in 1992-93 and Rs. 5,110 crore in 1993-94. This is also a re-markable achievement. I congratulate our hon. Railway Minister, Mr. C.K. Jaffer Sharief. This House appreciates the achievement of the Railway Minister.

Now I come to the financial results. An excess of Rs. 235 crore was projected in the budget estimates for 1991-92. This excess was placed at Rs. 435 crore at the revised estimates stage after providing for fall in the

dividend liability of Rs. 1,039 crore and Rs. 40 crore additionally for pension fund. The railways not only achieved the projected excess of Rs. 435 crore but also augmented the pension fund further by Rs. 90 crore and liquidated the deferred dividend liability to an extent of Rs. 74 crore.

So far as the budget estimate is con-cerned, the gross traffic receipts at current fare and freight rate are estimated at Rs. 17,176 crore - an increase of Rs. 1,058 crore as per the revised estimate. It is a record for which the hon. Railway Minister should be praised.

Now I come to the comparative picture of railway financing plan. The budgetary support is expected. The railways will move independently. This will be our motto. In 1991-92, the budgetary support was Rs. 1,632 crore. In 1991-92, budgetary support was Rs. 1756 crore and in 1992-93, it was Rs. 1935 crore. Now, this has come down to Rs. 960. This, in deed, is a remarkable achievement. In respect of borrowings, in 1990-91 it was Rs. 1092 crore; in 1991-92, it was Rs. 1503 crore and in 1992-93 it was Rs. 1200 crore. Now it is only Rs. 900 crore.

Now let us have a look at the trend in investments Under major plan heads: Gauge conversion increased from Rs. 89 crore in the year 1990-91 to Rs. 815 crore in 1993-94. Similarly rolling stock was given an investment of Rs. 817 crore in 1990-91. Now it has crossed Rs. 1925 crore. Money spent on passenger amenities also increased from Rs. 21 crore in 1990-91, to Rs. 60 crore in 1993-94. We have always been demanding that passenger amenities should always be given high priority.

Now I draw your attention to achieve-ments with regard to major developmental activities. Only in gauge conversion, there is

a spectacular achievement. Nine new trains were introduced and 11 new lines totalling to 319 route kilometres and four new lines totalling 269 route kilometres will be completed.

Sir, an attempted to have additional revenue mobilisation through increase in fare and freight charges has been made by the hon. Minister of Railways. And as far as increase in fare charges is concerned, it was the highest in 1992-93 at Rs. 671 crore. As regards freight charges, it was highest at Rs. 1417 crore. The increase in tare and freight was the lowest in 1985-86 at Rs. 76 crore and Rs. 389 crore respectively.

Now I draw your attention to the rationalisation of fare structure in the Railways. Some people have criticised it and some have appreciated. Anyway, the fare hike was so worked out that the weaker sections of the society are the least affected. For example, if you see the fare hike after the first, 100 kilometres, you would find that it is very very marginal.

**MR. CHAIRMAN:** Please wind up. Now you are going without paying any heed to my signal. Please avoid an accident by obeying the Chair and take your seat.

**DR. KARTIKESWAR PATRA:** Please give me just five minutes.

Sir, S.B. Railway is the major earning son of the Railway family. It has earned Rs. 23288.92 crore in 1992. But it has been neglected and overlooked. Similarly, though Orissa covers an important portion of the S.E. railway line, budgetary provision given to the State is highly negligible, as far as completion of on-going projects is concerned. It was just within Rs. 81 crore. For example,

a platory sum of Rs. 25 crore has been provided for Daitari Bainspani new broad gauge line, whereas the Planning Commission has approved Rs. 50 crore for it in 1993-94. For Lanjigarh Road Junegarh new gauge line, only Rs. 1000/- have been provided! For Koraput Rayagada broad gauge line, Rs. 26 crore have been provided For Talcher - Sambalpur broad gauge line, Rs. 30 crore have been provided this year. With folded hands, I want to submit to the hon Railway Minister on the floor of this House that in spite of my repeated requests, he has only provided for a survey of Rupsi Bangin Posi project For Rupsa-Bangin Posi M.G - B G. conversion the Minister twice made a programme to lay the foundation stone for this conversion in November, 1992. A rostrum was constructed and all the other things were arranged but the programme was cancelled both the times. Not a single paise was provided by the Government for this Project. I have now decided that if the Minister will not respond positively I will either have to quit the Membership of the House or sit on hunger strike before the Parliament House. There should not be any discrepancy.

The entire House was moved when Members from Orissa, Bihar and West Bengal created pandemonium demanding conversion of this line. I can only request the hon. Minister to sanction Digha Jaleswar new B.G. line. It will have a remarkable impact on the commercial trade. I would humbly submit that the Minister of State should be very sympathetic towards me. A Member comes to the House to put forth the grievances of the people of his area.

**MR. CHAIRMAN:** The House has full sympathy with you but you should also have sympathy for the Chair and you may please now conclude.

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DR KARTIKESWAR PATRA I obey the orders of the Chair and I conclude

/Need to improve travel facilities by the Railways / (7)

DR ASIM BALA (Nahadwip) I beg to move

"That the Demand under the head Railway Board be reduced by Rs 100 "

"That the Demand under the head Railway Board be reduced to Re 1 "

/Need to enquire into the cost of the materials used by the Railways / (8)

/Failure to check wasteful expenditure in the Railways / (1)

"That the Demand under the head Railway Board be reduced by Rs 100 "

"That the Demand under the head Railway Board be reduced to Re 1 "

/Need to improve Deposit Linked Insurance Scheme for the railway employees / (9)

/Failure to reduce the contingent expenses in the Railway / (2)

"That the Demand under the head Railway Board be reduced to Re 1 "

"That the Demand under the Head Miscellaneous Expenditure (General) be reduced to Re 1 "

/Failure to avoid frequent foreign tours of the high officials of Railways / (3)

/Failure to develop high-tech Research Laboratories for Railways / (10)

"That the Demand under the head Railway Board be reduced to Re 1 "

"That the Demand under the Head Miscellaneous Expenditure (General) be reduced to Re 1 "

/Failure to check increasing overtime allowance of Railway employees / (4)

/Failure to design suitable railway rakes for comfortable journey / (11)

"That the Demand under the head Railway Board be reduced to Re 1 "

"That the Demand under the Head Miscellaneous Expenditure (General) be reduced to Re 1 "

/Failure to minimise the cost of materials in the Railways / (5)

/Failure to undertake proper survey for construction of new railway lines / (12)

"That the Demand under the head Railway Board be reduced by Rs 100 "

"That the Demand under the Head Miscellaneous Expenditure (General) be reduced to Re 1 "

/Need to look into the grievances of the railway employees regarding payment of D.A / (6)

/Failure to have point to point survey for conversion of narrow-gauge lines into broad-gauge lines (13)

"That the Demand under the head Railway Board be reduced by Rs 100 "

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*of R C C, Dem for Grants (Rlys), 1993-94,*  
[Sh Asim Bala] *(Rlys) 1992-93*

"That the Demand under the Head  
Miscellaneous Expenditure (General)  
be reduced by Rs 100 "

/Need to have latest equipments for  
correct survey / (14)

"That the Demand under the Head  
Miscellaneous Expenditure (General)  
be reduced by Rs 100 "

/Need to check wasteful expenditure in  
the Railways / (15)

"That the Demand under the Head  
Miscellaneous Expenditure (General)  
be reduced by Rs 100 '

/Need to Minimise the expenditure on  
miscellaneous establishments in the Rail-  
ways / (16)

"That the Demand under the Head  
Miscellaneous Expenditure (General)  
be reduced by Rs 100 "

/Need to develop modernised research  
laboratories in the Railways / (17)

"That the Demand under the Head  
Repairs and Maintenance of perma-  
nent way and works be re-  
duced by Rs 100 "

/Need to repair station office building of  
Chakra station / (18)

"That the demand under the Head  
repairs and maintenance of perma-  
nent way and works be reduced by  
Rs 100 "

/Need to repair the station office build-  
ing of Knshnagar station / (19)

"That the demand under the Head  
repairs and Maintenance of perma-  
nent way and works be reduced by  
Rs 100 '

/Need to repair station buildings regu-  
larly / (20)

"That the demand under the Head  
repairs and maintenance of per-  
manent way and works be reduced  
by Rs 100 "

/Need to repair Ranaghat station-shed  
regularly / (21)

That the demand under the Head  
repairs and maintenance of per-  
manent way and works be reduced  
by Rs 100 '

/Need for regular proper maintenance  
work of the railway bridges / (22)

"That the demand under the Head  
repairs and Maintenance of per-  
manent way and works be reduced  
by Rs 100

/Need for proper supply of water and  
provide proper sanitation facilities on the  
railway stations / (23)

"That the demand under the Head  
repairs and maintenance of car-  
riages and wagons be reduced by  
Rs 100 '

/Need for proper maintenance of rakes  
in the Sealdah Division / (24)

"That the demand under the Head  
repairs and maintenance of car-  
riages and wagons be reduced by  
Rs 100 "

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*/Need for proper repair of railway rekes in the trains on Ranaghat-Gode and Ranaghat-Bongaon lines./ (25)*

"That the demand under the Head operating expenses-traffic be reduced by Rs. 100."

*/Need to maintain proper traffic operations in the Sealdah Division./ (26)*

"That the demand under the Head operating expenses-traffic be reduced by Rs. 100."

*/Need to provide sufficient funds for regular traffic operations in the Sealdah Division./ (27)*

"That the demand under the Head operating expenses-traffic be reduced by Rs. 100."

*/Need to operate new Suburban trains in Sealdah Division./ (28)*

"That the demand under the Head operating expenses-traffic be reduced by Rs. 100."

*/Need to operate a new long distance train on Eastern Railway./ (29)*

"That the demand under the Head assets-acquisition, construction and replacement be reduced by Rs. 100."

*/Need to provide adequate funds for construction of new railway lines on Eastern Railway./ (54)*

"That the demand under the Head assets-acquisition, construction and replacement be reduced by Rs. 100."

*/Need to convert narrow gauge line into broad gauge between Santipur and Nabadwip Ghat./ (55)*

"That the demand under the Head assets-acquisition, construction and replacement be reduced by Rs. 100."

*/Need to construct a halt station at Bathna on Ranaghat-Santipur Line./ (56)*

"That the demand under the Head assets-acquisition, construction and replacement be reduced by Rs. 100."

*/Need to provide a halt station at Ghugis on Sealdah-Ranaghat line./ (57)*

"That the demand under the Head assets-acquisition, construction and replacement be reduced by Rs. 100."

*/Need for construction of new line from Krishnagar to Karimpur, in Sealdah Division./ (58)*

"That the demand under the Head assets-acquisition, construction and replacement be reduced by Rs. 100."

*/Need to set up double line from Ranaghat to Lalgola in Sealdah Division./ (59)*

"That the demand under the Head assets-acquisition, construction and replacement be reduced by Rs. 100."

*/Need to take up electrification projects from Ranaghat to Lalgola lines in Sealdah Division./ (60)*



499 *Rly Budget, 1993-94 Gen* MARCH 30 1993 *and Suppl Dem for Grants 500*  
*Diss, Res re. approval of 3rd Report*  
*of R C C ; Dem for Grants (Rlys), 1993-94,*  
[Sh Asim Bala]

"That the demand under the Head  
assets-acquisition, construction and  
replacement be reduced by Rs  
100 "

/Need for immediate electrification of  
Ranaghat-Gede and Ranaghat-Bongaon  
sections / (61)

"That the demand under the Head  
assets-acquisition, construction  
and replacement be reduced by  
Rs 100 "

/Need to raise the level of all platform on  
Gede Ranaghat and Ranaghat-Bongaon  
lines in Sealdah Division / (62)

"That the demand under the Head  
assets-acquisition, construction and  
replacement be reduced by Rs  
100 "

/Need to provide computensed reser-  
vation facility at the Ranaghat station / (63)

"That the demand under the Head  
assets-acquisition construction and  
replacement be reduced by Rs  
100 "

/Need to improve signalling and tele-  
communication system on the Ranaghat  
station / (64)

"That the demand under the Head  
assets-acquisition, construction  
and replacement be reduced by  
Rs 100 "

/Need to construct Double line between  
Ranaghat and Bongaon lines./ (65)

"That the demand under the Head

assets-acquisition, construction and  
replacement be reduced by Rs  
100 "

/Need to restore Aranghata Station its  
original status / (66)

"That the demand under the Head  
assets-acquisition, construction  
and replacement be reduced by  
Rs 100 "

/Need to provide more trains between  
Sealdah and Bongaon / (67)

That the demand under the Head  
assets-acquisition construction  
and replacement be reduced by  
Rs 100 "

/Need to provide passengers amenities  
in the Suburban trains / (68)

SHRIBHOGENDRAJHA (Madhubani)  
I beg to move -

"That the demand under the Head  
Railway Board be reduced to Re 1 "

/Failure to abolish the Railway Board /  
(33)

"That the demand under the Head  
Railway Board be reduced to Re 1 "

/Failure to construct broad gauge line  
between Darbhange-Jay Nagar and  
Darbhanga-Raxaul./ (31)

"That the demand under the Head  
Railway Board be reduced to Re 1 "

/Failure to provide necessary alloca-  
tions for broad gauge line between  
Samastpur-Darbhanga on North Eastern  
Railway./ (32)

"That the demand under the Head  
Railway Board be reduced to Re.1."

Railway Board be reduced to Re.1."

/Failure to fulfil repeated promises, for  
main inaugurations and budgetary provisions  
and allocations for broad-gauge line be-  
tween Samastipur and Darbhanga on the  
North Eastern Railway./ (33)

/Failure to lay broad-gauge line upto  
Darbhanga junction connecting Samastipur  
and four points of India-Nepal border./ (173)

"That the demand under the Head  
Railway Board be reduced to Re.1."

"That the demand under the Head  
Railway Board be reduced to Re.1."

/Failure to recognise one Union in one  
Railway Zone by conducting elections on  
the basis of the strength of the employees./  
(174)

/Failure to convert the Darbhanga-  
Jaynagar railway line near Nepal border,  
North Eastern Railway into broad-gauge  
line./ (168)

"That the demand under the Head  
Railway Board be reduced to Re.1."

"That the demand under the Head  
Railway Board be reduced to Re.1."

/Failure to ensure worker's participa-  
tion in management in the Railways./ (175)

/Failure to convert the Darbhanga-  
Raxaul railway line near Nepal border under  
North-Eastern Railway into broad-gauge  
line./ (169)

"That the demand under the Head  
Railway Board be reduced to Re.1."

"That the demand under the Head  
Railway Board be reduced to Re.1."

/Failure to lay new railway line between  
Sakri and Hasanpur in Samastipur division  
on North-Eastern Railway./ (176)

/Failure to complete Bagaha-Chhittauni  
railway bridge./ (170)

"That the demand under the Head  
Railway Board be reduced to Re.1."

"That the demand under the Head  
Railway Board be reduced to Re.1."

/Failure to connect Nirmali-Tharmida  
by rail bridge on North Eastern Railway./  
(177)

/Failure to provide a railway line be-  
tween Muzaffarpur and Darbhanga./ (171)

"That the Demand under the Head  
Miscellaneous Expenditure (Gen-  
eral) be reduced by Rs. 100."

"That the demand under the Head  
Railway Board be reduced to Re.1."

/Need to introduce prayag-Janakpur  
new train from Jaynagar to Prayag on Nepal  
border on North-Eastern Railway./ (178)

/Failure to provide sufficient funds for  
the modernisation of Samastipur-Darbhanga  
broad-Gauge line./ (172)

"That the Demand under the Head  
Miscellaneous Expenditure (Gen-  
eral) be reduced by Rs. 100."

"That the demand under the Head

503 *Rly. Budget, 1993-94 Gen. MARCH 30, 1993 and Suppl. Dem. for Grants 504*  
*Diss.; Res. re. approval of 3rd Report (Rlys.) 1992-93*  
*of R.C.C., Dem for Grants (Rlys.), 1993-94;*

[Sh. Bhogendra Jha]

administrative sub-division of Eastern Railway, Hazaribagh./ (184)

/Need to introduce new train from Jaynagar to Guwahati on Nepal border in North-Eastern Railway / (179)

"That the Demand under the Head Miscellaneous Expenditure (General) be reduced by Rs 100 "

"That the Demand under the Head Miscellaneous Expenditure (General) be reduced by Rs 100 "

/Need to maintain and improve the functioning of Loco Workshop at Samastipur on Eastern Railway / (185)

/Need to introduce a train from Raxaul Sitamarhi to Darbhanga at 9 A M in Samastipur division of North-Eastern Railway / (180)

"That the Demand under the Head Miscellaneous Expenditure (General) be reduced by Rs 100 "

"That the Demand under the Head Miscellaneous Expenditure (General) be reduced by Rs 100 "

/Need to provide a railway link to Administrative Sub-Divisional Headquarter Dumka (Bihar)./ (186)

/Need to introduce a new train from Samastipur to New Delhi reaching in 15 hours on North-Eastern Railway / (181)

"That the Demand under the Head Miscellaneous Expenditure (General) be reduced by Rs 100 "

"That the Demand under the Head Miscellaneous Expenditure (General) be reduced by Rs 100 "

/Need to convert the Manasi-Saharsa railway line into broad-gauge line./ (187)

/Need to provide more chair car in the trains running from Darbhanga-Jaynagar-Madhubani to Samastipur-Howrah on North-Eastern Railway / (182)

"That the Demand under the Head Miscellaneous Expenditure (General) be reduced by Rs 100 "

"That the Demand under the Head Miscellaneous Expenditure (General) be reduced by Rs 100 "

/Need to construct an appropriate waiting room with facilities at the Administrative District Headquarters Madhubani, Bihar / (188)

/Need to provide more chair cars in the trains running from Jaynagar-Madhubani, Darbhanga to Samastipur-Delhi Amntsar on North-Eastern Railway / (183)

"That the Demand under the Head Miscellaneous Expenditure (General) be reduced by Rs 100 "

"That the Demand under the Head Miscellaneous Expenditure (General) be reduced by Rs 100 "

/Need to construct an appropriate waiting room with facilities at Darbhanga, a sub division of Bihar and which is the Headquarters of two universities / (189)

/Need to provide a railway link to the

505 *Rly. Budget, 1993-94* CHAITRA 9, 1915 (SAKA) (Rlys.), 1993-94; and *Suppl. 506 Gen. Diss.; Res. re. approval of 3rd Report of R.C.C.; Dem. for Grants* Dem. for Grants (Rlys.), 1992-93

"That the Demand under the Head Miscellaneous Expenditure (General) be reduced by Rs. 100."

/Need to construct an over-bridge across the railway lines towards Northern side of Darbhanga railway junction of Eastern Railway./ (190)

"That the Demand under the Head Miscellaneous Expenditure (General) be reduced by Rs. 100."

/Need to construct an overbridge across the railway lines towards Eastern side of Sakari Junction in Samastipur Division of Eastern Railway./ (191)

"That the Demand under the Head Miscellaneous Expenditure (General) be reduced by Rs. 100."

/Need to raise the level of railway platform at Khojoli railway station in Samastipur Division of Eastern Railway./ (192)

"That the Demand under the Head Miscellaneous Expenditure (General) be reduced by Rs. 100."

/Need for proper maintenance of all the trains starting and terminating at Jaynagar railway station in Samastipur Division of Eastern Railway./ (193)

"That the Demand under the Head Miscellaneous Expenditure (General) be reduced by Rs. 100."

/Need to construct new railway line between Madhubani and sitamarhi stations in Samastipur Division on Eastern Railway./ (194)

"That the Demand under the Head Miscellaneous Expenditure (Gen-

eral) be reduced by Rs. 100."

/Need to convert Tektar and korhea halts into full-fledged railway stations in Samastipur Division of Eastern Railway./ (195)

"That the Demand under the head Railway Board be reduced by Rs. 100."

/Need to run 2302 Dn Rajdhani Express via Patna twice a week./ (932)

"That the Demand under the head Railway Board be reduced by Rs. 100."

/Need for running Jaynagar-Narkatiaganj trains combined and separated respectively at Darbhange to and from Guwahati./ (933)

"That the Demand under the head Railway Board be reduced by Rs. 100."

/Need for completion of the conversion of Samastipur-Darbhanga meter gauge into broad gauge within 1993-94 financial year./ (934)

"That the Demand under the head Railway Board be reduced by Rs. 100."

/Need to restart Samastipur-Patna Express train at the earliest. (935)

PROF. PREM DHUMAL (Hamirpur): I beg to move:-

"That the Demand under the head General Superintendence and services on Railways be reduced by Rs. 100."

/Need to provide signals, telecome facilities at the railway stations in Himachal Pradesh./ (34)

"That the Demand under the head General Superintendence and services on Railways be reduced by Rs. 100."

/Need to provide for railway crossings in Himachal-Pradesh./ (35)

"That the Demand under the head General Superintendence and services on Railways be reduced by Rs. 100 "

/Need to make provision for cold and pure drinking water in all the trains./ (36)

"That the Demand under the head General Superintendence and services on Railways be reduced by Rs. 100."

/Need for providing soap in the toilets in re trains./ (37)

"That the Demand under the head General Superintendence and services on Railways be reduced by Rs. 100."

/Need to repair and maintain the railway line between Mukhrian (Punjab) and Sansarpur Terrace (Himachal Pradesh)./ (38)

"That the Demand under the head General Superintendence and services on Railways be reduced by Rs. 100."

/Need for extension of Nangal-Talwara

Railway line in Himachal-Pradesh./ (39)

"That the demand under the Head repairs and Maintenance of carriages and wagons be reduced by Rs. 100."

/Need for repair of chairs in the A.C. Chair car in Shatabdi Express./ (40)

"That the demand under the Head repairs and Maintenance of carriages and wagons be reduced by Rs. 100."

/Need for providing clean bedding, blankets and bed-sheets in the trains./ (41)

"That the demand under the Head repairs and Maintenance of carriages and wagons be reduced by Rs. 100."

/Need for regular repair of wagons, doors and toilets in trains./ (42)

"That the demand under the Head repairs and Maintenance of carriages and wagons be reduced by Rs. 100."

/Need for providing adequate light facilities in trains./ (43)

"That the demand under the Head assets-acquisition, construction and replacement be reduce by Rs. 100."

/Need to provide funds for construction of new railway lines in Himachal Pradesh from Una to Mandi via Bilaspur./ (44)

"That the demand under the Head assets-acquisition, construction and replacement be reduced by Rs. 100."

509 *Rly. Budget, 1993-94* CHAITRA 9, 1915 (SAKA) (Rlys.), 1993-94; and *Suppl. 510 Gen. Diss.; Res. re. approval of 3rd Report of R.C.C.; Dem. for Grants /Need to provide funds for construction of new railway line from Ranital to Hamirpur in Himachal Pradesh./* (45)

"That the demand under the Head assets-acquisition, construction and replacement be reduced by Rs 100 "

*/Need to provide funds for the further construction of the Nangal-Talwara broad-gauge line in Himachal Pradesh./* (46)

"That the demand under the Head assets-acquisition, construction and replacement be reduce by Rs. 100 "

*/Need to provide funds for gauge conversion of Pathankot-Joginder Nagar railway line and Kalka-Simla railway line in Himachal Pradesh./* (47)

"That the demand under the Head assets-acquisition, construction and replacement be reduce by Rs. 100."

*/Need for construction of railway line from Una to Talwara in Himachal Pradesh./* (48)

"That the demand under the Head assets-acquisition, construction and replacement be reduced by Rs. 100."

*/Need for conversion into broad-gauge line from Pathankot to Joginder Nagar, Kalka to Shimla in Himachal Pradesh./* (49)

"That the demand under the Head assets-acquisition, construction and replacement be reduced by Rs. 100."

*/Need for construction of new line be-*

*tween Una and Hamirpur in Himachal Pradesh./* (60)

"That the demand under the Head assets-acquisition, construction and replacement be reduced by Rs. 100."

*/Need to construct new Line between Ranital and Hamirpur in Himachal Pradesh./* (51)

"That the demand under the Head assets-acquisition, construction and replacement be reduced by Rs. 100."

*/Need to construct new railway line in between Una, Bilaspur and Mandi in Himachal Pradesh./* (52)

"That the demand under the Head assets-acquisition, construction and replacement be reduced by Rs. 100."

*/Need to construct new line between Una and Rampur in Himachal Pradesh./* (53)

"That the demand under the Head Railway Board be reduced to Re.1."

*/Disproportionate increase in freight rates and withdrawal of concession in freight rates for essential goods, which would fuel inflationary forces./* (1105)

"That the demand under the Head Railway Board be reduced to Re.1."

*/Unwarranted increase in suburban train fare which would adversely affect the fixed income group and small vendors./* (1106)

"That the demand under the Head

511 *Rly. Budget, 1993-94 Gen. MARCH 30, 1993 and Suppl. Dem. for Grants 512*  
*Diss.; Res. re. approval of 3rd Report*  
*of R.C.C.; Dem. for Grants (Rlys.), 1993-94;*  
[Sh. Brij Kishore Tripathi]

Railway Board be reduced to  
Rs.1."

/Failure to check steep hike in rail pas-  
senger fares particularly for second class  
travel./ (1107)

SHRI BRAJA KISHORE TRIPATHY  
(Puri): I beg to move:-

"That the Demand under the Head  
Railway Board be reduced by Rs.  
100."

/Need to put forward any proposal of  
austerity in the expenditure of Railway  
Board./ (69)

"That the Demand under the Head  
Railway Board be reduced by Rs  
100."

/Need to make any concrete provision  
for providing basic public amenities by the  
Railways./ (70)

"That the Demand under the Head  
Railway Board be reduced by Rs.  
100 "

/Need to avoid privatisation of the dif-  
ferent sectors of the Railways./ (71)

"That the Demand under the Head  
Railway Board be reduced by Rs.  
100."

/Need to provide more passengers  
amenities to the second class railway pas-  
sengers./ (72)

"That the Demand under the Head  
Railway Board be reduced by Rs  
100."

/Need to implement the assurance given  
by the Government, to reinstate the dis-  
missed railway employees./ (73)

"That the Demand under the Head  
Railway Board be reduced by Rs.  
100."

/Need to stop retrenchment of the rail-  
way employees in the name of  
modernisation./ (74)

"That the Demand under the Head  
Railway Board be reduced by Rs.  
100."

/Need for setting up of a separate Rail-  
way zone for Orissa and creation of a Divi-  
sion at Rourkela, Orissa./ (75)

"That the Demand under the Head  
Miscellaneous Expenditure be re-  
duced by Rs. 100."

/Need for early sanction of survey and  
construction of doubling of Puri-Khurda Road  
and Cuttack-Paradip line, Orissa./ (76)

"That the Demand under the Head  
General Superintendence and ser-  
vices on Railways be reduced by  
Rs. 100."

/Need to run trains on time./ (77)

"That the Demand under the Head  
General Superintendence and ser-  
vices on Railways be reduced by  
Rs. 100."

/Need to provide adequate security to  
passengers./ (78)

"That the Demand under the Head  
General Superintendence and ser-

513 *Rly. Budget, 1993-94* CHAITRA 9, 1915 (SAKA) (Rlys.), 1993-94; and Suppl. 514  
*Gen. Diss.; Res. re. approval of 3rd Report of R.C.C.; Dem. for Grants*  
vices on Railways be reduced by Rs. 100."

/Need to maintain the lavatories in the railway compartments in useable condition./ (79)

"That the Demand under the Head General Superintendence and services on Railways be reduced by Rs. 100."

/Need to check wide spread malpractices in the Railways./ (80)

"That the demand under the Head repairs and maintenance of permanent way and works be reduced by Rs. 100."

/Need to build over-bridges and flyovers on the level-crossings at National Highways and State Highways of Orissa./ (373)

That the demand under the Head repairs and maintenance of permanent way and works be reduced by Rs. 100."

/Need to check malpractices in the construction of work in the Railways./ (374)

"That the demand under the Head operating expenses Traffic be reduced by Rs. 100."

/Disproportionate, unjustified and unbearable increase in monthly and quarterly season ticket fares./ (375)

"That the demand under the Head operating expenses Traffic be reduced by Rs. 100."

/Need to extend railway facilities to all

areas by removing regional imbalances./ (376)

"That the demand under the Head Staff Welfare and amenities be reduced by Rs. 100."

/Need to provide accommodation facilities to all the railway employees./ (377)

"That the demand under the Head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to lay new railway lines in the country, particularly in Orissa./ (378)

"That the demand under the Head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to renew old railway tracks and undertake more electrification projects in Orissa./ (379)

"That the demand under the Head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to provide more amenities to the railway passengers./ (380)

"That the demand under the Head assets-acquisition, construction and replacement be reduced by Rs. 100."

/Need to double the broad-gauge line from Puri to Khurda road in Orissa./ (381)

"That the demand under the Head assets-acquisition, construction



515 *Rly. Budget, 1993-94 Gen. MARCH 30, 1993 and Suppl. Dem. for Grants 516*  
*Diss.; Res. re. approval of 3rd Report*  
*of R.C.C.; Dem. for Grants (Rlys.), 1993-94;*  
*(Sh. Jitendra Das)*

and replacement be reduced by  
Rs. 100."

/Need to provide a couple of express  
trains between Puri-Tripitri and Puri-Banga-  
lore./ (382)

"That the demand under the Head  
assets-acquisition, construction  
and replacement be reduced by  
Rs. 100."

/Need to construct a new railway line  
from Khurda Road to Bolangir. Orissa./  
(383)

"That the demand under the Head  
assets-acquisition, construction  
and replacement be reduced by  
Rs. 100."

/Need to develop Puri railway station  
(Orissa) as a model./ (384)

SHRI JITENDRA NATH DAS  
(Jalpaiguri): I beg to move:-

"That the demand under the Head  
Railway Board be reduced by Rs.  
100."

/Need to reinstate all the victimised  
railway employees in 1980./ (81)

"That the demand under the Head  
Railway Board be reduced by Rs.  
100."

/Need to honour the assurance of the  
Government to reinstate the dismissed rail-  
way employees./ (82)

"That the demand under the Head  
Miscellaneous expenditure (Gen-

eral) be reduced by Rs. 100."

/Need to resume immediately the con-  
struction work of railway line from Eklakshi  
to Balurghat./ (83)

"That the demand under the Head  
Miscellaneous expenditure (Gen-  
eral) be reduced by Rs. 100."

/Need for extension of broad-gauge line  
from New Alipurduar railway station to  
Alipurduar Junctions./ (84)

"That the demand under the Head  
Miscellaneous expenditure (Gen-  
eral) be reduced by Rs. 100."

/Need to provide first class compart-  
ment with the Teesta-Torsa Express from  
Haldibari to Sealdah./ (85)

"That the demand under the Head  
General Superintendence and ser-  
vices on Railways be reduced by  
Rs. 100."

/Need to tone-up functioning of the  
Railway management./ (86)

"That the demand under the Head  
General Superintendence and ser-  
vices on Railways be reduced by  
Rs. 100."

/Need to check the entry of unauthorised  
persons in the railway compartment./ (87)

"That the demand under the Head  
General Superintendence and ser-  
vices on Railways be reduced by  
Rs. 100."

/Need to maintain latrine of the com-  
partments which are often in unseable con-  
dition./ (88)

517 Rly. Budget, 1993-94 CHAITRA 9, 1915 (SAKA) (Rlys.), 1993-94; and Suppl. 518 Gen. Diss.; Res. re. approval of 3rd Report of R.C.C.; Dem. for Grants

"That the demand under the Head General Superintendence and services on Railways be reduced by Rs. 100."

/Need to check widespread malpractices in the Railways./ (89)

"That the demand under the Head General Superintendence and services on Railways be reduced by Rs. 100."

/Need to run the train on time / (90)

"That the demand under the Head General Superintendence and services on Railways be reduced by Rs. 100."

/Need to protect the rights of the passengers running with reservation ticket./ (91)

"That the demand under the Head repairs and maintenance of permanent way and works be reduced by Rs. 100."

/Need to build an overbridge at the town railway station, Jalpaiguri, West Bengal./ (93)

"That the demand under the Head repairs and maintenance of permanent way and works be reduced by Rs 100."

/Need to repair the Road from Jalpaiguri town to Jalpaiguri railway town station./ (94)/

"That the demand under the Head Miscellaneous working Expences be reduced by Rs 100."

(SAKA) (Rlys.), 1993-94; and Suppl. 518 Dem. for Grants (Rlys.), 1992-93

/Need to improve catering and sanitation services in the railway restaurants./ (95)

"That the demand under the Head Miscellaneous working Expences be reduced by Rs. 100 "

/Need to provide minimum facilities and amenities to railway passengers./ (96)

"That the demand under the Head Miscellaneous working Expences be reduced by Rs. 100."

/Need to provide at least minimum safety to the passengers / (97)

"That the demand under the Head Miscellaneous working Expences be reduced by Rs. 100."

/Need to improve the catering system in the trains./ (98)

"That the demand under the Head General Superintendence and services on Railways be reduced by Rs 100."

/Need to reintroduce Kanchanjanga Express upto Guwahati./ (134)

"That the demand under the Head General Superintendence and services on Railways be reduced by Rs. 100."

/Need to install computers on reservation counters on every big railway station./ (135)

"That the demand under the Head General Superintendence and services on Railways be reduced by Rs. 100."

519 *Rly. Budget, 1993-94 Gen. MARCH 30, 1993 and Suppl. Dem. for Grants 520*  
*Diss.; Res. re. approval of 3rd Report of R.C.C.; Dem. for Grants (Rlys.). 1993-94;*  
*(Rlys.) 1992-93*

*/Need to make frequent surprise checking of tickets in trains./ (136)*

*"That the demand under the Head assets-acquisition, construction and replacement be reduced by Rs. 100."*

*/Need to undertake construction of new lines in West Bengal./ (143)*

*"That the demand under the Head assets-acquisition, construction and replacement be reduced by Rs. 100."*

*/Need to undertake the gauge conversion works of railway line between siliguri and Alipurduar./ (144)*

*"That the demand under the Head assets-acquisition, construction and replacement be reduced by Rs. 100."*

*/Need to construct double line from Maldah to Guwahati./ (145)*

**SHRI AJOY MUKHOPADHYAY**  
(Krishnagar): I beg to move:-

*"That the demand under the Head General Superintendence and services on Railways be reduced by Rs. 100."*

*/Need to reinstate the employees whose services were terminated under rule 14(2) of the Railway Servants (D&A) Rules 1968./ (110)*

**SHRI SUBRATA MUKHERJEE**  
(Rajganj):- I beg to move:-

*"That the demand under the Head General Superintendence and services on Railways be reduced by Rs. 100."*

*/Need to ensure punctuality of trains particularly Darjeeling Mail in Northeast Frontier Railway./ (128)*

*"That the demand under the Head General Superintendence and services on Railways be reduced by Rs. 100."*

*/Need to stop malpractices in railway booking offices, particularly at places of oilgrimage and other important places./ (129)*

*"That the demand under the Head General Superintendence and services on Railways be reduced by Rs. 100."*

*/Need to elevate Dalkholha railway station to a major station on N.F. Railway as it is a junction in place of two districts of North and South Dinajpur./ (130)*

*"That the demand under the Head General Superintendence and services on Railways be reduced by Rs. 100."*

*/Need to provide stoppage and including reservation quota at Dalkholha on N.F. Railway in all the mail and express trains./ (131)*

*"That the demand under the Head General Superintendence and services on Railways be reduced by Rs. 100."*

*/Need to run Haldibari-Sealdah daily instead of tri-weekly and to provide stoppages at Harish Chanderpur and Salmari./ (132)*

*"That the demand under the Head General Superintendence and services on Railways be reduced by Rs. 100."*

*/Need to provide a Rajdhani Express train from Guwahati to New Delhi./ (133)*

521 *Rly. Budget, 1993-94* CHAITRA 9, 1915 (SAKA) (Rlys.), 1993-94; and Suppl. 522  
*Gen. Diss.; Res. re. approval of 3rd Dem. for Grants (Rlys.), 1992-93*  
*Report of R.C.C.; Dem. for Grants*

"That the demand under the head Assets Acquisition, Construction and replacement be reduced by Rs. 100."

/Need to construct fly-over at Dalkholha and Kishanganj stations. / (37)

"That the demand under the head Assets-Acquisition, construction and replacement be reduced by Rs. 100."

/Need to construct daouble broad guage line from Patna to Guwahati via Kathihar and via malda immediately. / (138)

"That the demand under the head Assets-Acquisition, construction and replacement be reduced by Rs. 100."

/ Need to convert metro guage railway line into broad guage from Barsoi to Radhikapur. / (139)

"That the demand under the head Assets-Acquisition, construction".

/ Need to connect South Dinajpur district with other parts of the State of West Bengal by Rail. / (140)

"That the demand under the head Assets-Acquisition, construction and replacement be reduced by Rs. 100."

/ Need to construct 1st class waiting room and Dalkholha. / (141)

"That the demand under the head Assets-Acquisition, construction and replacement be reduced by Rs. 100."

/Need to construct double broad gauge line from Milda Town to New Jalpaiguri immediately. / (142)

"That the demand under the Head Railway Board be reduced by Rs. 100."

/ Need for conversion of Radhikarpur to Barsoi meter-gauge railway line into broad-gauge line. / (643)

"That the demand under the Head Railway Board be reduced by Rs. 100."

/Need for electrification of railway routes from Bardhaman to new jalpaiguri. / (644)

"That the demand under the Head Railway Board be reduced by Rs. 100."

/ Need to provide double line between madah and New jalpaiguri. / (644A)

"That the demand under the Head Railway Board be reduced by Rs. 100."

/Need to introduce more passenger trains between New Jalpaiguri and Sealdah. / 645)

"That the demand under the Head Railway Board be reduced by Rs. 100."

/ Need to start a Rajdhani Express between Guwahati and Sealdah and Guwahati and new Delhi. / (646)

"That the demand under the Head Railway Board be reduced by Rs. 100."

/ Need to introduce more EMU trains in Howrah and Sealdah divisions of Eastern Railway. / (647)

523 *Rly Budget, 1993-94 Gen* MARCH 30 1993 *and Suppl Dem for Grants 524*  
*Diss, Res re approval of 3rd Report*  
*of R C C, Dem for Grants (Rlys) 1993-94,* (Rlys) 1992-93

SHRI RAM PRASAD SINGH  
(Bikramganj) I beg to move -

"That the demand under the Head Railway Board be reduced by Rs 100 "

That the demand under the Head Railway Board be reduced by Rs 100 "

/Need to construct an over-bridge on Dehn-on-Sone and Nasirganj Dehn Crossing / (152)

/Need to increase minimum distance from 1-15 km to 1-50 kms for rounding of fans / (146)

"That the demand under the Head Railway Board be reduced by Rs 100 "

' That the demand under the Head Railway Board be reduced by Rs 100

/Need to modernise Sasaram railway station / (153)

/Need to run howrah-Delhi air conditioned Express from Grandchord line daily / (147)

That the demand under the Head Railway Board be reduced by Rs 100 "

"That the demand under the Head Railway Board be reduced by Rs 100 "

/Need to run an electric train daily from Gaya to Dehn / (154)

/Need to provide stoppage to howrah Deluxe A/C Express at Sasaram / (148)

"That the demand under the Head Railway Board be reduced by Rs 100

"That the demand under the Head Railway Board be reduced by Rs 100 "

/Need to expand Mohania (Bhabhua Road Station) / (155)

/Need to run EMU from delhi to Varanasi / (149)

'That the demand under the Head Railway Board be reduced by Rs 100 '

"That the demand under the Head Railway Board be reduced by Rs 100 "

/Need to run an electric train daily from Gaya to Delhi / (156)

/Need to run one more passenger train from Varanasi to Gaya / (150)

'That the demand under the Head Railway Board be reduced by Rs 100 '

'That the demand under the Head Railway Board be reduced by Rs 100 "

/Need to modernise Buxar and Arrah stations / (157)

/Need to start a new train from Lucknow to Gaya or patna / (151)

"That the demand under the Head Railway Board be reduced by Rs 100 "

/Need to run electric train between Gaya and Mughalsarai. / (158)

"That the demand under the Head Railway Board be reduced by Rs. 100."

/Need to supply food in trains at previous rates. / (159)

"That the demand under the Head Railway Board be reduced by Rs. 100."

/Need to double Daltanganj Gomoh line via Sone nagar. / (160)

"That the demand under the Head Railway Board be reduced by Rs. 100."

/Need to extend V D.M. which starts from Mughalsarai upto Varanasi. / (161)

"That the demand under the Head Railway Board be reduced by Rs. 100."

Need to run Rajdhani Express from Patna to new Delhi. / (162)

"That the demand under the Head Railway Board be reduced by Rs. 100."

/Need to extend Arrah-Sasaram rail line upto Pahleja Bhavnathpur. / (163)

"That the demand under the Head Railway Board be reduced by Rs. 100."

/Need to retain the price of platform tickets at Rs. 1.50 / (164)

"That the demand under the Head

Railway Board be reduced by Rs. 100."

/Need to issue M.S.T. (monthly season ticket) at old rates. / (165)

"That the demand under the Head Railway Board be reduced by Rs. 100."

/Need to charge 2nd class rail fare at earlier rates. / (166)

"That the demand under the Head Railway Board be reduced by Rs. 100."

/Need to modernise Dehri-on-Sone Railway station. / (167)

SHRI TEJ NARAYAN SINGH (Buxar): I beg to move:-

"That the demand under the Head Railway Board be reduced by Rs. 100."

/Need to modernise Arrah railway station. / (196)

"That the demand under the Head Railway Board be reduced by Rs. 100."

/Need to post RPF guards in all the trains running between Mughal Sari and Patna. / (197)

"That the demand under the Head Railway Board be reduced by Rs. 100."

/Need to provide chain facilities in all the trains running from Mughal Sari and Barh, Berhia. / (198)

527 Rly Budget, 1993-94 Gen MARCH 30, 1993 and Suppl. Dem for Grants 528  
Diss, Res re approval of 3rd Report (Rlys ) 1992-93  
of R C C, Dem for Grants (Rlys ), 1993-94,

[Sh Tej Narayan Singh]

"That the demand under the Head  
Railway Board be reduced by Rs  
100 "

/Need to withdraw the hike in the  
platform tickets /(199)

"That the demand under the Head  
Railway Board be reduced by Rs  
100 "

/Need to introduce Rajdhani Express  
from Delhi to Patna / (200)

"That the demand under the Head  
Railway Board be reduced by Rs  
100 "

/Need to allow passengers to travel  
from Buxar to Patna on Monthly Season  
Tickets in Magadh Exp and Tin Sukiha  
Mail /201)

"That the demand under the Head  
Railway Board be reduced by Rs  
100 "

/Need to allow passengers to travel  
from Buxar to Patna in Shramjivi Exp (202)

"That the demand under the Head  
Railway Board be reduced by Rs  
100 "

/Need to stop Himgn Express at Buxar  
/(203)

"That the demand under the Head  
Railway Board be reduced by Rs  
100 "

/Need to allow passengers travelling  
from Buxar to patna on Monthly Season  
Ticket in Deluxe Exp /(204)

"That the demand under the Head  
Railway Board be reduced by Rs  
100 "

/Need to withdraw the hike in railway  
fares /(205)

"That the demand under the Head  
Railway Board be reduced by Rs  
100 "

/Need to withdraw hike in Monthly  
Season Tickets /(206)

"That the demand under the Head  
Railway Board be reduced by Rs  
100 "

/Need to withdraw hike in freights on  
vegetables and petty luggages /(207)

"That the demand under the Head  
Railway Board be reduced by Rs  
100 "

/Need to provide adequate security  
arrangements in trains /(208)

"That the demand under the Head  
Railway Board be reduced by Rs  
100 "

/Need to lay broad gauge line from  
Arrah to Sasaram /(209)

"That the demand under the Head  
Railway Board be reduced by Rs  
100 "

/Need to lay new rail line from Koderma  
to Hazanbagh /(210)

"That the demand under the Head  
Railway Board be reduced by Rs  
100 "

529 *Rly. Budget, 1993-94* CHAITRA 9, 1915 (SAKA) (Rlys.), 1993-94; and *Suppl. 530 Gen. Diss.; Res. re. approval of 3rd Report of R.C.C.; Dem. for Grants* Dem. for Grants (Rlys.), 1992-93

/Need to modernise patna railway Station. / (211)

"That the demand under the Head Railway Board be reduced by Rs. 100."

/Need to introduce electric train from mughalsarai to Jhajha at the earliest./ (212)

"That the demand under the Head Railway Board be reduced by Rs. 100."

/Need to modernise Veehiya station./ (213)

"That the demand under the Head Railway Board be reduced by Rs. 100."

/Need to provide halt of Delhi-Howrah Janta Express at Basna station in Buxar district of Bihar. / (214)

"That the demand under the Head Railway Board be reduced by Rs. 100."

/Need to modernise Buxar railway station. / (215)

"That the demand under the Head Railway Board be reduced by Rs. 100."

/Need to construct a rest house for the benefit of passengers at Buxar station./ (216)

"That the demand under the Head Railway Board be reduced by Rs. 100."

/Need to modernise Dumraon station. / (217)

"That the demand under the Head Railway Board be reduced by Rs. 100."

/Need to modernise Raghunathpur station./ (218)

"That the demand under the Head Railway Board be reduced by Rs. 100."

/Need to provide a halt station at Sikaria at the earliest. (219)

"That the demand under the Head Railway Board be reduced by Rs. 100."

/Need to run Patna-Ranchi Express trains from Buxar-Ranchi./ (220)

"That the demand under the Head Railway Board be reduced by Rs. 100."

/Need to introduce a new D.M.U. train from Mughal Sarai to Patna./ (221)

"That the demand under the Head Railway Board be reduced by Rs. 100."

/Need to provide halt of Ganga-Jamuna Express at Dumraon station./ (222)

"That the demand under the Head Railway Board be reduced by Rs. 100."

/Need to withdraw the hike in rail fares./ (223)

"That the demand under the Head Railway Board be reduced by Rs. 100."

/Need to regularise the services of all



531 Rly. Budget, 1993-94 Gen. MARCH 30, 1993 and Suppl. Dem. for Grants 532  
Diss.; Res. re. approval of 3rd Report (Rlys.) 1992-93  
of R.C.C ; Dem. for Grants (Rlys.), 1993-94;

[Sh Tej Narayan Singh]

/Need to convert Lal Kuan to Agra rail  
line into broad gauge line. /(230)

casual labourers in the Railway /(224)

"That the demand under the Head  
Railway Board be reduced by Rs.  
100."

"That the demand under the Head  
Railway Board be reduced by Rs.  
100 "

/Need to run danapur-Howrah Express  
from Buxar to Howrah./(225)

/Need to construct rail line from Baichur  
to Datagunj./(231)

"That the demand under the Head  
Railway Board be reduced by Rs  
100 "

"That the demand under the Head  
Railway Board be reduced by Rs.  
100 "

/Need to run Tata-Patna Express from  
Buxar to Tata./ (226)

/Need to construct new rail line from  
Chandausi to Farrukhabad via Wazirganj,  
Badaun and Datagunj./(232)

SHRI RAJVEER SINGH (Aonia) I beg  
to move -

"That the demand under the Head  
Railway Board be reduced by Rs  
100."

"That the demand under the Head  
Railway Board be reduced by Rs  
100."

/Need to provide computerised reser-  
vation facility at Bareilly station./(227)

/Need to introduce a new train from  
Bareilly to Bombay./(233)

"That the demand under the Head  
Railway Board be reduced by Rs.  
100."

"That the demand under the Head  
Railway Board be reduced by Rs  
100 "

/Need to increase the reservation quota  
in trains./(228)

/Need to introduce an express train  
from Bareilly to Delhi./ (234)

"That the demand under the Head  
Railway Board be reduced by Rs  
100 "

"That the demand under the Head  
Staff Welfare and Amenities be  
reduced by Rs. 100 "

/Need to convert Moradabad to  
Ghaziabad railway line into double line./  
(229)

/Need to open a children park in Izzat  
Nagar Railway colony. / (235)

"That the demand under the Head  
Railway Board be reduced by Rs.  
100."

"That the demand under the Head  
Staff Welfare and Amenities be  
reduced by Rs. 100 "

/Need to open an Inter College for the  
Children of railway employees in Izzat Nagar.  
(236)

533 Rly. Budget, 1993-94 CHAITRA 9, 1915 (SAKA) (Rlys.), 1993-94; and Suppl. 534  
Gen. Diss., Res. re. approval of 3rd Report of R.C.C.: Dem. for Grants  
Dem. for Grants (Rlys.), 1992-93

"That the demand under the Head Staff Welfare and Amenities be reduced by Rs. 100."

and replacement be reduced by Rs. 100 "

/Need to upgrade Izzat nagar Divisional Railway Hospital./ (237)

/Need to construct an over-bridge near Narora on national Highway No. 24./ (243)

"That the demand under the Head Staff Welfare and Amenities be reduced by Rs. 100."

"That the demand under the Head Assets Acquisition, construction and replacement be reduced by Rs. 100."

/Need to modernise housing facilities for the employees at Bareilly Junction./ (238)

/Need to construct an over-bridge between Bilpur and Meeranpur on National Highway./ (244).

"That the demand under the Head Staff Welfare and Amenities be reduced by Rs. 100."

SHRI MOHAN SINGH (Deoria):- I beg to move:-

/Need to open I.T.I. or G.T.I for the children of rail employees in Bareilly./ (239)

"That the demand under the Head Railway Board be reduced to Re. 1."

"That the demand under the Head Staff Welfare and Amenities be reduced by Rs. 100."

/Failure to construct a new platform and a new Booking Counter in the north of Dewaria Sadr railway station of North-eastern Railway./ (245)

/Need to give recognition to new organisations of railway employees./ (240)

"That the demand under the Head Assets Acquisition, Construction and Replacement be reduced by Rs. 100."

"That the demand under the Head Railway Board be reduced to Re. 1."

/Need to construct an over-bridge at Chaupala and Lal crossings in Bareilly./ (241)

/Failure to double the rail line between Bhatni and Lucknow on North-Eastern Railway./ (246)

"That the demand under the Head Assets Acquisition, Construction and Replacement be reduced by Rs. 100."

"That the demand under the Head Railway Board be reduced to Re. 1."

/Need to construct an over-bridge at Badaun-Usawan Road./ (242)

/ Failure to electrify the rail line from Sonpur to Lucknow under North Eastern Railway./ (247)

"That the demand under the Head Assets Acquisition, construction

"That the demand under the Head Railway Board be reduced to Re. 1."

535 *Rly Budget, 1993-94 Gen* MARCH 30, 1993 *and Suppl Dem for Grants 536*  
*Diss, Res re approval of 3rd Report*  
*of R C C, Dem for Grants (Rlys), 1993-94,*  
[Sh Mohan Singh] Fatuha to Bodhgaya (Fatuha-Islampur) line  
/ (253)

/ Failure to convert metre gauge into  
broad gauge line from Gonda to Siwan  
Railway Station under North-eastern Rail-  
way / (248)

"That the demand under the Head  
Railway Board be reduced to Re  
1 "

/ Failure to treat checking staff as  
running staff and to provide all facilities as  
are being provided to the running staff  
under North-Eastern Railway / (249)

"That the demand under the Head  
Railway Board be reduced to Re  
1 "

/ Failure to open a Divisional Rail  
Management Office in the North-Eastern  
Railway Headquarter, Gorakhpur / (250)

SHRI RAMASHRAY PRASAD SINGH  
(Tahanabad) I beg to move -

"That the demand under the Head  
Railway Board be reduced to Re  
1 "

/ Failure to check prevalent malprac-  
tices in the Railways / (251)

"That the demand under the Head  
Railway Board be reduced by Re  
100 "

/ Failure to double the line between  
Patna and Gaya / (252)

"That the demand under the Head  
Railway Board be reduced by Re  
1 "

/ Need to lay new rail line between

"That the demand under the Head  
Railway Board be reduced by Re  
100 "

/ Need to construct railway bndge over  
Vanga in Panta / (254)

"That the demand under the Head  
Railway Board be reduced to Re  
1 "

/ Need to construct an over-bndge at  
Carragi railway crossing near Gaya railway  
station between Gaya and Howrah / (255)

"That the demand under the Head  
Railway Board be reduced to Re  
1 "

Need to construct Railway crossing at  
two km South of Taregana railway station  
for the development of rural areas as well as  
for safety reasons / (256)

SHRI LAXMINARAIN MANI TRIPATHI  
(Kaiserganj) - I beg to move -

"That the demand under the Head  
Assets-Acquisition Construction  
and Replacement be reduced to  
Re 1 "

/ Failure to convert Gonda-Napalganj  
Road, Mailaneez Bareilly line into broad  
gauge line or metre gauge line. / (257)

"That the demand under the Head  
Assets-Acquisition, Construction  
and Replacement be reduced to  
Re 1 "

/ Failure to ensure smooth movement  
of railway wagons (258)

537 Rly. Budget, 1993-94 CHAITRA 9, 1915 (SAKA) (Rlys.), 1993-94; and Suppl. 538 Gen. Diss.; Res. re. approval of 3rd Report of R.C.C.; Dem. for Grants

PROF. SUSANTA CHAKRABORTY  
(Howrah):- I beg to move:-

"That the demand under the Head Railway Board be reduced to Re. 1."

/ Failure to withdraw the hike in railway freights and fares which is affecting the interests of the commuters. /(279)

"That the demand under the Head Railway Board be reduced to Re 1."

/ Failure to connect New Shalimar Complex with Howrah station through a direct road. / (280)

"That the demand under the Head Miscellaneous expenditure (General) be reduced by Rs. 100 "

/ Need to construct a link line from Sealdah to Kharagpur via Dankuni./(283)

"That the demand under the Head Miscellaneous expenditure (General) be reduced by Rs.100 "

/ Need to construct through subway at Howrah station connecting all platforms / (284)

"That the demand under the Head Operating Expenses-Rolling Stock and Equipment be reduced by Rs. 100."

/ Need to construct the Howrah-Amta railway line on South Eastern Railway beyond Bargachia. /(289)

"That the demand under the Head Operating Expenses-Rolling Stock

and Equipment be reduced by Rs. 100."

/ Need to construct the 4th line between Howrah and Panskura. / (290)

/ Need to provide additional trains in the Howrah-Bargachia Section of South Eastern Railway. /(291)

/ Need to provide for a F.O.B. at Mounigram on South Eastern Railway. / (292)

DR. LAXMINARAIN PANDEY  
(Mandsaur) :- I beg to move:-

"That the demand under the Head Railway Board be reduced to Re 1."

/ Failure to revamp Railway Board for making it more functional / (281)

"That the demand under the Head Miscellaneous Expenditure (General) be reduced to Re. 1.

/ Failure to provide latest techniques in research and designing of engines, airconditioning of coaches with a view to meet the increasing demand for introduction of more superfast trains. /(282)

"That the demand under the Head General Superintendence and Services on Railways be reduced to Re.1."

/ Failure to re-structure traffic management by establishing Ratlam as a centre point of Western Railway. (285)

"That the demand under the Head General Superintendence and Services on Railways be reduced to Re.1."

[Dr Laxminarain Pandey]

/ Failure to develop certain important railway stations like Ratlam, mandasaur and Chittore as model stations / (286)

"That demand under the head Repairs and Maintenance of permanent way and works be reduced by Rs 100 "

/ Need for early construction of overbridges at jaora, mandasaur neemuch and Ratlam stations / (287)

"That demand under the head Repairs and Maintenance of permanent way and works be reduced by Rs 100 "

/ Need to provide proper water and sanitation facilities at jaora, mandasaur and neemuch railway stations / (288)

"That the demand under the Head Assets Acquisition Construction and Replacement be reduced by Rs 100 "

Need to provide computerized reservation facilities at Ratlam railway station on Western Railway / (293)

"That the demand under the Head Assets Acquisition Construction and Replacement be reduced by Rs 100 "

/ Need to provide proper housing facilities to the railway staff working at mandasaur jaora malhargam and Neemuch railway stations / (294)

"That the demand under the Head Assets Acquisition construction and

replacement be reduced by Rs 100 "

/ Need to provide halt of trains running from Nizamuddin to Indore, jaipur to Bombay and jammu Tawi to Bombay via Ahmedabad at Shamgarh (Western Railway) for the benefit of passengers / (295)

"That the demand under the Head Assets Acquisition construction and replacement be reduced by Rs 100 "

/ Need to construct a shed at jaora and Mandasaur railway stations for the benefit of passengers during rain and summer / (296)

"That the demand under the Head Operating Expenses -Traffic be reduced by Rs 100 "

/ Need to provide proper security to the guards in the trains / (843)

"That the demand under the Head Operating Expenses Traffic be reduced by Rs 100 "

/ Need to use more posts of ticket checkers and supervisors along with the introduction of new passenger trains / (844)

"That the demand under the Head Staff welfare and Amenities be reduced by Rs 100 "

/ Need to construct staff quarters for the railway employees of Ratlam mandasaur Jeorah and Neemuch stations / (846)

"That the demand under the Head Staff Welfare and Amenities be reduced by Rs 100 "

/ Need to provide proper educational

541 Rly Budget, 1993-94 CHAITRA 9, 1915 (SAKA) (Rlys), 1993-94, and Suppl 542  
Gen Diss, Res re approval of 3rd Dem for Grants (Rlys.), 1992-93  
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facilities to the children of railway employees in mandasaur / (847)

"That the demand under the Head Staff Welfare and Amenities be reduced by Rs 100 "

/ Need to provide proper medical facilities in mandasaur jaora, malhargarh, Shamgarh and Suasra / (848)

"That the demand under the Head Staff Welfare and Amenities be reduced by Rs 100 "

/ Need to reduce the Journey time of Nizamuddin-Indore inter-city express train to 13 hours / (849)

"That the demand under the Head Assets Acquisition, Construction and Replacement be reduced by Rs 100 "

/ Need to expand sheds to provide passenger amenities in jawra mandasaur and malhaargarh / (850)

"That the demand under the Head Assets Acquisition, Construction and Replacement be reduced by Rs 100 "

/ Need to provide potable water at railway platforms of mandasaur, jaora and malhargarh stations / (851)

"That the demand under the Head Assets Acquisition, Construction and Replacement be reduced by Rs 100 "

/ Need to construct proper waiting halls at mandasaur, Jaora Shamgarh and Suwasra railway stations for the benefit of passengers / (852)

"That the demand under the Head Assets Acquisition, Construction and Replacement be reduced by Rs 100 "

/ Need to construct toilets and lavatones at jaora, mandasaur, malhargarh and Suwasra stations / (853)

"That the demand under the Head Assets Acquisition, Construction and Replacement be reduced by Rs 100 "

/ Need to make lighting facilities and mandasaur jaora, Malhargrah, Shamgarh Grade and Suwasra stations / (854)

"That the demand under the Head Assets Acquisition, Construction and Replacement be reduced by Rs 100 "

/ Need to introduce pasenger train (Shuttle) between Neemach and Ratlam / (855)

"That the demand under the Head Operating Expenses Fuel be reduced to Re 1 "

/ Disproportionate increase in freight rates and withdrawal of Concession in freight rates for essential goods, which would fuel inflationary forces / (1033)

/ Unwarranted increase in suburban train fare which would adversely affect the fixed income group and small Vendors / (1034)

/ Failure to check steep hike in rail passenger fares, particularly for second class travel / 1035

543 *Rly. Budget, 1993-94 Gen. Diss.; Res. re. approval of 3rd Report of R.C.C.; Dem. for Grants (Rlys.), 1993-94;* **MARCH 30, 1993** *and Suppl. Dem. for Grants 544 (Rlys.) 1992-93*

**MAJ. GEN. (Retd.) BHUWAN CHANDRAKHANDURI (Gharwal):-** I beg to move:-

"That the demand under the Head General Superintendence and services on Railways be reduced by Rs. 100."

/ Need to provide reserved berths from Kotdwara to Bombay/ (336)

"That the demand under the Head General Superintendence and services on Railways be reduced by Rs. 100."

/ Need to open Railway out agency at Gopeshwar/Chamoli. / (237)

"That the demand under the Head General Superintendence and services on Railways be reduced by Rs. 100."

/ Need to increase reserved berths in Ist and IInd clas from Kotdwara to Lucknow and Howrah. / (338)

"That the demand under the Head General Superintendence and services on Railways be reduced by Rs. 100."

/ Need to provide reserved berths from Kotdwara in Jammu Tawi in IInd Class (Sleeper). / (339)

"That the demand under the Head General Superintendence and services on Railways be reduced by Rs. 100."

/ Need to keep the toilets in the trains and at railway stations clean hygenic and fit for use. / (340)

"That the demand under the Head General Superintendence and services on Railways be reduced by Rs. 100."

/ Need to improve the quality of catering in Railways. / (341)

"That the demand under the Head General Superintendence and services on Railways be reduced by Rs. 100."

/ Need to increase the retiring room facility at Dehra Dun. / (342)

"That the demand under the Head General Superintendence and services on Railways be reduced by Rs. 100."

/ Need to improve the conditions of waiting - rooms and toilets at Dehra Dun. / (343)

"That the demand under the Head General Superintendence and services on Railways be reduced by Rs. 100."

/ Need to improve the condition of waiting rooms at Kotdwara and Najibabad railway stations. / (344)

"That the demand under the Head repairs and maintenance of carriages and wagons be reduced by Rs. 100."

/ Need to improve the condition rolling stock on sector Kotdwara-Najibabad. / (345)

"That the demand under the Head operating expenses-rolling stock and equipment be reduced by Rs. 100."

- 545 *Rly. Budget, 1993-94* CHAITRA 9, 1915 (SAKA) (Rlys.), 1993-94; and Suppl. 546  
*Gen. Diss.; Res. re. approval of 3rd Report of R.C.C.; Dem. for Grants*  
*Dem for Grants (Rlys.), 1992-93*
- / Need to dieselise the train between Najbabad and Kotdwara. / (346)
- "That the demand under the Head operating expenses traffic be reduced by Rs. 100 "
- / Need to introduce a superfast train between Dehra Dun and New Delhi. / (347)
- "That the demand under the Head operating expenses-traffic be reduced by Rs. 100."
- / Need to computerise the rail-reservation system at Dehra Dun / (348)
- "That the demand under the Head operating expenses-Traffic be reduced by Rs. 100 "
- / Need to provide a direct train from Delhi to Kotdwara / (349)
- "That the demand under the Head operating expenses-traffic be reduced by Rs 100."
- / Need to introduce direct trains from Rishikesh to Delhi Lucknow and other major cities in India. / (350)
- "That the demand under the Head Assets Acquisition Construction and replacement be reduced by Rs. 100."
- / Need to carry out survey for a new line from Rishikesh to Karanprayag. / (351)
- "That the demand under the Head Assets Acquisition construction and replacement be reduced by Rs. 100."
- / Need to review and rationalise the holding and utilisation of the immovable assets of Railway e.g land and building. / (352)
- "That the demand under the Head Miscellaneous Expenditure (General) be reduced by Rs. 100."
- / Need to give travel concession to recipients of Gallantry Awards as is given to Freedom Fighters. / (739)
- "That the demand under the Head General Superintendence and services on Railways be reduced by Rs. 100 "
- / Need to establish a new railway division at Dehradun / (740)
- "That the demand under the Head General Superintendence and services on Railways be reduced by Rs 100 "
- / Need to allocate two more ordinary compartments in trains between Dehradun and Lucknow and Delhi. / (741)
- "That the demand under the Head General Superintendence and services on Railways be reduced by Rs 100."
- / Need to restore the cut made in reservation of berths from Kotdwara particularly in 3010 DN and 4114 DN trains. / (742)
- "That the demand under the Head General Superintendence and services on Railways be reduced by Rs. 100 "
- / Need to provide some reserved berths in trains from Kotdwara to Howrah. / (743)



[Maj. Gen. (Retd.) Bhuwan Chandra Khanduri]

"That the demand under the Head Railways Board be reduced by Rs. 100."

"That the demand under the Head General Superintendence and services on Railways be reduced by Rs. 100."

/ Need to construct an over bridge near Vajdi station immediately. / (357)

/ Need to provide some reserved berths in trains from Kotdwara to Jammu Tawi. / (744)

"That the demand under the Head Railways Board be reduced by Rs. 100."

SHRI KASHIRAM RANA (Surat): I beg to move:-

/ Need to construct full-fledged railway station on the eastern side of surat. / (358)

"That the demand under the Head Railway Board be reduced by Rs. 100."

"That the demand under the Head Railways Board be reduced by Rs. 100."

/ Need to replace steam engines by diesel engines on Surat Bhusawal lines. / (353)

/ Need to construct full-fledged railway station on the western side of Navsari to remove the passenger difficulties. / (359)

"That the demand under the Head Railway Board be reduced by Rs. 100."

"That the demand under the Head Railway Board be reduced by Rs. 100."

/ Need to expedite the work of doubling the lines from Surat to Jalgaon to regulate the trains and prevent accidents. / (354)

/ Need to complete the construction work of Hanspur Flag station urgently. / (360)

"That the demand under the Head Railway Board be reduced by Rs. 100."

"That the demand under the Head Railway Board be reduced by Rs. 100."

/ Need to lay third track from Bombay to Rajkot via Vadodar to meet the heavy traffic. / (355)

/ Need to run Tapti-Ganga Express via Allahabad daily. / (361)

"That the demand under the Head Railways Board be reduced by Rs. 100"

"That the demand under the Head Railways Board be reduced by Rs. 100."

/ Need to creat a new Division at Surat or shift Bombay division office to Surat. / (356)

/ Need to start superfast trains from Anemdadab and Surat to Bhubaneshwar immediately. (362)

"That the demand under the Head

549 *Rly Budget, 1993-94* CHAITRA 9, 1915 (SAKA) (Rlys ) 1993-94, and Suppl 550  
*Gen Diss . Res re approval of 3rd Dem for Grants (Rlys ) 1992-93*

Railways Board be reduced by Rs  
100 "

Railway Board be reduced by Rs  
• 100 "

/ Need to provide a spacious building  
for computensed reservation facility at Surat /  
(363)

/ Need to restart Bilnosa-Waghai train  
to mitigate the difficulties of passengers /  
(369)

'That the demand under the Head  
Railways Board be reduced by Rs  
100 '

'That the demand under the Head  
Railway Board be reduced by Rs  
100 "

/ Need to expand the yard, tracks and  
A C maintenance yard at Surat / (364)

/ Need to construct sheds over all the  
platforms at Navsan station and expand the  
platforms / (370)

"That the demand under the Head Railways  
Board be reduced by Rs 100 "

That the demand under the Head  
Railway Board be reduced by Rs  
100

/ Need to stop Avantika Express or  
Gandhidham Express at Navsari station /  
(365)

/ Need to introduce a reverse Karunavati  
Express train from Bombay at 5 a m to  
minimise heavy rush of passengers / (371)

' That the demand under the Head  
Railway Board be reduced by Rs  
100

That the demand under the Head  
Railway Board be reduced by Rs  
100 "

/ Need to stop the Gujarat Queen at  
Sayan station to meet the demands of the  
passengers / (366)

/ Need to introduce EMU suburban  
trains from Virar to Bharuch to mitigate the  
difficulties of commuters / (372)

'That the demand under the Head  
Railway Board be reduced by Rs  
100 '

'That the demand under the Head  
Railway Board be reduced to Re 1 '

/ Need to raise the level of platforms at  
Utran and Bhestan to prevent human casu-  
alties / (367)

/ Failure to withdraw the increase in  
previous level of all types of rail fares /  
(1147)

"That the demand under the Head  
Railway Board be reduced by Rs  
100 '

That the demand under the Head  
Railway Board be reduced to Re 1 "

/ Need to provide shed cover on all the  
platforms of Marol station and expand all  
the platforms / (368)

/ Failure to withdraw surcharge lived on  
coal / (1148)

'That the demand under the Head

'That the demand under the Head  
Railway Board be reduced to Re 1

551 *Rly. Budget, 1993-94 Gen. MARCH 30, 1993 and Suppl. Dem. for Grants 552*  
*Diss.; Res. re. approval of 3rd Report of R.C.C.; Dem. for Grants (Rlys.), 1993-94;*  
*(Rlys.) 1992-93*

[Sh. Kashiram Rana]

Sleeper and Chair Car. / (1043)

/ Failure to avoid the fares of slab system in suburban railway. / (1149)

"That the demand under the Head operating expenses traffic be reduced by Rs. 100."

"That the demand under the Head Railway Board be reduced to Re.1."

/ Need to extend inter-city train between Valsad and Vadodara upto Allahabad. / (1044)

/ Failure to introduce new class of a sleeper coach. / (1150)

"That the demand under the Head operating expenses traffic be reduced by Rs. 100."

"That the demand under the Head Railway Board be reduced to Re 1 "

/ Need to instal fans on platform Nos. 2, 3, and 4 at Surat station immediately./ (1045)

/ Failure to withdraw surcharge on platform tickets. / (1151)

"That the demand under the Head operating expenses traffic be reduced by Rs. 100."

"That the demand under the Head Railway Board be reduced by Rs. 100."

/ Need to provide stalls of tea-milk-fruit etc on platform No. 4 at Surat station. / (1046)

/ Need to extend rail services in backward areas of Gujarat. / (1152)

"That the demand under the Head General Superintendence and services on railways be reduced by Re.1."

"That the demand under the Head operating expenses-traffic be reduced by Rs. 100."

/ Failure to resotre concessions on diesel, pulses, foodgrains and oil cakes! / (1153)

/ Need to run Ahinsa Express daily instead of once a week. / (1047)

"That the demand under the Head Miscellaneous working expenses be reduced by Rs. 100."

"That the demand under the Head operating expenses-traffic be reduced by Rs. 100."

/ Need to provide proper medical facilities in Rajdhani Express. / (1154)

/ Need to extend 131-132 Bharuch Shuttle upto Valsad. / (1048)

"That the demand under the Head operating expenses traffic be reduced by Rs. 100."

"That the demand under the Head operating expenses - traffic be reduced by Rs. 100."

/ Need to increase the quota for Surat from Delhi in August Kranti Express of A.C.

/ Need to convert metre guage line from Rajkot to Veraval into broad guage. / (1049)

"That the demand under the Head

553 Rly. Budget, 1993-94 CHAITRA 9, 1915 (SAKA) (Rlys.), 1993-94; and Suppl. 554 Gen. Diss.; Res. re. approval of 3rd Report of R.C.C.; Dem. for Grants

operating expenses-traffic be reduced by Rs. 100."

/ Need to construct a full fledged big railway station with 15 platforms and A.C. maintenance yard and other facilities at Udhna to ease the rush at Surat station / (1050)

"That the demand under the Head operating expenses-traffic be reduced by Rs. 100 "

/ Need to construct sheds on extended platform nos. 2 and 3 of mardi and Navsan stations. / (1051)

"That the demand under the Head operating expenses-traffic be reduced by Rs 100."

/ Need to inaugurate Hanspura flag station at the earliest. / (1052)

"That the demand under the Head operating expenses-traffic be reduced by Rs. 100."

/ Need to construct overbridges at Summul Dairy Road near Surat Station, Navasar station and Maroli stations. / (1053)

PROF. RASA SINGH RAWAT (Ajmer)  
- I beg to move:-

"That the demand under the Head Railway Board be reduced by Rs. 100."

/ Need to provide a rest house at Ajmer railway station for benefit of passengers / (385)

"That the demand under the Head Railway Board be reduced by Rs. 100."

/ Need to make Ajmer as a new railway Zone with Headquarters. / (386)

"That the demand under the Head Railway Board be reduced by Rs. 100."

/ Need to check pilferage and crimes in the trains / (387)

"That the demand under the Head Railway Board be reduced by Rs. 100 "

/ Need to check ticket less travelling in the trains. / (388)

"That the demand under the Head Railway Board be reduced by Rs. 100 "

/ Need to stop 71 UP and 72 Down Ajmer-Kahandwa passenger train at bandanwada station. / (389)

"That the demand under the Head Railway Board be reduced by Rs. 100."

/ Need to connect Ajmer-Pushkar-Medita and Ajmer-Nasirabad-Keken-Devli-kota and Ajmer-Kishangar-Parvatsar-Makrana and Ajmer-Kishangarh-Roopnagar-Kuchaman with rail by constructing new railway lines. / (390)

"That the demand under the Head Railway Board be reduced by Rs. 100 "

/ Need to construct a broad gauge line to connect Ajmer with Chittore and Ajmer with Kota. / (391)

"That the demand under the Head

555 *Rly. Budget, 1993-94 Gen. MARCH 30, 1993 and Suppl. Dem. for Grants 556*  
*Diss.; Res. re. approval of 3rd Report*  
*of R.C.C.; Dem. for Grants (Rlys.), 1993-94;*  
[Prof. Rasha Singh Rawat]

Railway Board be reduced by Rs.  
100."

/Need to convert the Delhi-Ahemdabad  
metre gauge line into broad gauge line. /  
(392)

"That the demand under the Head  
Railway Board be reduced by Rs.  
100."

/ Need to start a new train between  
Ajmer and Agra Fort. / (393)

"That the demand under the Head  
Railway Board be reduced by Rs.  
100."

/ Need to continue the train services  
between Marwar Junction and Ajmer. / (394)

"That the demand under the Head  
Railway Board be reduced by Rs.  
100."

/ Need to run a new train between Delhi  
and Ajmer. / (395)

"That the demand under the Head  
Railway Board be reduced by Rs.  
100."

/ Need to stop superfast Ashram Ex-  
press a Bayavar station. / (396)

"That the demand under the Head  
Railway Board be reduced by Rs.  
100."

/ Need to stop Pink City and Garib  
Nawaz Link Express Trains at Kishangarh  
and nasirabad Railway stations. / (397)

"That the demand under the Head

Railway Board be reduced by Rs.  
100."

/ Need to extend Agra Fort-Jaipur Ex-  
press upto Ajmer. / (398)

"That the demand under the Head  
Railway Board be reduced by Rs.  
100."

/ Need to attach additional coaches for  
Ajmer in Marudhar Express. / (399)

"That the demand under the Head  
Railway Board be reduced by Rs.  
100."

/ Need to run all the trains on time and  
also to provide all the necessary facilities to  
passengers. / (400)

"That the demand under the Head  
Railway Board be reduced by Rs.  
100."

/ Need to extend 2921 Up/2922 Down  
Superfast Express running between jaipur  
and Agra Fort upto Ajmer. / (964)

"That the demand under the Head  
Railway Board be reduced by Rs.  
100."

/ Need to convert Delhi-Ahemdabad  
via-jaipur Ajmer-Abu Road meter gauge rail  
line into broad gauge. / (965)

"That the demand under the Head  
Railway Board be reduced by Rs.  
100."

/ Need to connect Ajmer-Pushkar-  
Medta, Ajmer-Kishangarh-Roop Nagar-  
Makrana and Ajmer-Kota via Sarwad-Keadhi-  
Devali road through new line. / (966)

*Dem for Grants*

That the demand under the Head  
Railway Board be reduced by Rs  
100 "

General Superintendence and  
services on Railways be reduced  
by Rs 100 "

/ Failure to make the managements of  
railway schools and hospitals efficient and  
effective / (967)

/ Need to make provision for manned  
level crossing in rural areas to facilitate  
traffic / (972)

"That the demand under the Head  
Railway Board be reduced by Rs  
100 "

"That the demand under the Head  
General Superintendence and ser-  
vices on Railways be reduced by  
Rs 100 "

/ Need to construct a 'Yatri Niwas' at  
Ajmer railway station keeping in view the  
heavy rush of passenger traffic and its inter-  
national importance / (968)

/ Need to control the increasing number  
of accidents thefts and crimes in the train /  
(973)

"That the demand under the Head  
General Superintendence and  
services on Railways be reduced  
by Rs 100 "

"That the demand under the Head  
Repairs and Maintenance of Per-  
manent way and works be reduced  
by Rs 100 "

/ Failure to check theft of railway prop-  
erty and encroachment of surplus railway  
land / (969)

/ Need to construct overbridges or sub-  
ways at heavily crowded crossing link  
Jausang, Ajmer Rapangarh Road,  
Kishngarh Milroad, Beawar, etc / (974)

"That the demand under the Head  
General Superintendence and ser-  
vices on Railways be reduced by  
Rs 100 "

That the demand under the Head  
Repairs and Maintenance of car-  
nages wagons be reduced by Rs  
100 "

/ Need to check increasing rail acci-  
dents and to pay full compensation to the  
victims / (970)

/ Need to make appropriate arrange-  
ments to provide all the necessary public  
amenities in all coaches in order to make  
them more comfortable and useful and to  
make railway wagons more secure and  
properly maintained / (975)

"That the demand under the Head General  
Superintendence and services on Railways  
be reduced by Rs 100 "

"That the demand under the Head  
Repairs and Maintenance of plant  
and Equipment be reduced by Rs  
100 "

/ Need to increase the existing reserva-  
tion quota in trains passing through Ajmer,  
Beawar Kishangarh, Vijay Nagar  
naseerabad and in long distance connecting  
trains / (971)

/ Need to modernise Loco and carriage  
factory at Ajmer and to utilise machines

"That the demand under the Head

[Prof. Rasha Singh Rawat]

worth crores of rupees purchased in the past. / (976)

"That the demand under the Head operating Expenses-Rolling Stock and Equipment be reduced by Rs. 100."

/ Need for proper utilisation and disposal of scrap worth crores of rupees which is rusting and lying in Loco carriage factory in Ajmer / (977)

"That the demand under the Head operating expenses traffic be reduced by Rs. 100."

/ Need to attach a direct coach for Ajmer in 7570 Dn/5314 Up and 7569 Up trains to connect Ajmer with Lucknow. / (978)

"That the demand under the Head operating expenses traffic be reduced by Rs. 100."

/ Need to provide halt to 71 Up and 72 Downs trains at Bandanwara station for the benefit of thousands of daily passengers coming from Bhinay, Bandawara and Masuda. / (979)

"That the demand under the Head operating expenses traffic be reduced by Rs. 100."

/ Need to accept the reasonable demands of Station Masters. / (980)

"That the demand under the Head operating expenses-fuel be reduced by Rs. 100."

/ Need to undertake the work of repairs and maintenance of diesel engines after

converting Loco shed in Ajmer into diesel shed. / (981)

"That the demand under the Head Miscellaneous working expenses be reduced by Rs.100."

/ Need to check forced retirement and retrenchment of employees and reinstatement of dismissed employees and to give adequate rights to the recognised workers Unions / (982)

"That the demand under the Head Miscellaneous working expenses be reduced by Rs.100."

/ Need to treat R.P.F. as part of railway and to recognise their Welfare Association and to confer legal powers on them. / (983)

"That the demand under the Head Miscellaneous working expenses be reduced by Rs.100."

/ Need to expand and modernise Beawar Railway station and to construct proper godowns. / (984)

"That the demand under the Head Provident Fund pensions and other retirement benefits be reduced by Rs.100."

/ Need to fix pension of retired employees properly to pay arrears, to provide jobs to the kins of deceased employees on compassionate ground and to dispose of old pension cases. / (985)

SHRI ANIL BASU (Arambagh):- I beg to move:-

"That the demand under the Head Railway Board be reduced by Rs. 100."

561 *Rly. Budget, 1993-94* CHAITRA 9, 1915 (SAKA) (Rlys.), 1993-94; and Suppl. 562  
*Gen. Diss.; Res. re. approval of 3rd Report of R.C.C.; Dem. for Grants* *Dem. for Grants (Rlys.), 1992-93*

/ Need to provide safety of railway passengers. / (414)

"That the demand under the Head Railway Board be reduced by Rs. 100."

/ Need to provide safety and security of lady passengers in suburban section of Howrah and Sealdah division of Eastern Railway. / (415)

"That the demand under the Head Railway Board be reduced by Rs. 100."

/ Need for construction of fly-over at Kamarkundu railway crossing of Eastern Railway. / (416)

"That the demand under the Head Railway Board be reduced by Rs 100 "

/ Imposition of surcharge on passengers during Srabani mela at Tarakeswar. / (417)

"That the demand under the Head Railway Board be reduced by Rs. 100."

/ Need for implementation of sanctioned railway projects in West Bengal. / (418)

"That the demand under the Head Railway Board be reduced by Rs 100."

/ Need to provide passenger amenities in different stations of Howrah division of Eastern Railway. / (419)

"That the demand under the head dividend to General Revenues re-

payment of loans taken from general revenues and amortisation of over-capitalisation be reduced to Re. 1."

/ Failure to withdraw the increase in the prices of platform tickets. / (420)

"That the demand under the Head dividend to General revenues re-payment of loans taken from general revenues and amortisation of over capitalisation be reduced to Rs. 100."

/ Failure to withdraw the increase in supplementary charge for travel by super-fast trains/ (421)

"That the demand under the Head Dividend to General Revenues re-payment of loans taken from general revenues and amortisation of over capitalisation be reduced by Re. 1 "

/ Failure to withdraw the increase in the monthly and quarterly season tickets. / (422)

"That the demand under the Head dividend to general revenues re-payment of loans taken from general revenues and amortisation of over capitalisation be reduced to Re. 1."

/ Failure to withdraw the sleeper surcharge. / (423)

"That the demand under the Head Dividend to general revenues re-payment of loans taken from general revenues and amortisation of over capitalisation, be reduced to Re.1."



[Sh. Anil Basu]

/ Increase in the freight rates of all commodities by 10 per cent. / (424)

"That the demand under the Head Dividend to general revenues re-payment of loans taken from general revenues and amortisation of over capitalisation be reduced to Re. 1."

/ Failure to withdraw the increase in the fares of second class. / (425)

"That the demand under the Head Assets Acquisition construction and replacement be reduced by Rs. 100."

/ Need for extension of railway line from Tarakeswar to Arambagh town of Eastern Railway. / (426)

"That the demand under the Head Assets Acquisition, Construction and Replacement be reduced by Rs. 100."

/ Failure for construction of double line from Sheovafully junction to Tarakeswar station of Eastern Railway. (427)

"That the demand under the Head Assets Acquisition Construction and Replacement be reduced by Rs. 100."

/ Need for construction of and opening of a booking office at Tarakeswar bus stand. (428)

"That the demand under the Head Assets Acquisition Construction and Replacement be reduced by Rs. 100."

/ Need for construction of a foot-bridge connecting over-bridge of platform No. 2 with bus stand at Tarakeswar station of Eastern Railway. / (429)

"That the demand under the Head Assets Acquisition Construction and Replacement be reduced by Rs. 100."

/ Need for construction of fourth line from Howrah to Bandel junction of Eastern Railway. / (430)

"That the demand under the Head Assets Acquisition construction and replacement be reduced by Rs. 100."

/ Need for remedial steps for prevention of water logging of subways of Bandel station. / (431)

SHRI HANNAN MOLLOH (Uluberia): I beg to move:-

"That the demand under the head Railway Board be reduced by Rs. 100."

/ Need to withdraw the increase in the freights of all essential commodities. / (432)

"That the demand under the head Railway Board be reduced by Rs. 100."

/ Need to withdraw the increase in the passenger's fares in the second class and chair-cars in all Mail/Express and local trains. / (433)

"That the demand under the head Railway Board be reduced by Rs. 100."

- 565 *Rly. Budget, 1993-94* CHAITRA 9, 1915 (SAKA) (Rlys.), 1993-94; and *Suppl. 566 Gen. Diss.; Res. re. approval of 3rd Report of R.C.C.; Dem. for Grants*  
 / Need to withdraw the increase in season tickets fares in second class in suburban sections. / (434)
- "That the demand under the head Railway Board be reduced by Rs. 100."
- / Need to maintain punctuality in running local trains in all sections. (435)
- "That the demand under the head Railway Board be reduced by Rs 100"
- / Need to introduce another Rajdhani Express on Delhi-Howrah route. / (436)
- "That the demand under the head Railway Board be reduced by Rs. 100."
- / Need to reinstate all the railway employees retrenched during Railway strike of 1974. / (437)
- "That the demand under the head Railway Board be reduced by Rs 100."
- / Need to issue Identity Cards to all railway howkers. / (438)
- "That the demand under the head Railway Board be reduced by Rs. 100."
- / Need to reduce the fares of season tickets. / (439)
- "That the demand under the head Railway Board be reduced by Rs. 100."
- / Need to construct a flag station at Chackasi on South Eastern Railway / (440)
- "That the demand under the head Railway Board be reduced by Rs. 100."
- / Need to stop repression on hawkers and vendors at Howrah station. / (441)
- "That the demand under the head Railway Board be reduced by Rs. 100."
- / Need to sanction and dig three tube-wells at Chengail station of South-Eastern Railway. / (442)
- "That the demand under the head Railway Board be reduced by Rs. 100."
- / Need to improve road light from Chengail station of Chackasi. / (443)
- "That the demand under the head Railway Board be reduced by Rs. 100."
- / Need to construct path-way from Chengail station to bettala. / (444)
- "That the demand under the head Railway Board be reduced by Rs. 100 "
- / Need to complete the extension of foot over-bridge at Badna station. / (445)
- "That the demand under the head Railway Board be reduced by Rs 100 "
- / Need to construct a fly-over at Bangnan station on the Shyampore Road. / (446)
- "That the demand under the head Railway Board be reduced by Rs. 100 "

[Sh. Hannan Molloh]

south-Eastern Railway. / (452)

/ Need to stop one Orissa-bound Mail Express train at Bauria on South-Eastern Railway. / (447)

"That the demand under the head Railway Board be reduced by Rs. 100."

"That the demand under the head Railway Board be reduced by Rs. 100."

/ Need to complete the work of carshed at Panshura on South Eastern Railway. / (453)

SHRI PURNA CHANDRA MALIK (Durgapur) :- I beg to move:

/ Need to increase allocation for the completion of Howrah Bargachia section of South-Eastern Railway. / (449)

"That the demand under the head Railway Board be reduced by Rs. 100."

"That the demand under the head Railway Board be reduced by Rs. 100."

/ Need to construct a rail-cum-road bridge over Damodar at meja. / (454)

/ Need to increase number of EMU local train in Howrah Bargachia section of South-Eastern Railway. / (449)

"That the demand under the head Railway Board be reduced by Rs. 100."

"That the demand under the head Railway Board be reduced by Rs. 100."

/ Need for conversion of the narrow-gauge line of BDR section under South Eastern Railway. / (455)

/ Need to complete the construction of Broad-Gauge line between bargachia and Munshir-hat of Howrah-Amta Broad-Gauge line, as first phase. / (450)

"That the demand under the head Railway Board be reduced by Rs. 100."

"That the demand under the head Railway Board be reduced by Rs. 100."

/ Need to construct new railway station at Kondaipur between Paraj and Mankar under Eastern Railway. (460)

/ Need to increase speed of EMU local train in Howrah-Bargachai section of South-Eastern Railway. / (451)

"That the demand under the head Railway Board be reduced by Rs. 100."

"That the demand under the head Railway Board be reduced by Rs. 100."

/ Need to increase more quotas in second class 3-tier A.C. chair car and A.C. sleeper coaches in A.C. Express at Durgapur station. / (462)

/ Need for construction of fly-over at Mungram station on the National Highway

DR. SUDHIR RAY (Bardwan): I beg to move:-

569 Rly. Budget, 1993-94 CHAITRA 9, 1915 (SAKA) (Rlys.), 1993-94; and Suppl. 570  
Gen. Diss.; Res. re. approval of 3rd Dem. for Grants (Rlys.), 1992-93  
Report of R.C.C.; Dem. for Grants

"That the demand under the head  
Railway Board be reduced by Rs.  
100."

/ Need for conversion of narrow-gauge  
line of Burdwan-Katwa section into broad-  
gauge line under Eastern Railway. / (456)

"That the demand under the head  
Railway Board be reduced by Rs.  
100."

/ Need to construct more uninals on  
platform No. 2 and 3 of Burdwan railway  
junction. / (457)

"That the demand under the head Railway  
Board be reduced by Rs. 100."

/ Need to introduce frequent EMU  
services between Burdwan and Seaidh./  
(458)

"That the demand under the head  
Railway Board be reduced by Rs.  
100."

/ Need to introduce regular ticket check-  
ing between Howrah and Asansol./ (459)

"That the demand under the head  
Railway Board be reduced by Rs.  
100."

/ Need to introduce departmental re-  
pairing and maintenance instead of leaving  
it to private cotractors. / (461)

SHRI TARIT BARAN TOPDAR :  
(Barrackpore): I beg to move:-

"That the demand under the head  
Railway Board be reduced by Rs.  
100."

/ Need to complete the Metro Railway

entire stretch immediately. / (487)

"That the demand under the head  
Railway Board be reduced by Rs.  
100."

/ Need to extend the Metro Railway  
upto Gana. / (488)

"That the demand under the head  
Railway Board be reduced by Rs.  
100."

/ Need to electrify circular Railway at  
Calcutta and extend it beyond the  
Princepghat. / (489)

"That the demand under the head Railway  
Board be reduced by Rs. 100."

/ Need for double line or Circular Rail-  
way at Calcutta. / (490)

"That the demand under the head  
Railway Board be reduced by Rs.  
100."

/ Need to introduce more EMU trains  
between Sealdah and Barddhaman section  
of Eastern-Railway. / (491)

"That the demand under the head  
Railway Board be reduced by Rs.  
100."

/ Need to introduce more EMU trains  
between bandel and Naihati section of East-  
ern Railway. (492)

"That the demand under the head  
Railway Board be reduced by Rs.  
100."

/ Need to introduce more EMU train  
between Sealdah and Dankuni section of  
eastern Railway. / (493)

571 Rly. Budget, 1993-94 Gen. MARCH 30, 1993 and Suppl. Dem. for Grants 572  
Diss.; Res. re. approval of 3rd Report of R.C.C.; Dem. for Grants (Rlys.), 1993-94;  
(Rlys.) 1992-93

[Sh. Tarit Baran Topdar]

"That the demand under the head  
Railway Board be reduced by Rs.  
100."

/ Need to introduce a fast express train  
between New Delhi and Howrah /Sealdah.  
/(494)

"That the demand under the head  
Railway Board be reduced by Rs.  
100."

/ Need to withdraw the increase in  
passenger fares in 2nd class. /(495)

"That the demand under the head  
Railway Board be reduced by Rs.  
100."

/ Need to withdraw increase in monthly  
season ticket fares. / (496)

"That the demand under the head  
Railway Board be reduced by Rs.  
100."

/ Need to withdraw increase in freight  
charges. / (497)

"That the demand under the head  
Railway Board be reduced by Rs.  
100 "

/ Need for construction of double line  
between Barsat and Bongaon section of  
eastern Railway immediately. /(498)

SHRI RAMCHANDRA DOME  
(Birbham):- I beg to Move:-

"That the demand under the head  
Railway Board be reduced by Rs.  
100."

/ Need to withdraw increase in freight  
charges./ (499)

"That the demand under the head Railway  
Board be reduced by Rs. 100."

/ Need to withdraw increase in 2nd  
class passenger fares. / (500)

"That the demand under the head  
Railway Board be reduced by Rs.  
100."

/ Need to reduce the rate of platform  
tickets. / (501)

"That the demand under the head  
Railway Board be reduced by Rs.  
100."

/ Need to allocate more funds for  
passengers amenities. / (502)

"That the demand under the head  
Railway Board be reduced by Rs.  
100."

/ Need to improve safety measure./  
(503)

"That the demand under the head  
Railway Board be reduced by Rs  
100."

/ Need for urgent adequate funds to  
complete the on-going Railway projects in  
West Bengal. (504)

"That the demand under the head  
Railway Board be reduced by Rs.  
100."

/ Need to introduce a super fast express  
train from howrah-Sealdah to new Delhi via

573 Rly. Budget, 1993-94 CHAITRA 9, 1915 (SAKA) (Rlys.), 1993-94; and Suppl. 574 Gen. Diss.; Res. re. approval of 3rd Report of R.C.C.; Dem. for Grants Sahibganj loop section of Eastern Railway. / (505)

"That the demand under the head Railway Board be reduced by Rs. 100."

/ Need to run Mayurakshi Fast Passenger with a diesel engine at its entire route from Rampurhat to Howrah via Andal. / (506)

"That the demand under the head Railway Board be reduced by Rs. 100."

/ Need to introduce more passenger trains from Andal to Azimganj via Sainthia (507)

/ Need to introduce a fast passenger train from Suri to Howrah and back. / (508)

"That the demand under the head Railway Board be reduced by Rs 100."

/ Need to convert Ahemdpur-Katwa and Bardhaman-Katwa into a broad-gauge one. / (509)

"That the demand under the head Railway Board be reduced by Rs. 100."

/ Need to introduce EMU trains between Asansol and Bardhaman section of eastern Railway. / (510)

"That the demand under the head Railway Board be reduced by Rs. 100."

/ Need to introduce more DMU trains in Sahibganj loop section. / (797)

"That the demand under the head Railway Board be reduced by Rs. \*100."

/ Need for introduction of DMU trains in Andal-Azimganj section on Eastern Railway. / (798)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs 100 "

/ Need for provide funds for speeding up the work of construction of double fling from Khana to Sainthia. / (805)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/ Need to provide funds for a double line from Andal to Azimganj via Sainthia on Eastern Railway / (806)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/ Need to electrification from Andal to Azimganj via Sainthia on eastern Railway. / (807)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/ Need to electrification of entire route from Khana to Sahibganj in Bardhaman-Sahibganj loop section of Eastern Railway. / (808)

575 *Rly. Budget, 1993-94 Gen. MARCH 30, 1993 and Suppl. Dem. for Grants 576*  
*Diss.; Res. re. approval of 3rd Report (Rlys.) 1992-93*  
*of R.C.C.; Dem. for Grants (Rlys.), 1993-94;*

SHRI M. RAMANNA RAI (Kasaragod):  
I beg to move:-

"That the demand under the Head Repairs and Maintenance of carriages wagons be reduced by Rs 100."

/ Need to proper maintenance of coaches in Soharanpur mangalore section. /-(511)

"That the demand under the head Miscellaneous working expenses be reduce by Rs. 100."

/ Need to improve the quality of food served in south bound to trains from Delhi. / (512)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/ Need to double Palghat-Mangalore line. / (513)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/ Need for electrification of Palghat-Mangalore line. / (514)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/ Need to construct over-bridges in Palghat-Mangalore section. / (515)

"That the demand under the head Assets-Acquisition, Construction

and Replacement be reduced by Rs. 100."

/ Need to construct an over-bridge at Kanhangad railway section. / (516)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/ Need to introduce a super fast train between Manglore and Trivandrum. / (517)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/ Need to double Shoranpur-Mangalore line immediately. / (518)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/ Need to expend Kasarogod railway station by laying one more line to the west of platform No 1. / (519)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/ Need to increase the number of berths quota in Kasaragod railway station in all train passing thorough. / (520)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/ Need to convert Manglore-Hasan line

577 *Rly. Budget, 1993-94* CHAITRA 9, 1915 (SAKA) (Rlys.), 1993-94; and Suppl. 578  
Gen. Diss.; Res. re. approval of 3rd Report of R.C.C.; Dem. for Grants into broad gauge line. / (521)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/ Need to construct retinng room at Kasaragod railway station./ (522)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/ Need to enforce strict security measure strictly to check incidence of robbery and to enquire safety of passengers in south bound trains from Delhi. / (523)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/ Need to provide, adequate drinking water in trains in summer peak season in south bound trains from Delhi. / (524)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/ Need to replace old railway line in Mangalore-Palghat section. / (525)

"That the demand under the head Railway Boared be reduced by Rs. 100."

/ Need to construct staff quarters in Palghat division. / (526)

"That the demand under the head Railway Boared be reduced by Rs. 100."

/ Need to include Mangalore -Eroda section in Electrication programme./ (1088)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/ Need to extend the facility of free travel to Ex-M.Ps on Ninth Lok Sabha also. / (1109)

SHRI BHAGWAN SHANKAR RAWAT (Agra): - I beg to move:-

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs 100."

/ Need to construct third railway line in between Delhi and Agra on Central Railway./ (571)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100 "

/Need to construct a railway bridge on river Yamuna at Agra to freilliate fast railway traffic on Western Railway towards east bank of Yamuna./ (572)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to construct a level crossing on Gobra (Disst. Agra) at Canel road on Western Railway./ (573)

"That the demand under the head



579 *Fly. Budget, 1993-94 Gen. MARCH 30, 1993 and Suppl. Dem. for Grants 580*  
*Diss.; Res. re. approval of 3rd Report*  
*of R.C.C.; Dem. for Grants (Rlys.), 1993-94:*  
[Sh. Bhagwan Shankar Rawat]

Assets-Acquisition, Construction  
and Replacement be reduced by  
Rs. 100."

/Need to construct two more platforms  
at Agra Cantt. railway station./ (574)

"That the demand under the head  
Assets-Acquisition, Construction  
and Replacement be reduced by  
Rs. 100 "

/Need for constructing a service yard  
for cleaning and other maintenance of  
Boggies./ (575)

"That the demand under the head  
Assets-Acquisition, Construction  
and Replacement be reduced by  
Rs. 100."

/Need to construct a fly-over either at  
Sikan are or Guru ka Tal at Agra-Mathura  
Road./ (576)

"That the demand under the head  
Assets-Acquisition, Construction  
and Replacement be reduced by  
Rs. 100."

/Need to convert present metre gauge  
line into broad gauge line in between Agra  
Fort and Badikur railway station./ (577)

"That the demand under the head  
Assets-Acquisition, Construction  
and Replacement be reduced by  
Rs 100."

/Need to improve Fatehpur/Sikri railway  
station to facilitate the journey by tourists on  
Western Railway./ (578)

"That the demand under the head

Assets-Acquisition, Construction  
and Replacement be reduced by  
Rs 100."

/Need to improve Achnere railway station  
on Western Railway./ (579)

"That the demand under the head  
Assets-Acquisition, Construction  
and Replacement be reduced by  
Rs 100."

/Need to improve Sadhan Khera rail-  
way station on North Eastern Railway./ (580)

That the demand under the head  
Assets-Acquisition, Construction  
and Replacement be reduced by  
Rs 100."

/Need to construct over-bridge at  
Bichour railway crossing on Agra Sheratpur  
road./ (581)

"That the demand under the head  
Assets-Acquisition, Construction  
and Replacement be reduced by  
Rs. 100."

/Need to improve Billochpura railway  
station and city station agra on Central  
Railway./ (582)

"That the demand under the head Railway  
Board be reduced by Rs. 100."

/Need to ensure punctuality of the pas-  
senger trains / (648)

"That the demand under the head  
Railway Board be reduced by Rs.  
100."

/Need to reinstate immediately the dis-  
missed Railway employees./ (649)

581 Rly Budget, 1993-94 CHAITRA 9, 1915 (SAKA) (Rlys), 1993-94, and Suppl 582  
Gen Diss. Res re approval of 3rd Dem for Grants (Rlys) 1992-93

"That the demand under the head  
Railway Board be reduced by Rs  
100 "

/Need to stop retrenchment of the rail  
way employees in the name of  
modernisation./ (650)

"That the demand under the head  
Railway Board be reduced by Rs  
100 "

/Need to improve catering and sanita  
tion in the running trains in second class and  
the proposed reservation class three tier  
boggies / (651)

That the demand under the head  
Railway Board be reduced by Rs  
100

/Need to provide at least minimum fa  
cilities and amenities to the railway passen  
gers travelling by second class / (652)

"That the demand under the head  
Railway Board be reduced by Rs  
100 "

/Need to effectively check the  
increasing number of incidents of theft of  
railway property and passenger property  
while in journey / (653)

"That the demand under the head  
Railway Board be reduced by Rs  
100 "

/Need to ensure a clean and efficient  
rail service to the public / (654)

"That the demand under the head  
Railway Board be reduced by Rs  
100 "

/Need to provide emergency light at

stations / (655)

"That the demand under the head  
Railway Board be reduced by Rs  
100 "

/Need to provide uninterrupted electricity  
supply to G I P railway colony, agra Cantt  
by connecting it with railway feeder / (656)

That the demand under the head  
Railway Board be reduced by Rs  
100

/Need to modernise and elevate the  
existing medical dispensary into a full fledged  
hospital or treatment of railway employ  
ees (657)

That the demand under the head  
Railway Board be reduced by Rs  
100

/Need for electrification of Jaipur Agra  
railway line / (658)

That the demand under the head  
Staff Welfare and Amenities be  
reduced by Rs 100 "

/Need to undertake intensive repairs of  
the quarters of railway employees of Agra /  
(659)

That the demand under the head  
Staff Welfare and Amenities be  
reduced by Rs 100

/Need to ensure adequate supply of  
filtered water in the G I P Railway colony  
Agra Cantt / (660)

"That the demand under the head  
Staff Welfare and Amenities be  
reduced by Rs 100 "

583 *Rly. Budget, 1993-94 Gen. MARCH 30, 1993 and Suppl. Dem. for Grants 584*  
*Diss.; Res. re. approval of 3rd Report (Rlys.) 1992-93*  
*of R.C.C.; Dem. for Grants (Rlys.), 1993-94;*

[Sh. Bhagwan Shankar Rawat]

/Need to start a superfast intercity train from Agra to Lucknow./ (666)

/Need to open a Inter-College for the wards of the railway employees at agra./ (661)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to start a superfast train from Agra to Varanasi via Allahabad./ (667)

/Need to provide facility on Raja Ki Mandi railway station./ (662)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/need to introduce a superfast train from New Delhi to Howrah, Puri, Guwahati via Agra./ (668)

/Need to expedite and to make comprehensive facility of computerised reservation at Agra Cantt. railway station of Central Railway./ (663)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to run daily Chambal Express via Agra./ (669)

/Need to improve catering and sanitation services in the railway restaurants./ (664)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

Need to run dail Ujjain-Dehradoon Express via Agra./ (670)

/Need to start a superfast train from Jaipur to Howrah via Agra-Allahabad and Varanasi./ (665)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to replace the steam engines of passenger and goods trains running in Taj repositum area, i.e., 80 kilometre area around the Taj to save Taj it from environmental pollution./ (671)

585 *Rly. Budget, 1993-94* CHAITRA 9, 1915 (SAKA) (Rlys.), 1993-94; and *Suppl. 586 Gen. Diss.; Res. re. approval of 3rd Report of R.C.C.; Dem. for Grants* Dem. for Grants (Rlys.), 1992-93

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to have a third railway track from New Delhi to Agra to facilitate the fast traffic./ (672)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to introduce a new train in between Agra and Kota./ (673)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to introduce a shuttle train in between Agra and Fatehpur Sikari./ (674)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to introduce a shuttle train in between Agra and Tundla./ (675)

SHRI BASUDEV ACHARIA (Bankura): I beg to move:

"That the demand under the head Railway Board be reduced to Re. 1"

/Failure to reinstate the dismissed railway employees who were dismissed under rule 14(2) of Railway servants (DLA) rules, 1968./ (597).

"That the demand under the head

Railway Board be reduced to Re. 1."

/Failure to provide passenger amenities in second class three tier coaches./ (598).

"That the demand under the head Railway Board be reduced to Re. 1."

/Failure to allot adequate funds for the pending railway projects of West Bengal./ (599).

"That the demand under the head Railway Board be reduced to Re. 1."

/Failure to give recognition to CLW Labour Union./ (600).

"That the demand under the head Railway Board be reduced to Re. 1."

/Failure to run passenger trains on time./ (601)

"That the demand under the head Railway Board be reduced to Re. 1."

/Failure to maintain proper safety and security in trains./ (602)

"That the demand under the head Railway Board be reduced to Re. 1."

/Failure to withdraw increase in second class passenger fare./ (603).

"That the demand under the head Railway Board be reduced to Re. 1."

[Sh Basudev Achana]

Railway Board be reduced by Rs  
100 "

/Failure to withdraw increase in monthly  
and quarterly season ticket fares / (604)

/Need to introduce more passenger  
trains between Dhanbad and Asansol / (626)

"That the demand under the head  
Railway Board be reduced by Rs  
100 "

"That the demand under the head Railway  
Board be reduced by Rs 100 "

/Need to provide funds for conversion  
of BDT narrow gauge into broad-gauge  
line / (621)

/Need to increase the frequency of  
Kharagpur-Asansol passenger train / (627)

"That the demand under the head  
Railway Board be reduced by Rs  
100 "

"That the demand under the head  
Railway Board be reduced by Rs  
100 "

/Need to introduce more passenger  
trains between Andal Barabani-Sitarampur  
section of Eastern Railway / (622)

/Need to Complete the electrification of  
Adra Midnapore section during the current  
year / (628)

"That the demand under the head  
Railway Board be reduced by Rs  
100 "

"That the demand under the head  
Railway Board be reduced by Rs  
100 "

/Need to introduce more passenger  
trains between Andal and Baidyanathdham /  
(623)

/Need to set up proposed EMU coach  
manufacturing unit at Durgapur, in West  
Bengal immediately / (629)

"That the demand under the head  
Railway Board be reduced by Rs  
100 "

"That the demand under the head Railway  
Board be reduced by Rs 100 "

/Need to start EMU trains between  
Asansol and Jhanjha till its electrification /  
(624)

/Need to run Teesta-torsha Express  
daily / (630)

"That the demand under the head  
Railway Board be reduced by Rs  
100 "

"That the demand under the head  
Railway Board be reduced by Rs  
100 "

/Need to increase the frequency of  
passenger trains running between  
Badhaman and Gomoh / (626)

/Need to extend the Metro Railway from  
Tollygunj to Gana / (631)

"That the demand under the head

"That the demand under the head  
Railway Board be reduced by Rs  
100 "

/Need to construct double line between

589 *Rly. Budget, 1993-94* CHAITRA 9, 1915 (SAKA) (Rlys.), 1993-94; and Suppl. 590  
*Gen. Diss.; Res. re. approval of 3rd Report of R.C.C.; Dem. for Grants*  
Barasat and Bongaon./ (632)

"That the demand under the head  
Railway Board be reduced by Rs.  
100."

/Need to provide adequate funds for  
construction of tamluk-Digha railway line./  
(633)

"That the demand under the head  
Railway Board be reduced by Rs  
100."

/Need to complete circular rail from  
Princeps Ghat to Majherhat./ (634)

"That the demand under the head  
Railway Board be reduced by Rs  
100."

/Need to speed up the work of double  
line between Khana and Sainthia./ (635)

"That the demand under the head  
Railway Board be reduced by Rs.  
100."

/Need to introduce more EMU trains  
between Bardhaman and Howrah (Chord  
line)./ (636)

"That the demand under the head  
Railway Board be reduced by Rs.  
100."

/Need to keep railway coaches and  
loavories clean./ (637)

"That the demand under the head  
Railway Board be reduced to Re  
1"

/Failure to provide funds for doubling of  
the line from Asansol to Bumpur of South  
Eastern Railway./ (1014)

"That the demand under the head  
Railway Board be reduced to Re  
1"

/Failure to provide more passenger  
trains between Kharagpur and Asansol  
section of South Eastern Railway./ (1015)

"That the demand under the head Railway  
Board be reduced to Re. 1"

/Failure to improve the passenger ser-  
vice in Andal-Barabani-sitampur  
section and to introduce more passenger  
trains in this section./ (1016)

"That the demand under the head  
Railway Board be reduced to Re. 1"

/Failure to improve passenger service  
in Pandabeswar-palasthali section of East-  
ern Railway and to introduced more trains  
in this section./ (1017)

SHRI HARADHAN ROY (Asansol): I  
beg to move-

"That the demand under the head  
Railway Board be reduced by Rs.  
100 "

/Need to connect Uttar Dinajpur with  
state Capital and National Capital by rail./  
(605)

"That the demand under the head  
Railway Board be reduced by Rs.  
100."

/Need to connect Dakshin dinajpur dis-  
trict with State Capital and National Capital  
by rail./ (606)

"That the demand under the head  
Railway Board be reduced by Rs.  
100."

591 Rly Budget, 1993-94 Gen. MARCH 30, 1993 and Suppl. Dem. for Grants 592  
Diss. Res. re approval of 3rd Report (Rlys.) 1992-93  
of R C C, Dem for Grants (Rlys), 1993-94,  
[Sh Hardhan Roy]

/Need to convert immediately  
Bardhaman-Katwa narrow-gauge line into  
broad gauge one / (607)

"That the demand under the head  
Railway Board be reduced by Rs  
100 "

/Need for conversion of ahmedpur-  
Katwa narrow-gauge line into a broad gauge  
one / (608)

"That the demand under the head  
Railway Board be reduced by Rs  
100 "

/Need for laying double line between  
Andal and sainthia section of Eastern Rail-  
way / (609)

"That the demand under the head  
Railway Board be reduced by Rs  
100 "

/Need for electrification of Andal-sainthia  
section of Eastern Railway / (610)

"That the demand under the head  
Railway Board be reduced by Rs  
100 "

/Need to introduce EMU trains between  
Andal and Sainthia till electrification of this  
section / (611)

"That the demand under the head  
Railway Board be reduced by Rs  
100 "

/Need to introduce more passenger  
trains in Pandabeswar-Palasthali section /  
(612)

"That the demand under the head

Railway Board be reduced by Rs  
100 "

/Need to construct a station at Kondaipur  
between Paraj and Mankar / (613)

"That the demand under the head  
Railway Board be reduced by Rs  
100 "

/Need to provide stoppage of Kalka  
Mail, A c Express, Chambal Express at  
Ranganj / (614)

"That the demand under the head  
Railway Board be reduced by Rs  
100 "

/Need to provide new passenger trains  
for West Bengal / (615)

"That the demand under the head  
Railway Board be reduced by Rs  
100 "

/Need to improve sanitation services in  
running trains and at railway stations / (616)

"That the demand under the head  
Railway Board be reduced by Rs  
100 "

/Need to introduce EMU trains between  
Asansol and Bardhaman section of Eastern  
Railway / (617)

"That the demand under the head  
Railway Board be reduced by Rs  
100 "

/Need to introduce EMU trains between  
Asansol and Purulia section of Sough-East-  
ern Railway / (618)

"That the demand under the head

593 *Rly. Budget, 1993-94* CHAITRA 9, 1915 (SAKA) (Rlys.), 1993-94; and *Suppl. 594 Gen. Diss.; Res. re. approval of 3rd Report of R.C.C.; Dem. for Grants* *Dem. for Grants (Rlys.), 1992-93*

- Railway Board be reduced by Rs. 100."

/Need to increase the frequency of local trains running between Bardhaman and Asansol till EMU trains are introduced in this section./ (619)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to provide more trains on Bankura-Damodar railway lines till conversion takes place./ (620)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to complete electrification of the Bandel-Katwa section urgently./ (638)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to complete electrification from Sitarampur to Mughal-Sarai via Patna immediately./ (639)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to extend BDR line upto Tarakeswar./ (640)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to speed up the construction work of rail-cum-road bridge over Damodar so that passenger service may start from Raniganj to Mejia./ (641)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to construct an additional line between Asansol and Burnpur, South-Eastern Railway./ (642)

That the demand under the head Railway Board be reduced to Re. 1."

/Failure to abandon the policy of privatisation of railway catering service./ (729)

That the demand under the head Railway Board be reduced to Re. 1."

/Failure to fill up the vacant posts in different categories to improve the railway services./ (730)

That the demand under the head Railway Board be reduced to Re. 1."

/Failure to avoid reduction of work force in Railways./ (731)

That the demand under the head Railway Board be reduced to Re. 1."

/Failure to absorb all coal and ash handling workers after closing down steam locomotives in Railways./ (732)

That the demand under the head



[Sh. Hardhan Roy]

Railway Board be reduced to Re.  
1."

*/Failure to introduce more passenger  
trains between Howrah and New Delhi./*  
(733)

That the demand under the head  
Railway Board be reduced to Re.  
1."

*/Failure to ensure punctuality and safety  
in Railways./* (734)

That the demand under the head  
Railway Board be reduced to Re  
1."

*/Failure to run Howrah-New Delhi  
Rajdhani Express on time./* (1444)

That the demand under the head  
Railway Board be reduced to Re.  
1 "

*/Failure to preven frequent derailment  
of goods trains./* (1445)

That the demand under the head  
Railway Board be reduced to Re.  
1."

*/Failure to provide adequate funds for  
different railway projects in West Bengal./*  
(1446)

That the demand under the head  
Railway Board be reduced to Re.  
1 "

*/Failure to introduce a fast passenger  
train between Howrah-Sealdah and New  
Delhi./* (1447)

That the demand under the head  
Railway Board be reduced to Re.  
1."

*/Failure to provide adequate funds for  
laying new railway lines in West bengal./*  
(1448)

That the demand under the head  
Railway Board be reduced to Re.  
1 "

*/Failure to provide funds for gauge con-  
version of NG/MG railway lines in west  
Bengal./* (1449)

That the demand under the head  
Railway Board be reduced to Re.  
1."

*/Failure to run Puri Express between  
New Delhi and Puri daily./* (1450)

That the demand under the head  
Railway Board be reduced to Re.  
1."

*/Failure to run Poorva Express (2361/  
2382) daily between Howrah and New Delhi./*  
(1451)

That the demand under the head  
Railway Board be reduced to Re.  
1."

*/Failure to introduce more EMU trains  
between Barddhaman and Howrah (Chord  
section) of eastern Railway./* (1452)

That the demand under the head  
Railway Board be reduced to Re.  
1."

*/Failure to introuce a Rajdhani Express  
between Sealdah and New Delhi via Patna./*  
(1453)

597 Rly. Budget, 1993-94 CHAITRA 9, 1915 (SAKA) (Rlys.), 1993-94; and Suppl. 598  
Gen. Diss.; Res. re. approval of 3rd Dem. for Grants (Rlys.), 1992-93  
Report of R.C.C.: Dem. for Grants

That the demand under the head  
Railway Board be reduced to Re.  
1."

/Failure to provide funds and to fix a  
time bound programme for completion of  
the doubling of the railway line from Khana  
Jn. to Sainthia of Eastern Railway./ (1454)

That the demand under the head  
Railway Board be reduced to Re.  
1."

/Failure to provide funds for electrifica-  
tion of Andal-Saintjia railway line of eastern  
Railway./ (1455)

That the demand under the head  
Railway Board be reduced to Re  
1."

/Failure to provide funds for electrifica-  
tion of the railway line from Khana Jn. to  
Sainthia of Eastern Railway./ (1456)

That the demand under the head  
Railway Board be reduced to Re.  
1."

/Failure to provide stoppage of Rajdhani  
Express either at Asansol or Durgapur./  
(1457)

That the demand under the head  
Railway Board be reduced to Re.  
1."

/Failure to fill-up vacant posts of SCs/  
STs in the Railways./ (1501)

That the demand under the head  
Railway Board be reduced to Re.  
1."

/Failure to connect North-Eastern

States by rail with Sealdah via Bangladesh./  
(1502)

That the demand under the head  
Railway Board be reduced to Re.  
1."

/Failure to construct fly-over at  
Panagarh, Kajora, Kulti, Harishpur under  
Eastern Railway./ (1503)

That the demand under the head  
Railway Board be reduced to Re.  
1."

/Failure to provide adequate funds for  
modernisation and expansion of chittranjan  
Locomotive Works./ (1504)

That the demand under the head  
Railway Board be reduced to Re.  
1."

/Failure to reintroduce a.c. chair car in  
Poorve Express./ (1505)

That the demand under the head  
Railway Board be reduced to Re  
1

/Failure to open northern side of Asansol  
station for passenger./ (1506)

SHRIMATIMALINI BHATTACHARAYA  
(Jadarpur): I beg to move:

That the demand under the head  
Railway Board be reduced to Re.  
1."

/Failure to withdraw the increase in 2nd  
class passenger fares and seasonal tick-  
ets./ (676).

That the demand under the head

599 *Rly. Budget, 1993-94 Gen. MARCH 30, 1993 and Suppl. Dem. for Grants 600*  
*Diss.; Res. re. approval of 3rd Report of R.C.C.; Dem. for Grants (Rlys.), 1993-94;*  
*(Rlys.) 1992-93*

[Smt. Malini Bhattacharaya]

Railway Board be reduced to Re.  
1."

*/Failure to allot adequate funds to complete pending railway projects and on-going projects in West Bengal./ (677).*

That the demand under the head  
Railway Board be reduced to Re.  
1."

*/Failure to construct over bridge at Sonarpur and Baruipur at Sealdah Division of Eastern Railway./ (678).*

That the demand under the head  
Railway Board be reduced to Re.  
1."

*/Failure to introduce more EMU trains in Howrah and Sealdah Divisions of Eastern Railway./ (679).*

"That the demand under the head  
Railway Board be reduced by Rs.  
100."

*/Need to check effectively ticketless travelling in trains./ (694).*

"That the demand under the head  
Railway Board be reduced by Rs.  
100."

*/Need to replace work-out coaches and seats in Howrah and Sealdah Divisions of Eastern Railway./ (695).*

"That the demand under the head  
Railway Board be reduced by Rs.  
100."

*/Need to extend Metro railway from Tollyganj to Gana./ (696).*

"That the demand under the head  
Railway Board be reduced by Rs.  
100."

*/Need to complete Circular Railway from Princep Ghat to majherhat./ (697).*

"That the demand under the head Railway  
Board be reduced by Rs. 100."

*/Need to improve services of Suburban train./ (698)*

"That the demand under the head  
Railway Board be reduced by Rs.  
100."

*/Need to improve basic amenities in Sealdah South section./ (699)*

"That the demand under the head  
Railway Board be reduced to Re.  
1."

*/Failure to give up import move of electric loces and provide more funds to CLW to produce such locos./ (793)*

"That the demand under the head  
Railway Board be reduced to Re.  
1."

*/Failure to withdraw fare hike for season tickets and IInd Class passenger trains./ (794)*

"That the demand under the head  
Railway Board be reduced to Re.  
1."

*/Failure to reinstate and dismissed railwaymen./ (795)*

"That the demand under the head  
Railway Board be reduced to Re.  
1."

601 *Rly. Budget, 1993-94* CHAITRA 9, 1915 (SAKA) (Rlys.), 1993-94; and Suppl. 602  
Gen. Diss.; Res. re. approval of 3rd Report of R.C.C.; Dem. for Grants  
Dem. for Grants (Rlys.), 1992-93

/Failure to abandon the policy of  
privatisation of Railway catering service./  
(796)

SHRI SUDARSAN RAYCHAUDHURI

(Sarampore): I beg to move:

"That the demand under the head  
Railway Board be reduced to Re.  
1."

/Failure to improve passenger ameni-  
ties in the second class compartments of  
Mail/Express trains./ (680)

"That the demand under the head  
Railway Board be reduced to Re.  
1."

/Failure to improve passenger ameni-  
ties in the suburban train services./ (681)

"That the demand under the head  
Railway Board be reduced by Rs.  
100."

/Need to increase the number Subur-  
ban trains in Howrah-Burdwan section of  
Eastern Railway./ (691)

"That the demand under the head  
Railway Board be reduced by Rs.  
100."

/Need to increase the number of Subur-  
ban trains in Howrah-Kharagpur section of  
South Eastern Railway./ (692)

"That the demand under the head  
Railway Board be reduced by Rs.  
100."

/Need to introduce new trains in Howrah-  
Bargachia section of South Eastern Rail-  
way./ (693)

"That the demand under the head  
Assets-Acquisition, Construction  
and Replacement be reduced by  
Rs. 100."

/Need to construct Howrah-Amta-  
Champadanga railway line on South East-  
ern Railway./ (704)

"That the demand under the head  
Assets-Acquisition, Construction  
and Replacement be reduced by  
Rs. 100."

/Need to construct a subway at  
Konnagar station in Howrah-Burdwan (Main)  
of Eastern Railway./ (705)

"That the demand under the head  
Assets-Acquisition, Construction  
and Replacement be reduced by  
Rs. 100."

/Need to construct a roa-over bridge at  
Liluah Station on Nowrah-Burdwan (Main)  
line of Eastern Railway./ (706)

"That the demand under the head  
Railway Board be reduced to Re.  
1."

/Failure to provide reserved seats for  
the physically disabled persons in all subur-  
ban trains./ (859)

"That the demand under the head  
Railway Board be reduced to Re.  
1."

/Failure to reduce railway fare particu-  
larly the fare of season tickets of suburban  
passengers./ (860)

"That the demand under the head  
Railway Board be reduced to Re.  
1."

[Sh. Sudarsan Ray Chaudhuri]

*/Failure to ensure punctuality, safety and security in railway sergices./ (861)*

"That the demand under the head Railway Board be reduced to Re. 1."

*/Failure to provide additional booking counters particularly in the suburban sections./ (862)*

"That the demand under the head Railway Board be reduced to Re. 1."

*/Failure to introduce atleast one train in very five minutes during peak hours in all suburban sections./ (863)*

"That the demand under the head Railway Board be reduced by Rs. 100."

*/Need to prevent water logging at the Howrah car shed./ (864)*

"That the demand under the head Railway Board be reduced by Rs 100."

*/Need to introduce combined season tickets via Howrah and Sealdah./ (869)*

"That the demand under the head Railway Board be reduced by Rs. 100."

*/Need to introduce shuttle EMU trains between Howrah and Konnagar in Howrah-Bandel (Main) section of E. Railway./ (870)*

"That the demand under the head Railway Board be reduced by Rs. 100."

*/Need to introduce shuttle EMU trains between Howrah and Donkuni in Howrah-Burdwan (Chord) section of E. Railway./ (871)*

"That the demand under the head Railway Board be reduced by Rs. 100."

*/Need for expeditious completion of third line from Bhadreswar to Baudel (E. Railway) with automatic reversable signaling state./ (872)*

"That the demand under the head Railway Board be reduced by Rs. 100."

*/Need to introduce a new section to link Howrah and Sheakhala via Dankuni (E. Railway). (873)*

"That the demand under the head Railway Board be reduced by Rs. 100."

*/Need to supply drinking water at all stations including halt stations./ (874)*

"That the demand under the head Railway Board be reduced by Rs 100."

*/Need to raise the ground level of all platforms on the halt stations./ (875)*

"That the demand under the head Railway Board be reduced by Rs. 100."

*/Need to provide office accommodations to suburban passengers confederations at Howrah and Sealdah stations./ (876)*

"That the demand under the head Railway Board be reduced by Rs. 100."

605 *Rly. Budget, 1993-94* CHAITRA 9, 1915 (SAKA) (Rlys.), 1993-94: and Suppl. 606  
*Gen. Diss.; Res. re. approval of 3rd Report of R.C.C.; Dem. for Grants*  
*Dem. for Grants (Rlys.), 1992-93*

/Need to introduce Vendor specials on Eastern and S.E. railways./ (877)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to introduce Asansol (EMU) local between Howrah and Sealdah of E. Railway./ (878)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to introduce more suburban trains in Bandel-Naitati section of Eastern Railway./ (879)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to provide sub-way connecting all the platforms at Howrah station./ (893)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to renovate sub-way at Hindmotor (Howrah-Bandel section), eastern Railway./ (894)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to renovate sub-way at Uttarpara (Howrah-Bandel section), Eastern Railway./ (895)

"That the demand under the head

Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to renovate sub-way at Bhadreswar (Howrah-Bandel section), Eastern railway./ (896)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to renovate retiring room at Sheorafully (Howrah-Bandel section), Eastern Railway./ (897)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to construct a new terminal for all long-distance trains at Bally (Howrah-Burdwan section), Eastern Railway./ (898)

SHRI SUDHIR GIRI (Contai):-

"That the demand under the head General Superintendence and Service on Railways be reduced by Rs. 100."

/Need to provide adequate amenities to the passengers especially of second class compartments./ (700)

"That the demand under the head General Superintendence and Service on Railways be reduced by Rs. 100."

/Need to check the pilferage of windows and door panels of the trains./ (701)

"That the demand under the head General Superintendence and

607 *Rly. Budget, 1993-94 Gen. Diss.: Res. re. approval of 3rd Report of R.C.C.; Dem. for Grants (Rlys.), 1993-94;* MARCH 30, 1993 *and Suppl. Dem. for Grants 608 (Rlys.) 1992-93*  
[Sh. Sudhir Giri]

Service on Railways be reduced by Rs. 100."

/Need to check malpractices in various departments of the Railways. (702)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to provide more funds for the construction of the new railway line from Tamluk to Digha on S.E. Railway, West Bengal. (703)

"That the demand under the head Railway Board be reduced to Re. 1."

/Failure to withdraw the freight increase in respect of grams, sugar, diesel and oil cake./ (747)

"That the demand under the head Railway Board be reduced to Re. 1."

/Failure to withdraw the increase in the freight rates for all commodities./ (748)

"That the demand under the head Railway Board be reduced to Re. 1."

/Failure to withdraw the increase in the price of the monthly and season tickets. (749)

"That the demand under the head Railway Board be reduced to Re. 1."

/Rationalisation of the freight rates of

the parcel traffic and goods in "small" / (750)

"That the demand under the head Railway Board be reduced to Re. 1."

/Failure to withdraw the increase in passenger fares for superfast trains./ (751)

"That the demand under the head Railway Board be reduced to Re.

/Failure to withdraw the increase in the price of platform tickets./ (752)

"That the demand under the head Railway Board be reduced to Re. 1."

/Failure to withdraw the proposed increase in respect of 'to-pay' surcharge on coal./ (753)

"That the demand under the head Railway Board be reduced to Re. 1."

/Failure to withdraw the increase in the passenger fares for all classes./ (754)

SHRI UDDHAB BARMAN (Barpeta): I beg to move:

"That the demand under the head miscellaneous expenditure be reduced by Rs. 100."

/Need to conduct survey for construction of a railway line from Barpeta Road to Baheri in Barpeta district, Assam./ (755)

"That the demand under the head miscellaneous expenditure be reduced by Rs. 100."

609 *Rly. Budget, 1993-94* CHAITRA 9, 1915 (SAKA) (Rlys.), 1993-94; and *Suppl. 610 Gen. Diss.; Res. re. approval of 3rd Report of R.C.C.; Dem. for Grants* *Dem. for Grants (Rlys.), 1992-93*

*/Need to recruit new persons against the posts surrendered in the Railways./* (756)

"That the demand under the head miscellaneous expenditure be reduced by Rs. 100."

*/Need to expedite the construction works of broad gauge line from Jogighopha to Guwahati./* (757)

"That the demand under the head General Superintendence and Services on Railways be reduced by Rs. 100."

*/Need to set up railway division at Rangia in North-east Frontier Railway./* (758)

"That the demand under the head General Superintendence and Services on Railways be reduced by Rs. 100."

*/Need to make the casual workers permanent in the Railways /* (759)

"That the demand under the head General Superintendence and Services on Railways be reduced by Rs. 100."

*/Need to give employment to the retrenched employees./* (760)

"That the demand under the head Repairs and Maintenance of Permanent way and Works be reduced by Rs. 100."

*/Need to upgrade and expand the railway workshop at New Bongaigaon./* (761)

"That the demand under the head Repairs and Maintenance of Per-

manent way and Works be reduced by Rs. 100 "

*/Need to arrange supply of drinking water for the employees of the railways and passengers in N.f Railway./* (762)

"That the demand under the head Repairs and Maintenance of Permanent way and Works be reduced by Rs. 100."

*/Need to strengthen the railway tracks from Lumding Jn to Badarpur Jn on N.F. Railway /* (763)

"That the demand under the head Repairs and Maintenance of Permanent way and Works be reduced by Rs. 100."

*/Need to improve the amenities for the passengers on N.F.R. Railway./* (764)

"That the demand under the head Staff Welfare and amenities be reduced by Rs. 100 "

*/Need to build a modern hospital at Maitgaon on N.F Railway./* (765)

"That the demand under the head Staff Welfare and amenities be reduced by Rs. 100."

*/Need to give recognition to the Unions of the railwayment /* (766)

SHRI RUP CHAND PAL (Hooghly): I beg to move

"That the demand under the head Railway Board be reduced by Rs. 100."

*/Need to provide passenger amenities at Chuchura, Chandannagar, Bhadreswar.*



[Sh. Uddhab Barman]

/Need to provide passenger amenities at Bandel and Hoogli stations./ (772)

Hoogli and Bandel railway stations./ (772)

"That the demand under the head Railway Board be reduced by Rs. 100."

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to provide Booking Counter for long distance trains at Bandel railway station./ (773)

/Need to provide alternative employment to all the employees of coal and ash handling in Bandel Loco who have lost their job as a result of dieselisation in Bandel Katwa line./ (779)

"That the demand under the head Railway Board be reduced by Rs. 100."

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to take steps to stop water-logging below Bandel platform./ (774)

/Need to reinstate the retrenched loco-running staff of Indian Railways./ (780)

"That the demand under the head Railway Board be reduced by Rs. 100."

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to run more trains between Bandel and Naihati./ (775)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to construct shed at Hoogli station on the eastern side of the platform./ (781)

/Need to stop water-logging in the subway (Bazar para side) near Bandel junction station under Howrah Division of Eastern Railway./ (776)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need for early electrification and doubling of railway lines between Bandel and Katwa./ (782)

/Need to run more EMU trains between Bandel and Howrah./ (777)

"That the demand under the head Railway Board be reduced to Re. 1"

"That the demand under the head Railway Board be reduced by Rs. 100."

/Failure to provide alternative employment to contracted labourers in coal and ash handling and transshipment in steam locomotives at Bandel, Burdwan, Siliguri and

613 *Rly. Budget, 1993-94* CHAITRA 9, 1915 (SAKA) (Rlys.), 1993-94; and Suppl. 614  
*Gen. Diss.; Res. re. approval of 3rd Report of R.C.C.; Dem for Grants*  
*Dem. for Grants (Rlys.), 1992-93*

Gaya consequent upon closing down of steam locomotives in Indian Railway./ (864)

"That the demand under the head Railway Board be reduced to Re. 1 "

/Failure to reinstate the loco running staff whose services were terminated in 1981./ (865)

"That the demand under the head Railway Board be reduced to Re. 1."

/Failure to withdraw the enhanced railway fare for second class./ (866)

"That the demand under the head Railway Board be reduced to Re. 1 "

/Failure to withdraw the enhanced railway freight rates./ (867)

"That the demand under the head Railway Board be reduced to Re. 1 "

/Failure to withdraw enhance railway fare for season tickets./ (1086)

"That the demand under the head Railway Board be reduced to Re 1."

/Failure to withdraw enhance railway fare for platform tickets./ (1087)

SHRI SIVAJI PATNAIK (Bhubaneswar):  
I beg to move:

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need for construction of Khurda Road Bolangir railway line on South-Eastern Railway./ (783)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need for doubling of Khurda Road Puri line on South Eastern Railway./ (784)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs 100."

/Need for construction of a foot over-bridge at Bangel railway junction station under Howrah division of Eastern Railway./ (785)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need for construction of a road over-bridge at the North end of Bhubneswar station on South Eastern Railway./ (786)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need for construction of a road over-bridge of fly-over at Khurda road over the railway line in order to facilitate the traffic from DRM office side to Kudian./ (787)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

615 Rly. Budget, 1993-94 Gen. MARCH 30, 1993 and Suppl. Dem. for Grants 616  
Diss.; Res. re. approval of 3rd Report (Rlys.) 1992-93  
of R.C.C.; Dem. for Grants (Rlys.), 1993-94;  
[Sh. Sivaji Patnaik]

/Need for construction of a road over-  
bridge at Jhansuguda (SE Rly.) along the  
proposed Jhansuguda bypass./ (788)

"That the demand under the head  
Assets-Acquisition, Construction  
and Replacement be reduced by  
Rs. 100."

/Need for construction of footpath to the  
railway bridge over Telriver near Kesinga  
Town in Kalahandi district./ (789)

"That the demand under the head  
Assets-Acquisition, Construction  
and Replacement be reduced by  
Rs. 100."

/Need for construction of passengers  
halt between Nirakanbir and Bhusandapur  
stations of South Eastern Railway./ (790)

"That the demand under the head  
Assets-Acquisition, Construction  
and Replacement be reduced by  
Rs. 100."

/Need to establish a wheel and axle  
factory at Rourkela./ (791)

"That the demand under the head  
Assets-Acquisition, Construction  
and Replacement be reduced by  
Rs. 100."

/Need for establishment of a Carriage  
and Coach Building Factory at Rourkela./  
(792)

"That the demand under the head  
Assets-Acquisition, Construction  
and Replacement be reduced by  
Rs. 100."

/Need to stop the water logging in the  
eastern side of Nirakarapur station by con-  
structing a bridge. (906)

"That the demand under the head  
Assets-Acquisition, Construction  
and Replacement be reduced by  
Rs. 100."

/Need to have electrification of the rail-  
way line from Kharagpur to Waltair in South-  
Eastern Railway. (907)

"That the demand under the head  
Assets-Acquisition, Construction  
and Replacement be reduced by  
Rs. 100."

/Need to construct a road over bridge at  
Kesinga in Kalahandi district on the South-  
Eastern Railway. (908)

"That the demand under the head  
Assets-Acquisition, Construction  
and Replacement be reduced by  
Rs. 100."

/Need to construct a road over bridge at  
Rayagada replacing the existing level cross-  
ing on South-Eastern Railway. (909)

SHRI SOMNATH CHATTERJEE  
(Bolpur): I beg to move:

"That the demand under the head  
Railway Board be reduced by Rs.  
1."

/Failure to reinstate the dismissed rail-  
way employees./ (820)

SHRI ZAINAL ABEDIN (Gangipur): I  
beg to move:

"That the demand under the head

617 *Rly. Budget, 1993-94* CHAITRA 9, 1915 (SAKA) (Rlys.), 1993-94; and Suppl. 618  
Gen. Diss.; Res. re. approval of 3rd Dem. for Grants (Rlys.), 1992-93 .  
Report of R.C.C.; Dem. for Grants  
Railway Board be reduced by Rs.  
100."

/Need to check decoity in trains/ (880).

"That the demand under the head  
Railway Board be reduced by Rs.  
100."

/Need to reschedule the timings of dif-  
ferent trains in the Sealdah-Lalgola section./  
(881).

"That the demand under the head  
Railway Board be reduced by Rs.  
100."

/Need to maintain punctuality in running  
of trains in the Howrah Farakka Section./  
(882)

"That the demand under the head  
Railway Board be reduced by Rs.  
100."

/Need to fix a quota of seats in the  
Teesta Torsa Express for Nimlita station./  
(883).

"That the demand under the head  
Railway Board be reduced by Rs.  
100."

/Need to introduce a direct train in the  
Howrah Naihati via Azimgang./ (884).

"That the demand under the head  
Railway Board be reduced by Rs  
100."

/Need to attach a first class coach in  
Malda Town Fast Express/ (885)

"That the demand under the head  
Railway Board be reduced by Rs.  
100 "

/Need to dieselise the engine of the  
Malda Town Fast Passenger Train./ (886).

"That the demand under the head  
Railway Board be reduced by Rs.  
100."

/Need to improve maintenance of the  
trains running in Howrah Farakka section./  
(887).

"That the demand under the head  
Railway Board be reduced by Rs.  
100."

/Need to improve passengers ameni-  
ties in the trains running in the Howrah-  
Farakka section./ (888)

"That the demand under the head  
Railway Board be reduced by Rs  
100 "

/Need to introduce a shuttle train be-  
tween Ranaghat and Lalgola./ (889).

"That the demand under the head  
Railway Board be reduced by Rs.  
100."

/Need to electrify the Railway track  
from Krishnagar to Lalgola./ (890).

"That the demand under the head  
Railway Board be reduced by Rs.  
100."

/Need to electrify the Railway track  
from Katwa to Farakka via Azimgang./ (891).

"That the demand under the head  
Railway Board be reduced by Rs.  
100."

/Need to provide adequate water sup-  
ply at the Lalgola railway station and in staff

619 *Rly. Budget, 1993-94 Gen. MARCH 30, 1993 and Suppl. Dem. for Grants 620*  
*Diss.; Res. re. approval of 3rd Report (Rlys.) 1992-93*  
*of R.C.C.; Dem. for Grants (Rlys.), 1993-94;*

[Sh. Zainal Abedin]

quarters./ (892).

"That the demand under the head  
Assets-Acquisition, Construction  
and Replacement be reduced by  
Rs. 100."

/Need to construct an over bridge at  
Lalgola station./ (899)

"That the demand under the head  
Assets-Acquisition, Construction  
and Replacement be reduced by  
Rs. 100."

~~Need~~ /Need to convert the Pirtalas Halt sta-  
tion into a flag station./ (900).

"That the demand under the head  
Assets-Acquisition, Construction  
and Replacement be reduced by  
Rs. 100."

/Need to construct a bridge over  
Bhagirathi river to connect Naslipur and  
Azimgang Junction./ (901).

"That the demand under the head  
Assets-Acquisition, Construction  
and Replacement be reduced by  
Rs. 100."

/Need to construct second platform at  
Sagardeghe station on the Eastern Rail-  
way./ (902).

"That the demand under the head  
Assets-Acquisition, Construction  
and Replacement be reduced by  
Rs. 100."

/Need to construct a shed over the  
platform at Sagardeghe station on the East-  
ern Railway./ (903).

"That the demand under the head  
Assets-Acquisition, Construction  
and Replacement be reduced by  
Rs. 100."

/Need to construct a shed over the  
platform at Lalgola station./ (904).

"That the demand under the head  
Assets-Acquisition, Construction  
and Replacement be reduced by  
Rs. 100."

/Need to extend the rail track upto  
Gaugipur from Lalgola./ (905).

SHRIMATI SUSEELA GOPALAN  
(Chiraynkil): I beg to move:

"That the demand under the head  
Assets-Acquisition, Construction  
and Replacement be reduced by  
Rs. 100."

/Need to allocate adequate funds for  
doubling of Quilon-Trivandrum broad gauge  
line which is pending for the last so many  
years./ (1021)

"That the demand under the head  
Assets-Acquisition, Construction  
and Replacement be reduced by  
Rs. 100."

/Need to allocate adequate funds for  
the completion of the doubling of the line  
from Kayamkulam to Quilon./ (1022)

"That the demand under the head  
Assets-Acquisition, Construction  
and Replacement be reduced by  
Rs. 100."

/Need to complete the survey of the  
Mangalore-Sharanpur line for doublings and

621 *Rly. Budget, 1993-94* CHAITRA 9, 1915 (SAKA) (Rlys.), 1993-94; and Suppl. 622  
*Gen. Diss.; Res. re. approval of 3rd Report of R.C.C.; Dem. for Grants*  
*Dem. for Grants (Rlys.), 1992-93*

the need to allocate funds for construction of railway line./ (1023)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100 "

/Need to undertake survey and start construction of a new railway line from Trivandrum to Shengottal via Nedumanged / (1024)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to allocate adequate funds for construction of railway line between Calicut and Nilambur./ (1025)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to provide funds for the gauge conversion of the Quilon-Madurai metre gauge into broad gauge line./ (1026)

"That the demand under the head Repairs and Maintenance of Permanent way and works be reduced by Rs. 100."

/Need to construct an over bridge at Varkala the railway line from Quilon to Trivandrum./ (1112)

"That the demand under the head Repairs and Maintenance of Permanent way and works be reduced by Rs. 100."

/Need to construct an over bridge at

Chyrynkil on the railway line from Quilon to Trivandrum in Kerala./ (1113)

"That the demand under the head Repairs and Maintenance of Permanent way and works be reduced by Rs. 100."

/Need to construct bridge over the river at Tirur and Poorapuzha between Tanur and Parappanangadi at the earliest./ (1114).

"That the demand under the head Staff Welfare and Amenities be reduced by Rs. 100."

/Need to improve the lot of railway catering employees./ (1117)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to provide adequate funds for the electrification of Erode-Shoranur section of Southern Railway./ (1119)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100 "

/Need to provide adequate funds for construction Varkala Guruvapoor railway line./ (1120)

SHRI MHUJA PRASAD SHUKLA (Khalilabaed): I beg to move :

"That the demand under the head General Superintendence and services on Railways (Pages 9-16) to be reduced by Rs. 100."

/Need to start a new superfast train

[Sh. Mhuja Prasad Shukla]

from Gorakhpur to Bombay./ (1027)

"That the demand under the head General Superintendence and services on Railways (Pages 9-16) to be reduced by Rs. 100 "

/Need to start a new train from Gorakhpur to Allahabad (1028)

"That the demand under the head General Superintendence and services on Railways (Pages 9-16) to be reduced by Rs. 100 "

/Need to start an ordinary day train from one railway head-quarters to the another / (1029)

"That the demand under the head General Superintendence and services on Railways (Pages 9-16) be reduced by Rs. 100."

/Need to introduce a new superfast train from Gorakhpur to New Delhi / (1030)

"That the demand under the head General Superintendence and services on Railways (Pages 9-16) to be reduced by Rs. 100."

/Need to introduce a new train from Gorakhpur to Durg./ (1031)

"That the demand under the head operating expenses traffic be reduced by Rs. 100 "

/Need to provide a pantry car in Bandra Express train from Gorakhpur to Bombay./ (1036)

"That the demand under the head

operating expenses traffic be reduced by Rs. 100."

/Need to make proper lighting and drinking water arrangements in Bandra Express./ (1037)

"That the demand under the head operating expenses traffic be reduced by Rs. 100."

/Need to attach A C Coaches in Amrapali Express running between Barauni and Amritsar./ (1038)

"That the demand under the head operating expenses traffic be reduced by Rs. 100 "

/Need to provide a pantry car in Amrapali Express running between Barauni and Amritsar./ (1039)

"That the demand under the head operating expenses traffic be reduced by Rs. 100."

/Need to attach a 1st class A C Coach daily with Vaishali Express./ (1040)

"That the demand under the head operating expenses traffic be reduced by Rs. 100."

/Need to provide a hat for Vaishali Express at Khalilabad./ (1041)

"That the demand under the head operating expenses traffic be reduced by Rs. 100."

/Need to increase the number of seats in all classes of Vaishali express from Basti Railway station./ (1042)

"That the demand under the head

625 *Rty. Budget, 1993-94* CHAITRA 9, 1915 (SAKA) (Rtys.), 1993-94; and *Suppl. 626 Gen. Diss.; Res. re approval of 3rd Report of R.C.C.; Dem. for Grants Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."* (SAKA) (Rtys.), 1992-93

Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to provide computerised reservation facility at Basti railway Station./ (1054)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to provide more funds for laying a new rail line from Khalilabad to Balrampur./ (1055)

"That the demand under the head assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to provide more funds for laying a new rail line from Sahjanwan to dehri ghat./ (1056)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to provide funds for conversion of meter gauge line into broad gauge upto Gonda via Gorakhpur Naugarh./ (1057)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

/Need to provide more funds for electrification of rail line from Barauni to Kanpur./ (1058)

SHRI RAM NAIK (Bombay-North): I beg to move:

"That the demand under the head Railway Board be reduced to Re. 1."

/Failure to constitute an independent autonomous corporation for suburban railway commuters in Mumbai (Bombay)/ (1123)

"That the demand under the head Railway Board be reduced to Re. 1."

/Failure to start suburban railway service to connect Vasai (Western Railway) and Diva (Central Railway) in Mumbai Metropolitan Regional Development Area./ (1124)

"That the demand under the head Railway Board be reduced to Re. 1."

/Failures to propose any new project for Western suburban Railway in Mumbai./ (1125)

"That the demand under the head Railway Board be reduced to Re. 1."

/Failure to provide adequate Budgetary support to the Railways and making them more; and more dependent on market borrowings, thereby making railway travel more expensive./ (1126)

"That the demand under the head Railway Board be reduced to Re. 1."

/Failure to take up the project of quadruplicating the rail lines between Borivli and Virar of Western Railway to reduce the overcrowding in suburban trains./ (1127)



627 Rly. Budget, 1993-94 Gen. MARCH 30, 1993 and Suppl. Dem. for Grants 628  
Diss.; Res. re. approval of 3rd Report (Rlys.) 1992-93  
of R.C.C.; Dem. for Grants (Rlys.), 1993-94;  
[Sh. Ram Naik]

"That the demand under the head  
Railway Board be reduced to Re.  
1."

/Failure to take up and complete the  
fifth line between Mumbai Central and  
Andheri of Western Railway suburban sector./ (1128)

"That the demand under the head  
Railway Board be reduced to Re.  
1."

/Failure to start four new shuttle service  
in Dahanu Road and Virar Sector of West-  
ern Railway and extending all shuttle ser-  
vices up to Andheri in Mumbai (Bombay)./ (1129)

"That the demand under the head  
Railway Board be reduced to Re.  
1."

/Failure to start additional twelve rake  
EMU trains in suburban sector of Western  
and Central Railway in Mumbai (Bombay)./ (1130)

"That the demand under the head  
Railway Board be reduced to Re.  
1 "

/Failure to provide sufficient funds for  
purchasing more EMU rakes for Mumbai  
suburban Railway sector./ (1131)

"That the demand under the head  
Railway Board be reduced to Re.  
1."

/Failure to utilise surplus land for com-  
mercial use to enable the suburban railway  
sector in Mumbai to have more capital for  
improving the railway service./ (1132)

"That the demand under the head  
Railway Board be reduced to Re.  
1."

/Failure to run shuttle services daily  
between Dahanu Road and Virar stations of  
Western Railway./ (1133)

"That the demand under the head  
Railway Board be reduced to Re.  
1."

/Failure to employ sufficient number of  
ticket-examiners to check ticketless travel in  
Mumbai suburban railway sector./ (1134)

"That the demand under the head  
Railway Board be reduced to Re.  
1."

/Failure to introduce system of issuing  
season tickets for ten days on Mumbai  
suburban railway system./ (1135)

"That the demand under the head  
Railway Board be reduced to Re.  
1."

/Failure to streamline the fare structure  
on suburban? railway system in Mumbai so  
as to ensure that breaking journey and  
purchasing two separate tickets would not  
be cheaper than purchasing single ticket./ (1136)

"That the demand under the head  
Railway Board be reduced to Re.  
1."

/Failure to change the names of Kurla  
terminal to Tilak Nagar on Central Railway  
and Bandra terminal to Kher Nagar on West-  
ern Railway./ (1137)

"That the demand under the head

629 Rly. Budget, 1993-94 CHAITRA 9, 1915 (SAKA) (Rlys.), 1993-94; and Suppl. 630 Gen. Diss.; Res. re. approval of 3rd Report of R.C.C.; Dem. for Grants

Railway; Board be reduced to Re. 1."

Rajdhani and August Kranti A.C. trains./ (1142)

/Failure to have electronic indicators on all railway stations at exits and also on bridges to avoid inconvenience to commuters in Mumbai suburban railway sector./ (1138)

'That the demand under the head Railway Board be reduced to Re. 1."

/Failure to make sufficient land available for parking State Transport buses at all stations from Borivli to Daharu road stations of Western Railway./ (1139)

'That the demand under the head Railway Board be reduced to Re. 1."

/Failure to maintain windows fans and lights in working conditions of all suburban trains of Western and Central railway in Mumbai suburban sector./ (1140)

'That the demand under the head Railway Board be reduced to Re. 1 "

/Failure to extend Ladies' Special local train running between Churhagate and Borivli upto virar on Western Railway suburban system in Mumbai (Bombay) and also to introduce one more Ladies' Special local train./ (1141)

'That the demand under the head Railway Board be reduced to Re. 1."

/Failure to make available return tickets from Mumbai Central to New Delhi from Borivli computer reservation centre for

'That the demand under the head Railway Board be reduced to Re. 1."

/Failure to extend the reservation of ladies' compartment from 19.30 hours to 21.00 hours in respect of Mumbai suburban railway system./ (1143)

'That the demand under the head Railway Board be reduced to Re. 1."

/Failure to allow passengers holding valid season tickets as well as daily tickets to go from Dadar Western Railway Station to Dadar Central Railway Station; and vice versa in Mumbai./ (1144)

'That the demand under the head Railway Board be reduced to Re. 1.'

/Failure; to have uniform levels of platform on suburban railway stations in Mumbai (Bombay) to avoid inconvenience to commuters./ (1145)

'That the demand under the head Railway Board be reduced to Re. 1."

/Failure to complete the extension works of platforms from Dahisar to Virar stations of Western Railway suburban section to enable twelve rake train to stop at these stations./ (1146)

'That the demand under the head Railway Board be reduced to Re. 1."

/Unwarranted increase in suburban

[Sh. Ram Naik]

monthly season tickets which would adversely affect the suburban commuters./ (1108)

MAJ. D.D. KHANORIA (Kangra): I beg to move:

"That the demand under the head General Superintendence and services on Railways to be reduced by Rs. 100."

/Need for proper maintenance of railway stations and construction of platforms in Himachal Pradesh./ (1110)

"That the demand under the head Repairs and Maintenance of Permanent way and works be reduced by Rs. 100."

/Need to construct new rail track from Joginder Nagar to Kulu of Northern Railway./ (1111)

"That the demand under the head Repairs and Maintenance of Carriages and Wagons be reduced by Rs. 100."

/Need for proper repair and maintenance of passengers Wagons./ (1115)

"That the demand under the head Staff Welfare and Amenities be reduced by Rs. 100."

/Need to provide funds for improvement of railway hospitals./ (1116)

"That the demand under the head Provident fund pension and other Retirement benefits be reduced by Rs. 100."

/Need to ensure rules of provident fund the pension immediately after retirement to the railways employees (1118)

SHRI RAJNATH SONKER SHASTRI (Saidpur): I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to reemploy the retrenched casual labourers in Gazipur, Ballia, Jaunpur, Azamgarh, and Varanasi District of Varanasi Division of North East Railway. (1155)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to increase the amount of pay, wages, D A., productivity bonus, O T.A., night duty allowance etc. payable to the casual labourers, daily wages and Class IV employees in the Indian Railways in commensurate with the increasing prices. (1156)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to fill the reservation quota of Scheduled Castes and Scheduled Tribes in respect of Class IV and Class III posts in North Eastern Railway./ (1157)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to check the apartheid attitude of the authorities in the matter of appointment on deputation, transfer etc. of scheduled Castes and Scheduled Tribes

633 *Rly. Budget, 1993-94* CHAITRA 9, 1915 (SAKA) (Rlys.), 1993-94; and Suppl. 634  
Gen. Diss.; Res. re. approval of 3rd Dem. for Grants (Rlys.), 1992-93  
Report of R.C.C.; Dem. for Grants

both in North Eastern Railway and Northern Railway./ (1158)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to convert aurihar-Ghazipur-Chhapra. Shahganj-Azamgarn-Man Jaunpur-Kerakat-Aurihar Metregauge lines of North Eastern Railway into broad gauge line./ (1159)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to construct sheds at the platforms of Jalalganj railway station of Northern Railway./ (1160)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to extend the platforms and to expand the sheds at Jaunpur and Varanasi station of Northern Railway./ (1161)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to repair the dilapidated overbridge over Varanasi-Maduadeh-alahabad rail line in front of Divisional Office of Varanasi, Lahartara of North Eastern Railway./ (1162)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to construct a big fly-over bridge at broadgauge line at Aurihar Junction of North Easter Railway./ (1163)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to construct an iron side bridge over Magal river between Jakhnian and Dullhapur station of North Eastern Railway./ (1164)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to construct a waiting room, a platform sheed and a fly-over at Sadat station/ (1165)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to provide platform sheds, electricity, water and retiring rooms at Jakhnian, Dullhapur, Hurmuchpur, Sadat and Kerakat station on North Eastern Railway./ (1166)

"That the demand under the head Railway Board be reduced by Rs. 100."

/need to allot the land lying vacant on both, the sides of the sides of the road leading to market at Jakhnian and Dullahpur station on lease to shopkeepers./ (1167)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to provide toilet facility in the waiting room at Varanasi station./ (1168)

"That the demand under the head Railway Board be reduced by Rs. 100."

[Sh. Rajnath Sonker Shastri]

/Need to restore Sidhona-Rampur halt near aurihar./ (1169)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to provide Godsaiyan halt between Jakhnian and Dullhapur stations near Godsaiyan village/ (1170)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to change the name of Dullhapur station as 'Abdul Hameed Dham' / (1171)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to introduce a new train from Jaunpur to Bombay and to attach two bogies for Bombay in all trains from Jounpur on Northern Railway/ (1172)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to provide stopage to Bombay bound Dadar Express and other passenger trains at Jakhnian, Sadat and dullhapur stations./ (1173)

"That the demand under the head Operating Expenses Rolling Stock and Equipment be reduced by Rs. 100."

/Need to monitor railway tracks properly by installing modern signaling system on North Eastern Railway./ (1174)

"That the demand under the head staff Welfare and Amenities reduced to be 1."

/Failure to construct second part of the building and staff quarters of Indian Rail Cancer Research Institute, Varanasi/(1175)

"That the demand under the head staff Welfare and Amenities be reduced to be 1."

/Failure to make available the sophisticated machines like Kalposcope, Mamogram, Fiber optic Lairiggoscope, laser Inter-Scrisale, Semi auto analyser. Veritheropy, Cat Scan, operating Microscope etc. on the pretext of want of foreign exchange in Indian Railway Cancer Research Institute, Varanasi./ (1176)

"That the demand under the head staff Welfare and Amenities be reduced to be 1."

/Failure to provide trained doctors, nurses, and adequate medicines in India Railway Cancer Research Institute. Varanasi/ (1177)

"That the demand under the head staff Welfare and Amenities be reduced to be 1."

/Failure to fill up the vacant posts of Sectors, nurses and registrars in the India Railway Cancer Research Institute, Varanasi./ (1178)

"That the demand under the head staff Welfare and Amenities be reduced by Rs. 100."

/Need to provide latest instruments and to construct the Operation Theatre. Intensive Care Unit and General Ward in the

637 Rly. Budget, 1993-94 CHAITRA 9, 1915 (SAKA) (Rlys.), 1993-94; and Suppl. 638 Gen. Diss.; Res. re. approval of 3rd Report of R.C.C.: Dem. for Grants Dem. for Grants (Rlys.), 1992-93

Indian Railway Cancer Research Institute, Varanasi immediately./ (1179)

That the demand under the head Miscellaneous working expenses be reduced to Rs. 1”

That the demand under the head staff Welfare and Amenities reduced by Rs. 100.”

/Failure to prevent the encroachment of railway land at Varanasi, Kashi, manduadeeh, gyanpur, Madho Singh, Lohata, Chaukhandi, Bhadohi stations./ (1184)

/Need to provide a well maintained railway departmental Store for making available milk, fruits, food and medicines to the patients and their relatives in India Railway Cancer Research Institute. Varanasi./ (1180)

That the demand under the head Miscellaneous working expenses be reduced to Rs. 1”

That the demand under the head staff Welfare and Amenities reduced by Rs. 100.”

/Failure to check the fake reservations which is being done even after computerisation of reservation in the Railway./ (1185)

/Need to run the Kamlapati Tnpathi school located on railway land at Varanasi by the Railways. / (1181)

That the demand under the head Miscellaneous working expenses be reduced by Rs. 100.”

That the demand under the head Miscellaneous working expenses be reduced by Rs. 1”

/Need to make available necessary medicines with Guards for first aid in the long distance trains./ (1186)

/Failure to review the two year old catering system at Varanasi, Jala Ganj, Jaunpur on Northern Railway and Aurihar, Dullahpur, jakhnian and Varanasi stations on North Eastern Railway./ (1182)

That the demand under the head Miscellaneous working expenses be reduced by Rs. 100. ”

That the demand under the head Miscellaneous working expenses be reduced to Rs. 1”

/Need to tone up G.R.P. and R.P.F. police force./ (1187)

That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs 100.”

/Failure to prevent from using burning open Angee this in the running trains like shramjeevi express, Kashi Vishwanath Express shaheed Express, Amrapali Express and Vaishali Express etc. on North Eastern Railway/ (1183)

/Need to up grade Dudhora, Madar, Hurmuchpur halt stations into full fledged station on North Eastern Railway./ (1188)

[Sh. Rajnath Sonker Shastri]

"That the demand under the head Railway Board be reduced to Re. 1."

*/Failure to reinstate dismissed railway employees as promised by the Government./*(1538)

"That the demand under the head Railway Board be reduced to Re. 1"

*/Failure to provide immediate employment to such railway employees who were moved from their services as a result of modernisation./*(1539)

"That the demand under the head Railway Board be reduced to R.1".

*/Failure to absorb all the employees of Laharta Loco Shed in Varanasi, North Eastern Railway who were rendered jobless due to its closure./*(1540)

"That the demand under the head Railway Board be reduced By Rs.100".

*/Need to withdraw the proposed hike in the rates of Platform tickets./*(1541)

"That the demand under the head Railway Board be reduced by Rs. 100."

*/Need to reserve the railway land laying vacant after removing the tinglyard from Kehartara Loco Shed Maduadesh at Varansi on North-Eastern Railway./*(1542)

"That the demand under the head Railway Board be reduced by Rs. 100 "

*/Need to check railway accidents and the incidents of derailments and to ensure proper maintenance of railway lines./*(1543)

"That the demand under the head Railway Bard be reduced by Rs.100."

*/Need to increase amenities for the 2nd Class passengers in the trains./*(1544)

"That the demand under the head Railway Board be reduced by Rs. 100."

*/Need to withdraw the proposed hike in the railway fares of 2nd Class and monthly tickets. /*(1545)

"That the demand under the head Railway Board be reduced by Rs. 100."

*/Need to withdraw the proposed hike in the freight charges./* (1546)

"That the demand under the head Railway Board be reduced by Rs. 100".

*/Need to award contract of selling team ,fruits and miscellaneous snacks at railway stations and Platforms to the un employed youths of Scheduled Castes and Scheduled Tribes./* (1547)

"That the demand under the head Railway Board be reduced by Rs.100."

*/Need to introduce at trains from Varanasi to New Delhi at 7 p.m. and vice versa./* (1548)

"That the demand under the head Railway Board be reduced by Rs.100."

641 *Rly. Budget, 1993-94* CHAITRA 9, 1915 (SAKA) (Rlys.), 1993-94; and *Suppl. 642 Gen. Diss.; Res. re. approval of 3rd Report of R.C.C.; Dem. for Grants* Dem. for Grants (Rlys.), 1992-93

/Need to provide halt at Sadat, Jakhania, Dullahpur railway station to all long distance trains./ (1549)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to run Shram Jeevi Express or Kashi Vishwanath Express trains from Varansi Station at 7.p.m./ (1550)

"That the demand under the head Railway Board be reduced by Rs.100."

/Need to provide stoppage to Dadar Express at Dullahpur, Jakhnia, Sadat railway stations running to and from Gorakhpur./ (1551)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to provide stoppage to Varuja and Ganga-Jamuna trains at Jalalgarh station of Northern Railway./ (1552)

(Interruptions)

SHRI YAIMA SINGH YUMNAM (Inner manipur): I beg to move:

"That the demand under the head Railway Board be reduced by Re.1."

/failure to provide a Rajdhani Express from Delhi to Guwahati./ (1207)

"That the demand under the head Railway Board be reduced to Re. 1."

/Failure to introduce more super fast trains between Guwahati./ (1208)

"That the demand under the head Railway Board be reduced to Re. 1."

/Failure to provide funds for the completion of railway line from Solichar to Jiribam and further extension of the railway beyond Jiribam to connect Imphal with railway./ (1209)

"That the demand under the head Railway Board be reduced by Rs. 100"

/Need to provide facilities for the reservation of seats in the train at Dimapur and Guwahati stations for the passengers of Manipur State./ (1210)

"That the demand under the head Railway Board be reduced by Rs. 100".

/Need to regulate the rate of charges to be paid to the porters for carrying luggage of the passengers at the stations./ (1211)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to provide funds for providing adequate sitting arrangements at the platforms of the railway stations./ (1212)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to construct railway line up to Imphal, the capital of Manipur./ (1213)

"That the demand under the head Railway Board be reduced by Rs.100."



643 *Rly. Budget, 1993-94 Gen. MARCH 30, 1993 and Suppl. Dem. for Grants 644*  
*Diss.; Res. re. approval of 3rd Report (Rlys.) 1992-93*  
*of R.C.C.; Dem. for Grants (Rlys.), 1993-94;*  
[Sh. Yaima Singh Yumnam]

*/Need to install computer at the Imphal, railway out-agency./ (1214)*

"That the demand under the head Railway Board be reused by Rs. 100."

*/Need to improve the toilets conditions of the passenger trains particularly in the lower classes./ (1215)*

"That the demand under the head Railway Board be reduced by Rs. 100."

*/Need to provide food to the passengers at cheaper rates particularly in the lower classes/(1216)*

"That the demand under the head General Superintendence and Services on Railways be reduced by Rs. 100."

*/Need to construct retining rooms at the railway station at Jiribam./ (1217)*

"That the demand under the head Operating Exprmses -Traffic be redcued by Rs.100."

*/Need to introduce a new passenger train between Delhi and Guwahati./ (1218)*

Shri Nirmal Kanti Chatterjee(Dumdum):  
I beg to move:

"That the Demand under the head Railway Board be reduced to Rs. 1"

*/Failure to provide funds for widening the sub-way leading to Bediapara./ (1268)*

"That the Demand under the head Railway Board be reduced to Re.1"

*/Failure to provide adequate funds for laying new lines in the Eastern Zone./ (1269)*

"That the Demand under the head Railway Board be reduced to Re.1".

*/Discrimination against the Easter Zone in terms of projects and provisions./ (1270)*

"That the Demand under the head Railway Board be reduced to Re. 1".

*/Failure to provide a Rajdhari Express between Sealdah and New Delhi via Patna./ (1271)*

"That the Demand under the head Railway Board be reduced to Re. 1".

*/Failure to extend the present Metro Railway upto Belgcurie and Baranagpre to prevent possible over cpngestion on Dum Dum Junction / (1272)*

"That the Demand under the head Railway Board be reduced to Rs.1".

*/Failure to provide stoppage of all important trains at Bally Junction to decongest Howrah stations./ (1273)*

"That the Demand under the head Railway Board be redcued to Re.1."

*/Failure to provide second and third stretch of metro railway in Calcutta from Salt Lake to Ram Raja Tala and from Dakhneshar to Goriahat./ (1357)*

"That the Demand under the head Railway Board be reduced to Rs.1

645 Rly. Budget, 1993-94 CHAITRA 9, 1915 (SAKA) (Rlys.), 1993-94; and Suppl. 646  
Gen. Diss.; Res. re. approval of 3rd Report of R.C.C.; Dem. for Grants

/Failure to provide for a new station at Nohapara between Dum Dum Junction and Belgaria for the benefit of workers in Metro Car Shed./ (1358)

SHRI LAL BABU RAI (Chhapra): I beg to move:

"That the Demand under the head Railway Board be reduced to Re. 1",

/Failure to abolish the sleeper class./ (1274)

"That the Demand under the head Railway Board be reduced to Re. 1".

/Failure to reduce the enhanced fares of monthly seasons tickets./ (1275)

"That the Demand under the head Railway Board be reduced to Re. 1".

/Failure to withdraw the enhanced fares of all classes./ (1276)

"That the Demand under the head Railway Board be reduced to Re. 1"

/Failure to withdraw the increased surcharge on platform tickets/ (1277)

"That the Demand under the head Railway Board be reduced to Re 1"

/Failure to reduce the surcharge on coal./ (1278)

"That the Demand under the head Railway Board be reduced to Re 1"

/Failure to continue the subsidy on foodgrains, pulses, diesel and oil cakes./ (1279)

"That the Demand under the head Railway Board be reduced by Rs. 100."

/Need to construct bridges at Digaghat and Pahelga Ghat on river Ganga./ (1280)

"That the demand under the head Railway Board be reduced by Rs. 100".

/Need to increase the number of compartments in all the trains./ (1281)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to improve the lighting arrangements in trains running between Chapra and Sonepur./ (1282)

"That the demand under the heads Railway Board be reduced by Rs. 100. "

/Need to improve the condition of lavatories and to fix doors and windows in the trains./ (1283)

"That the demand under the head Railway Board be reduced by Rs. 100"

/Need to provide adequate passenger amenities at Senpur waiting hall./ (1284)

"That the demand under the head Railway Board be reduced by Rs. 100 "

/Need to provide halt of Sivan-Muzaffarpur 528 DN at Goldengani./ (1285)

"That the demand under the head Railway Board be reduced by Rs. 100."

647 Rly. Budget, 1993-94 Gen. MARCH 30, 1993 and Suppl. Dem. for Grants 648  
Diss.; Res. re. approval of 3rd Report (Rlys.) 1992-93  
of R.C.C.; Dem. for Grants (Rlys.), 1993-94;  
[Sh. Yaima Singh Yumnam] vation at Patna railway stations./ (1292)

/Need to run 3022 /2021 train from  
Sonpur./ (1286)

"That the demand under the head  
Railway Board be reduced by Rs.  
100."

/Need to run Chapra Gwalior train from  
Sonpur. / (1287)

"That the demand under the head  
Railway Board be reduced by Rs.  
100."

/Need to construct foot over bridges at  
main stations according to the availability of  
funds./ (1288)

"That the Demand under the head  
Railway Board be reduced by  
Rs.100."

/Need to start passenger traffic at  
Sonpur station sub-way./ (1289)

"That the demand under the head  
Railway Board be reduced by Rs  
100."

/Need to run Rajdhari Express via Patna  
twice a weak./ (1290)

"That the Demand under the head  
Railway Board be reduced to  
Rs.100."

/Need to construct a railway bridge over  
river Ganga./ (1291)

"That the demand under the head  
Railway Board be reduced by Rs.  
100"

/Need to check malpractices in reser-

"That the demand under the head  
Railway Board be reduced by Rs.  
100."

/Need to set up a railway zone in Bihar./  
(1293)

"That the demand under the head  
Railway Board be reduced by Rs.  
100."

/Need to check malpractices effectively  
in Railway./ (1294)

"That the demand under the head  
Railway Board be reduced by Rs.  
100."

/Need to dispose of cases of granting  
employment on compassionate grounds  
without delay. (1295)

SHRI SANTOSH KUMAR GANGWAR  
(Bareilly): I beg to move:

"That the demand under the head  
Railway Board the reduced to Re.  
1."

/Failure to withdraw disproportionate  
increase in the freight of essential commo-  
dities which will increase inflation./ (1296)

"That the demand under the head  
Railway Board be reduced to Rs. 1.  
"

/Failure to reduce the fares of suburban  
trains which will affect limited income groups  
and hawkers./ (1297)

"That the demand under the head  
Railway Board be reduced to Re.1."

649 Rly. Budget, 1993-94 CHAITRA 9, 1915 (SAKA) (Rlys.), 1993-94; and Suppl. 650  
Gen. Diss.; Res. re. approval of 3rd Report of R.C.C.; Dem. for Grants  
Dem. for Grants (Rlys.), 1992-93

/Failure to check exorbitant increase especially in IInd class fares./ (1296)

"That the demand under the head Railway Board be reduced to Re.1."

/Failure in establishing a big rail industry in Bareilly in place of sleep plant, which was shut down./ (1299)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to provide Computerised reservation facilities at Bareilly Junction./ (1300)

"That the demand under the head Railway Board be reduced by Rs. 100"

/Need to increase reservation quota of various trains at Bareilly Junction./ (1301)

"That the Demand under the head Railway Board be reduced by Rs.100 "

/Need to start a train to connect Bareilly with South India./ (1302)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to start a new train to connect Bareilly with Bombay./ (1303)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to convert Bareilly-Kathgodam meter gauge line into a broad gauge line on priority basis. / (1304)

"That the demand under the head Railway Board be reduced by Rs. 100".

/Need to run link Express, Kanpur, Chandausi, Moradabad, Dehradun Via Bareilly./ (1305)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to double Moradabad-Ghaziabad-Delhi rail route./ (1308)

"That the demand under the head Railway Board be reduced by Rs.100."

/Need to convert Northern railway Workshop at Izzatnagar into a coach factory./ (1307)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to convert shamganj railway station (Northern Railway) into a multipurpose commercial complex./ (1308)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to provide proper sports facilities to the families of Employees in Subhash Nagar railway colony./ (1309)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to construct an over bridge at Parzakhera railway crossing on National Highway No. 24./ (1310)

651 *Rly. Budget, 1993-94 Gen. MARCH 30, 1993 and Suppl. Dem. for Grants 652*  
*Diss.: Res. re. approval of 3rd Report*  
*of R.C.C.; Dem. for Grants (Rlys.), 1993-94;*  
[Sh. Santosh Kumar Gangwar]

Collectorgunge, Mittora and Sadat etc. on  
Northern Railway./ (1317)

"That the demand under the head  
Railway Board be reduced by Rs.  
100."

SHRIMATI GEETA MUKHERJEE  
(Pankura): I beg to move:

/Need to construct an over-bridge at  
Bareilly, Chopala and Kathghar./ (1312)

"That the demand under the head  
Railway Board be reduced to Re.  
1

/Need to provide necessary funds for  
modernisation of Bareilly Junction./ (1312)

/Failure to implement the promise given  
by the Government to reinstate the dis-  
missed railway employees./ (1367)

"That the demand under the head  
Railway Board be reduced by Rs.  
100."

"That the demand under the head  
Railway Board be reduced by Re.1."

/Need to run Bareilly-Delhi passenger  
after 7.00 p.m./ (1313)

/Failure to assure jobs to such employ-  
ees as are being thrown out in the name of  
modernization in the Railways./ (1368)

"That the demand under the head  
Railway Board be reduced by Rs.  
100."

"That the demand under the head  
Railway Board be reduced to Re.  
100."

/Need to reinstate retrenched railway  
employees./ (1314)

/Failure to resist privatisation of differ-  
ent types of work in the Railways. / (1369)

"That the demand under the head  
Railway Board be reduced by Rs  
100."

"That the demand under the head  
Railway Board be reduced by Rs  
1001"

/Need to run a super-fast train between  
Delhi-Lucknow via Bareilly./ (1315)

/Need to withdraw the proposed hike in  
season tickets and in 2nd class fares./ (1370)

"That the demand under the head  
Railway Board be reduced by Rs.  
100."

"That the demand under the head  
Railway Board be reduced by Rs.  
100."

/Need to provide dining car facility in  
various trains in Moradabad division./ (1316)

/Need to increase facilities for 2nd class  
passengers./ (1371)

"That the demand under the head  
Railway Board be reduced by Rs.  
100."

"That the demand under the head  
Railway Board be reduced by Rs.  
100."

/Need to halt express trains at

653 *Rly. Budget.-1993-94* CHAITRA 9, 1915 (SAKA) (Rlys.), 1993-94; and Suppl. 654  
*Gen. Diss.; Res. re. approval of 3rd Report of R.C.C.; Dem. for Grants*

/Need to withdraw the proposed hike in freight charges./ (1372)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to withdraw the proposed hike in the prices of platform ticket./ (1373)

"That the demand under the head Assents-Acquisition construction and Replacement be reduced by Rs. 100."

/Need to construct and complete the fourth line from Howrah to Midnapur in S.E. Railway./ (1379)

"That the demand under the head Assets-Acquisition Construction and Replacement be reduced by Rs. 100."

/Need to complete the electrification of the 2nd line from Howrah to Adra./ (1380)

SHRI JAGAT VIR SINGH DRONA  
(Kanpur): I beg to move:-

"That the demand under the Head Railway Board be reduced by Rs.100."

/Need to start New Delhi-Lucknow Shatabdi Express from Lucknow early in the morning./ (1385)

"That the demand under the Head Railway Board be reduced by Rs. 100."

/Need to introduce a direct train between Kanpur and Dehradun via Bareilly, Moradabad and Haridwar./ (1386)

"That the demand under the Head Railway Board be reduced by Rs.100."

/Need to attach second class reserved coaches in the trains running between Kanpur and Jammu./ (1387)

"That the demand under the Head Railway Board be reduced by Rs. 100."

/Need to run a direct train from Kanpur to Madras./ (1388)

"That the demand under the Head Railway Board be reduced by Rs. 100."

/Need to provide stoppage of mail trains at Govindpuri railway station./ (1390)

"That the demand under the Head Railway Board be reduced by Rs. 100."

/Need to tone up the security system at Kanpur Central railway station./ (1389)

"That the demand under the Head Railway Board be reduced by Rs. 100."

/Need to double the quota of a reservation in all the classes in all the trains at Kanpur Central railway station./ (1391)

"That the demand under the Head Railway Board be reduced by Rs. 100."

/Need to provide adequate security during journey to the passengers of all the classes/ (1392)

"That the demand under the Head

[Smt. Geeta Mukherjee]

Railway Board be reduced by  
Rs.100."

/Need to provide adequate passenger  
amenities to second class passengers./  
(1393)

"That the demand under the Head  
Railway Board be reduced by Rs.  
100. "

/Need to introduce a passenger train  
between Gorakhpur and Jaipur via Sawai  
Madhopur-Nivail/ (1394)

"That the demand under the Head  
Railway Board be reduced by Rs.  
100".

/Need to introduce an express train  
between Howrah and Jaipur via Sawai  
Madhopur-Nivai./ (1395)

"That the demand under the Head  
Railway Board be reduced by Rs.  
100."

/Need to withdraw the hike in second  
class fares./ (1396)

"That the demand under the Head  
Railway Board be reduced by Rs.  
100."

/Need to increase the passenger ameni-  
ties at Kanpur Central railway station./ (1397)

"That the demand under the Head  
Railway Board be reduced Rs. 100".

/Need to consider the complaints of  
Railway employees regarding payment of  
dearness allowance to them./ (1398)

"That the demand under the Head  
Railway Board be reduced by Rs.  
100."

/Need to provide medical facilities to the  
vendors of the railway stations as is avail-  
able to other employees of the Railways./  
(1399)

"That the demand under the Head  
Railway Board be reduced by the  
Rs. 100."

/Need to have proper maintenance and  
security of the residences of railways em-  
ployees situated in Kanpur./ (1400)

"That the demand under the Head  
Railway Board be reduced by Rs.  
100."

/Need to improve the catering services  
in the running trains./ (1401)

"That the demand under the Head  
Railway Board be reduced by Rs.  
100 ".

/Need to construct a flyover on Kanpur-  
Allahabad highway near Central Ordinance  
Depot in Kanpur./ (1402)

"That the demand under the Head  
Railway Board be reduced by  
Rs.100."

/Need to construct a flyover on the  
metre gauge line near Hallet Hospital in  
Kanpur./ (1403)

"That the demand under the Head  
Railway Board be reduced by Rs.  
100."

/Need to double the track between  
Kanpur and Jhansi for the up and down

657 Rly Budget, 1993-94 CHAITRA 9 1915 (SAKA) (Rlys), 1993-94, and Suppl 658  
Gen Diss, Res re approval of 3rd Dem for Grants (Rlys), 1992-93  
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trains / (1404)

"That the demand under the Head  
Railway Board be reduced by Rs  
100 "

/Need for electrification of Kanpur-  
Lucknow line / (1405)

"That the demand under the Head  
Railway Board be reduced by  
Rs 100 "

/Need to construct a 'Cleaning Yard'  
immediately at Kanpur Central railway station  
/ (1406Z)

"That the demand under the Head  
Railway Board be reduced by  
Rs 100"

/Need to upgrade the Govindpur rail-  
way station in Kanpur / (1407)

"That the demand under the Head  
Railway Board be reduced by Rs  
100 "

/Need to expand the Kanpur Central  
railway station / (1408)

"That the demand under the Head  
Railway Board be reduced by Rs  
100 "

/Need to have proper maintenance of  
the coaches of passenger trains / (1409)

SHRI RAJENDRA AGNIHOTRI  
(Jhansi) I beg to move -

"That the demand under the Head  
Railway Board be reduced to Re  
1 "

/Disproportionate increase in firelight

rates and withdrawal of concession in freight  
rate for essential goods which would fuel  
inflationary forces / (1410)

"That the demand under the Head  
General Superintendence and ser-  
vices on Railways be reduced by  
Rs 100 "

/Need for proper maintenance of rail-  
way station and construction of more plat-  
forms on Lalitpur Station in U P / (1420 )

"That the demand under the Head  
operating expenses Traffic be re-  
duced to Re 1 "

/Failure to check the hike of railway  
fares particularly of second class / (1423)

"That the demand under the Head  
operating expenses Traffic be re-  
duced to Re 1 "

/Failure to check the unreasonable hike  
of suburban railway fares as a result of  
which the people of fixed income and petty  
seller will be affected badly / (1424)

"That the demand under the Head  
operating expenses-Traffic be re-  
duced to Rs 100 "

/Need to make available the reserved  
tickets in Madras and Andhra-Karnataka  
Express train for Delhi and Bhopal from  
Jhansi station / (1429)

"That the demand under the Head  
operating expenses traffic be re-  
duced to Rs 100"

/Need to made available the reserved  
tickets in Pushpak train for Lucknow Jhansi  
and Bhopal from Lalitpur station./ (1430)



659 *Rly. Budget, 1993-94 Gen. MARCH 30, 1993 and Suppl. Dem. for Grants 660*  
*Diss.; Res. re. approval of 3rd Report*  
*of R.C.C.; Dem. for Grants (Rlys.), 1993-94;*  
*(Rlys.) 1992-93*

[Sh. Rajendra Agnihotri]

"That the demand under the Head Staff Welfare and amenities be reduced by Rs. 100".

/Need to provide funds for improvement of Railway hospitals in Jhansi (U.P.)/ (1431)

SHRISATYAGOPAL MISRA (Tamluk):

I beg to move:-

"That the demand under the Head Railway Board be reduced by Rs. 100."

/Need to provide sufficient funds for the completion of the Tamluk-Dighe railway line./ (1414)

"That the demand under the Head Railway Board be reduced by Rs 100"

/Need to provide funds for the construction of 4th railway line between Santragachi Jn. and Panskura and 3rd railway line between Panskura and Kharagpur on S.E. Railways / (1415)

"That the demand under the Head Railway Board be reduced by Rs. 100".

/Need to provide fund for the construction of 2nd railway line in Panskura Haldia section of S.E. Railway./ (1416)

"That the demand under the Head Railway Board be reduced by Rs.100."

/Need to provide fund for the construction of 2nd railway line from Kharagpur to

Midnapore on South Eastern Railway./ (1417)

"That the demand under the Head Railway Board be reduced by Rs. 100".

/Need to provide more local trains between Howrah and Midnapore on Panskura Haldia section of South Eastern Railway./ (1418)

"That the demand under the Head Railway Board be reduced by Rs. 100."

/Need to introduce some long distance trains from Haldia station of S.E Railway./ (1419)

SHRI DAU DAYAL JOSHI (Kota): I beg to move.-

"That the demand under the Head Railway Board be reduced by Rs. 100."

/Need to expand Dakaniya Talav railway station to ease the pressure on Kota Railway station of Western Railway./ (1460)

"That the demand under the Head Railway Board be reduced by Rs. 100".

/Need to change the name of Dakanya railway station as Deendayal Upadhyay Railway station./ (1461)

"That the demand under the Head Railway Board be reduced by Rs. 100".

/Need to provide adequate funds for the development of Dakanya Railway station./ (1462)

661 Rly Budget, 1993-94 CHAITRA 9, 1915 (SAKA) (Rlys ) 1993-94 and Suppl 662  
Gen Diss , Res re approval of 3rd Dem for Grants (Rlys ), 1992-93  
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"That the demand under the Head  
Railway Board be reduced by Rs  
100"

Railway Board be reduced by Rs  
100"

/Need to provide halt for Dehradun  
Express at Kapren station / (1463)

/Need to construct an overbridge to  
facilitate the employees of Kota railway  
colony to discharge their duties / (1469)

"That the demand under the Head  
Railway Board be reduced by Rs  
100 "

"That the demand under the Head  
Railway Board be reduced by Rs  
100 "

/Need to provide halt for Awadh Ex-  
press at Keshrampatan and Dara stations /  
(1464)

/Need to extend Nee much-Kota pas-  
senger train upto New Delhi / (1470)

"That the demand under the Head  
Railway Board reduced by Rs 100"

"That the demand under the Head  
Railway Board be reduced by Rs  
100"

/Need to provide halt for Jaipur-Kota  
train at Indergarh Kapren, Lakohri and  
Kesharamsatan stations / (1465)

/Need to expand Railway Wagon Re-  
pair Workshop at Kota / (1471)

"That the demand under the Head  
Railway Board be reduced by Rs  
100"

"That the demand under the Head  
Railway Board be reduced by Rs  
100"

/Need for electrification of line from  
Kota to Bina of Central Railway and Kota-  
Chittorgarh of Western Railway / (1466)

/Need to check pilfering and corruption  
prevalent in Railway Wagon Workshop at  
Kota / (1472)

"That the demand under the Head  
Railway Board be reduced by  
Rs 100 "

"That the demand under the Head  
Railway Board be reduced by Rs  
100"

/Need to restart Ramnagar Railway  
station to reach Kanleshwar pilgrm Centre  
by Mathura Board passenger / (1467)

/Need to start laying of railway line from  
Kota to Shivpur and Ramganga Mandir to  
Bhopal in accordance with the survey work /  
(1473)

"That the demand under the Head  
Railway Board be reduced by Rs  
100"

"That the demand under the Head  
Railway Board be reduced by Rs  
100"

/Need to run Kota-Bhopal Express train  
from Kota to Bina of Central Railway / (1468)

/Need to make the Railway Depart-  
ments more efficient in order to check pilfer-  
ing committed between Kota to Delhi / (1474)

"That the demand under the Head

663 *Rly. Budget, 1993-94 Gen. MARCH 30, 1993 and Suppl. Dem. for Grants 664*  
*Diss.; Res. re. approval of 3rd Report (Rlys.) 1992-93*  
*of R.C.C.; Dem. for Grants (Rlys.), 1993-94;*

[Sh. Dau Dayal Joshi]

"That the demand under the Head  
Railway Board be reduced by Rs.  
100".

/Need to withdraw the proposed fare  
hike in second Class fares./ (1475)

"That the demand under the Head  
Railway Board be reduced by Rs  
100"

/Need to attach A.C. second class coach  
in Dehradun Express on regular basis./  
(1476)

"That the demand under the Head  
Railway Board be reduced by Rs  
100."

/Need to set-up an out agency in the city  
for the railway tickets in Eundi city./ (1477)

"That the demand under the Head  
Railway Board be reduced by Rs  
100. "

/Need to withdraw the proposed hike in  
the rates of Platform tickets./ (1478)

"That the demand under the Head  
Railway Board be reduced by Rs.  
100".

/Need to introduce a new system in  
railway to avoid delay due to chain pulling./  
(1479)

"That the demand under the Head  
Railway Board be reduced by Rs  
100."

/Need to look into the misconduct of  
police from Mathura to Delhi in Dehradun  
Express ./ (1480)

"That the demand under the Head  
Railway Board be reduced by Rs  
100."

/Need to provide a halt of Dehradun  
Express at Kodkania Talab station./ (1481)

"That the demand under the Head.  
Railway Board be reduced by Rs.  
100."

/Need to issue tickets for Kota in Jammu-  
Tawi Express from Jammu-Tawi station./  
(1482)

"That the demand under the Head  
Railway Board be reduced by Rs  
100."

/Need to run Nizamuddin- Indore train  
from New Delhi and Indore at 5.00 P.M./  
(1483)

"That the demand under the Head  
Railway Board be reduced by Rs.  
100."

/Need to provide proper medical facilities  
at Vore railway station of G.R.P. Railway./  
(1484)

"That the demand under the Head  
Railway Board be reduced by Rs.  
100 "

/Need to replace the old coaches of  
class first from Kota in Dehradun Express./  
(1485)

"That the demand under the Head  
Railway Board be reduced by Rs.  
100."

/Need to shift the railway play ground at  
Kota junction to a suitable site./ (1486)

665 *Rly. Budget, 1993-94* CHAITRA 9, 1915 (SAKA) (Rlys.), 1993-94; and Suppl. 666  
Gen. Diss.; Res. re. approval of 3rd Dem. for Grants (Rlys.), 1992-93  
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"That the demand under the Head  
Railway Board be reduced by Rs.  
100

/Need to construct more railway Plat-  
forms at Kota junction./ (1487)

"That the demand under the Head  
Railway Board be reduced by Rs.  
100".

/Need to enhance the passenger facili-  
ties at Bundi station./ (1488)

"That the demand under the Head  
Railway Board be reduced by Rs.  
100".

/Need to enhance the facilities for pas-  
sengers of class second in Railway./ (1489)

" That the demand under the Head  
Railway Board be reduced by Rs.  
100."

/Need to connect second class sleeper  
car in Kota-Bhopal train of Central Railway./  
(1490)

" That the demand under the Head  
Railway Board be reduced by Rs.  
100".

/Need to withdraw the proposed hike in  
goods freight./ (1491)

"That the demand under the Head  
Railway Board be reduced by Rs.  
100".

/Need to include Kota railway junction in  
the modernisation scheme./ (1492)

"That the demand under the Head  
Railway Board be reduced by Rs.  
100".

/Need to computerise the reservation  
facility at Kota junction as Kota is the  
industrial capital of Rajasthan./ (1493)

"That the demand under the Head  
Railway Board be reduced by Rs.  
100".

/Need to provide double crossing facil-  
ity at rail crossing of Anila./ (1494)

SHRI MUMTAZ ANSARI (Kodarma): I  
am very much thankful to you for having  
allowed me to speak on the Railway Budget.

[Translation]

MR. CHAIRMAN: Please keep one  
thing in mind. There is a long list of Speakers  
from all parties

Now increased to Rs. 1848 crores. This  
is the maximum amount which has been  
relied on from the traffic receipts and this  
is unprecedented. In going about raising this  
amount, the Railways Minister has just  
banked upon certain internal resource gen-  
eration and borrowing. It has become very  
difficult for the Minister to borrow funds from  
the open market because the market has  
become unstable and uncertain. That is  
why, the hon. Railways Minister will have to  
resort to internal resource generation. So,  
the Railways Minister has now brought into  
the net of traffic and freight charges, sixteen  
important commodities which were consid-  
ered to be items of mass consumption and  
he has chosen such words which confuse  
the entire House. It is because, for the first  
time, he has said that only four items have  
been just now left without any exemptions.  
The Railways Minister's choice words gave  
rise to avoidable confusion. For instance, a  
number of commodities have been exempted  
from being increased in the past, of these,  
he has said that exemptions were being

[Sh. Mumtaz Ansari]

done away with, in respect of our items viz. grains and pulses, sugar, diesel and oil. The exemptions in respect of twelve items will continue. But furthermore, once he had pointed out that after 500 kms. of journey or transportation, this hike of 10 per cent and above 500 kms, that amounts to 12 per cent, will apply to twelve commodities also.

So, this is a matter of shock, sorrow and surprise that for the past many years, these sixteen commodities which were allowed to be exempted from this freight hike, have been drawn into the net of freight hike. So, this is also a matter of great regret and deep consternation.

Thirdly, due to freight hike and fare hike, all these proposals put forward by the hon. Railways Minister - our price line is also not going to remain unaffected, rather this will have serious impact upon the price level viz. for those commodities which are considered to be essential commodities will have serious impact upon the price level. In absolute terms, I must point out that at least for 1 Km., the transportation of one tonne of grains will cost at least 20 paise to 29 paise and it will have the cost effective rise of prices upto 45 per cent. So, this is also a matter of great concern and whatever proposal that has been put forward by the Railways Minister, is going to affect the life of the common masses and the common people. The commodities which are of mass consumption and items of mass consumption by poor people or ordinary people, will become very costly and expensive. At the same time, whatever proposal that had been put forward by the Railways Minister - he had socially banked upon the internal resource generation is also likely to increase the cost of services rendered by the Railways. It will be very expensive for the com-

mon man. Because, henceforward, whatever services that will be rendered by the Railways, will directly affect the common masses, the common people and especially the poor people. It is because, you only bank upon the resource generation. The market is also not very much clear. The clouds are also very much dark there. You cannot realise funds from the open market. So ultimately, you are coming to the consumers and commuters and those passengers who are innocent and those passengers who are bearing the brunt of the burden of the railway freight and fares.

So, you are just increasing to a greater dimension all the time. Since the previous Budget - whatever that was presented before this House and as it was indicated by the earlier speaker - it had created a pandemonium and chaotic condition in the House. We are representing various States. The Members of Parliament representing at least Bihar, Orissa, Bengal and other States have stood firmly against that Budget and they created pandemonium here. The hon. Prime Minister was sitting there. He stood up and assured the House and the agitated Members that whatever proposals that had been put forward by the hon. Minister, if they are going to affect the Members of Parliament of those States which have been completely neglected and there is abject neglect of such States, the Railways Ministers will have a discussion with the agitated Members of Parliament.

Whatever complaints, grievances they were just telling, all those grievances and complaints will be taken into consideration sympathetically. The hon. Railway Minister will try to pacify them and try to redress all the grievances raised by the agitated Members at that time. But what happened?

You might be remembering that many

of us were present in the Convention, meeting, which was called by the hon. Railway Minister. He was kind enough. I don't doubt his sincerity. He called a meeting of all the agitated Members of Parliament representing various neglected States. They ventilated their grievances, they put forward their complaints before the hon. Minister. But what happened? Nothing came out of that meeting. Only sitting, meeting, eating was there. The hon. Minister had also assured in that meeting that something concrete will come out; something remarkable will be achieved; something remarkable will be done in order to assuage the sentiments and feelings of those Members. Nothing concrete was done. For example, one hon. Member from Darbanga appealed time and again; he requested time and again; he sent reminders and repeated requests to the hon. Railway Minister. One gauge conversion was passed and sanctioned by the Railway Minister costing at least Rs. 28 crore. But what happened? Only Rs. 1 crore was released, and this is not going to solve that baffling problem. These are the highlights of the Railway budget.

Whatever priorities are there, those priorities have also been changed altogether, because only 3 per cent of the total plan investment has been earmarked for the construction of new lines; whereas huge amount of money, amounting to at least 15 per cent or 12 per cent will be invested in the rolling stock and track renewal and gauge conversion. Gauge conversion is new model, a new thinking. This has come to take a lion share of the total budget. So, this was kept at 3 per cent earlier; now it has gone upto 15 per cent of the total budget or at least 12 per cent somewhere. And this priority has also disturbed the whole atmosphere, because the construction of new lines has been completely stopped, except one Konkon railway line, which is going to be spread; and

which is also just facing a lot of trouble, obstacles and obstructions due to certain reasons best known to the Railway Minister.

Railway is the cheapest means of transport for the poor people and the middle class people. So if you just stop the construction of new railway lines, this will become very much dangerous for the poor people.

So, I must remind our Railway Minister through you that whatever backward areas are there like Bihar, like south Bihar, which have treasure of wealth hidden in the heart of south Bihar, if you do not spread railway lines there, similarly, there are so many backward places like in Orissa, in West Bengal, in Madhya Pradesh or in some many other States, if you stop the construction of railway lines, you will find that we will be facing unemployment problems at the same time.

MR. CHAIRMAN: Please conclude, You have taken 12 minutes.

SHRI MUMTAZ ANSARI: At least 15-10 minutes I must get because there are so many problems facing our State.

[Translation]

MR. CHAIRMAN: Nine members of your party have given their names. Besides, there are members of other parties to speak. Therefore, you please conclude your speech now.

(Interruptions)

MR. CHAIRMAN: The chairperson does not belong to any political party. As long as he/she is in the chair, he/she takes care of its dignity.

(Interruptions)

[English]

SHRI MUMTAZ ANSARI: I am just taking a short span of time. (Interruptions) They are consuming by time, because I have just to recapitulate everything. Bihar is a very backward State. Similarly, Orissa and West Bengal are also very backward States. So, this Budget has created an un-balanced growth of railways.

So far Orissa is concerned, West Bengal is concerned, Bihar is concerned there is step monthly treatment mended to all those States. This time also the same practice was adopted. One meeting was convened by the Minister of State and not by the Minister of Railways. He tried to pacify the feelings of all the members and hot discussions were held, very serious discussions were held, sentiments and feelings were also expressed in that meeting, but I know the outcome. Similarly nothing is going to happen.

I must point, put, because Bihar is our concern and have limited my time, that Bihar has been badly neglected so for various schemes are concerned. I must bring to the kind notice of hon. Railway Minister that there are various on going schemes. These on going schemes have not been completed in time due to paucity of funds, due to lack of funds.

These schemes are Bagha-Chhitauni-restoration of railway line. This was sanctioned in the year 1974-75 and the length of that line is 28.41 kms. The cost is Rs. 164.09 crores and only Rs. 55.64 crores have been spent.

Similarly gauge conversion - Muzafarpur-Raxaul, Seqauli Markatiganj, Samastipur-Darbhangha, Chhapra-Aunrihar.

Doubling of line- Siho-Ramdayaingar, Myghalasarai Son Nagar, Garwa Road-Son Nagar, Barsoi-Dalkhola, Aluabari Dhulabari, Aluabari-Kishangaj, New Jalpaiguri-Arbari Falakata Sahibganj-New Farakka-Malda Town, Karpuri Gram-Siho, Gunia Son Nagar-Patratu, Sitarampur-Mughalsarai. Bokaro Steel City Kiriburu, etc.

These are on going schemes. These on going schemes have not been completed due to paucity of funds because the Minister of Railway is not supplying sufficient quantum of funds. Due to paucity of funds all these schemes are waiting for completion and very meager amount of funds have been released.

Similarly about Muzafarpur-Sitamarhi Railway line survey was conducted three times but still it is waiting for any sort of working which will be initiated and started.

Similarly Darbhanga-Sitamarhi-Raxaul meter gauge, this is also to be converted. But this has also not been converted. .

Samastipur-Darbhangha meter gauge conversion is costing Rs. 128 crores and only Rs. 1 core has been released.

Similarly one Mahananda Express was announced by the hon. Railway Minister and was told that a new train has been introduced from New Delhi to Newjalpaiguri and not Katihar. This is not a new train. I must state frankly. I must remind the hon. Minister that this was Mahananda Express and for Magali previously also this was running from New Delhi to Katihar. You have simply given an extension from Katihar to just Newjalpaiguri. How do you say that a new train has been introduced? This is very much confusing and misleading rather misleading proposal whatever you have uttered in the House.

Similarly Gaya-Patna railway line. This is waiting for the last many years. Since the independence, since the gain of independence we are waiting for doubling of railway line. How important this railway line is you must see that. Gaya is an international place, pilgrims from different nook and corners of the world are come to that place. Patna is the capital of Bihar.

MR. CHAIRMAN : Now please conclude. Other members of your party will highlight all these things.

SHRI MUMTAZ ANSARI: Few minutes more. So these are very important proposals which must be looked into by the hon Railway Minister.

Similarly, so far South Bihar is concerned, what I pointed out was that South Bihar has a very tremendous wealth hidden in its heart. For example, coal iron ore, mica bauxite, granite, graphite and all these things are available.

Similarly, all important factories and industries are located in this area but his is very much suppression. This is matter of concern.

Ranchi which is concerned to be the summer capital of Bihar has not been connected with important trains and with important places like New Delhi and other cosmopolitan towns of the country.

So this is a matter of deep consternation. I must remind the hon. Railway Minister about it. At least, I must give my suggestions because my constituency is also involved. My constituency is within the limits of the districts of Girdih and Hazaribagh. For the last many years proposal has been pending, submitted by the people of Hazaribagh district, that Hazaribagh should be connected

by railway line. Till now it has not been accepted.

Similarly a proposal from Girdih district was put forward and the Railway Ministry conducted a survey also; but that also has now been shelved. All the files are gathering dust. Nothing concrete is coming out; no steps have been taken to construct any railway line there.

Similarly, Jhumn Talaiya is a beautiful scenic place. There is a Railway Station at Kodarma near it. Jhumi Talaiya is very popular with the cine-world and film people. Our Railway Minister is not paying any attention to this place of tourism. Kodarma Railway Station must be beautified. There are also two big ponds measuring 100 acres of land and the water is stinking there. Pollution is also being caused there. I had just sent several reminders to the authorities to see that at least 100 acres of land should be used in the best possible manner and some shops and market centres should be reestablished there. This will also increase the revenue of the Railways. But the Railway Ministry is not paying any heed to what I say. This is also surprising.

At least there are certain areas where I want to make some suggestions. Sixteen important articles of mass consumption should be brought out of the net of the railway freight. Secondly, pretties should also be changed. More and more backward areas and undeveloped regions should be connected by railway line because this is the crying need of the hour.

Thirdly the freight hike should be reduced. It must be slashed down from the present 12 per cent and 10 per cent to 6 and 5 per cent respectively

All the aforesaid on-going railway lines/



[Sh. Mumtaz Ansari]

Schemes which I have pointed out earlier, which are in Bihar, must be taken up on a priority basis and the Ministry should try to complete all these on-going schemes in Bihar on time, because these are very much beneficial to the common masses.

Fifthly, South Bihar should also be taken up on a priority basis and the railway lines should also be spread to all the district headquarters. At least Chatra, Hazribagh, Ranchia all these must be counted by railway lines.

Whatever contracts the Railway Ministry is giving must be given to backward people and Harjans. The interests of the weaker sections of the society should also be taken into consideration while giving contracts.

[Translation]

SHRIMATIKESHARABAI SONAJI KSHIR SAGAR (Beed): Mr. Chairman, Sir, I rise to support the Railway Budget for 1993-94 presented by Hon. Railway Minister Shri Jaffer Shariff. Hon. Minister has sought to achieve the development of the country through this Railway Budget under the leadership of Hon. Prime Minister. I thank the Hon. Railway Minister for presenting a balanced and practical Railway Budget by taking into account needs of various areas in the country.

Indian Railways is the biggest organisation in Asia and ranks very high among the similar organisations in the world. Some of the salient features of the Budget are:-

- (i) Introduction of new trains.

- (ii) Introduction of insurance scheme for the benefit of those persons who die in railway accidents or tourist attacks.

- (iii) Interdiction of sleeper class for all the trains. This step will enable the passengers to travel comfortably. The surcharge proposed is 25%. I suggest that it should be only 15%.

- (iv) Conversion of 1600 Km track into broad gauge. The length of new railway lines is 319 kms.

- (v) Railways will realise revenue to the tune of Rs. 1846 Crores by effecting hike in fares and freight.

The amount earmarked for railway projects in Maharashtra is Rs. 160 crores which is quite inadequate. I request that Rs. 250 Crores should be provided for completing these projects in Maharashtra.

Concession in freight charges was available for essential commodities like pulses, sugar, diesel. As the concession is sought to be withdrawn, it will lead to price rise. So, I request that the concession should not be withdrawn.

It is heartening to note that the Government has not proposed any hike in freight charges of salt, Kerosene, cooking gas, gur, sugar, vegetables, fodder. This step will give relief to common man.

Now I would like to speak on catering service on trains. In Rajdhani train food is served free of cost and it is of good quality. But the quality of food served in other trains is very poor and one has to pay 12 rupees for the tasteless food. Puris served are small in size and not properly fried. Food served is cold and tasteless. Curd served is in liquid

of food on several occasions. But there is no improvement in the quality of food. Railways should pay proper attention to catering services and bring about the desired change. I would like to suggest that unemployed women should be given charge of overseeing railway canteens and stalls. Since women are ideally suited to take up this job, I request that this responsibility should be given to women.

Sanitary condition on railway stations very poor. Cleanliness is not maintained. Water is not available in railway compartments. Railways should ensure water supply on railway stations and trains.

Fans in the compartments are generally out of order. They should be repaired promptly. Many windows of the compartments are out of order. Windows should be repaired and it should be ensured that doors of the compartments are strong and its nuts and bolts properly fitted. This will help in reducing theft on trains.

Railway reservation charts displayed at railway platform or at the entrance of bogies are in English. Since 95 per cent people do not know English, there is no point in preparing reservation charts in English. I request that reservation charts meant for display should be in Hindi. Since Hindi is the national language, charts should be in Hindi. Reservation charts are not displayed in time. This causes lot of hardship to the passengers. So, I request that reservation charts should be displayed on time.

There should be 4 separate bogies for women in each train. Since women have to travel with their children and luggage, they find it very difficult to travel crowded compartments. So separate bogies should be provided for women. Policemen should be deployed in these bogies for ensuring security

of women passengers.

\* Some male passengers consume liquor in railway compartments though it is strictly prohibited by law. This causes lot of trouble to women passengers. Strict action should be taken against persons consuming alcoholic drinks in railway compartments.

Ahmednagar railway Station does not have any quota of reservation for any train either in first class or second class. I suggest that four reserved seats should be provided in all the trains at the station. The quota for second class reservations should be stepped up to 50.

I thank the Hon'ble Minister for starting Aurangabad-Nagar Daund passenger Train. I consider Passenger Trains as poor man's train since fares of Passenger Trains are less. I suggest that this train should run upto Bombay via Pune so that large number of passengers going to Pune and Bombay will be benefited. It is necessary to set up Marathwada Railway Development Corporation on the pattern of Konkan Railway Development Corporation for development of railway network in Marathwada. The Central Government has permitted Konkan Railway Development Corporation to issue public bonds and debentures. This permission should be given to Marathwada Railway Development Corporation also for completing Railway project in Marathwada expeditiously. The Maharashtra Government has already made the recommendation in this regard.

[SHRI TARA SINGH *in the Chair*]

17.00 hrs.

I request that Marathwada Division should be brought under Central Railways. Presently, Marathwada is under South

[Sh. Tara Singh]

Railways. For getting the work done, one has to go to Secunderabad. It takes lot of time and causes delay. Bombay is a Central place and capital of Maharashtra. So, it will be convenient if Marathwada is brought under Central Railway.

Now I would like to speak a few words about my constituency Beed and Ahmednagar Parli railway line. Beed is a backward district having population of 22 lakhs. As it is under developed district, lakhs of workers go to other districts and States in search of work. They cannot attend to the education of their children. This district is socially and economically backward district. That is why unemployment is increasing. It is the policy of the Govt. to ensure development of backward areas. But Beed district is deprived of development. As there is no development, unemployment is growing. Considering the backwardness of this district our respected former Prime Minister Rajiv Gandhi had ordered survey of Ahmednagar-Beed-Parali railway line. Shri Madhavraoi Scindia, the then Railway Minister had ordered the survey. But, I do not find any provision in this Budget for completing Beed-Parali railway line. I have been pleading for this railway line for the past 12 years. I have spoken on the issue in this House on several occasions. I have submitted petitions several times. I have met Hon. Prime Minister and Railway Minister and submitted petition to them and discussed the matter with them. All the efforts have not produced any result. Every time I am told that since there is financial constraint, this line would be considered next year. Beed Parali railway line is very crucial for the development of this area. I once again request that allocation should be made for this railway line in this year's Budget and the work should be started immediately.

Sir, let me point out that there is a belief in Maharashtra that offering a girl in marriage or performing 'Kanyadan' is a very pious act by which one can earn 'Punya'. I am a daughter of Kamad in Kamataka who has been married in Maharashtra. In offering this daughter of Kamataka to Maharashtra you do not give anything in dowry except sanctioning Ahmednagar-Parali railway line. This is my only request to Hon. Minister. With these words, I thank you Mr. Speaker for giving me time to speak on the Railway Budget

\*SHRI RAM KAPSE (Thane): Mr. Chairman, Sir, after the presentation of Railway Budget, I met the Hon'ble Minister and thanked him. Hon. Minister looked at me with great supnse and he was wondering as to how a member of opposition like me went to him and thanked him after presentation of the Budget. Hon. Minister I am praising you. I told him that I was making efforts to have local terminus at Dombivli for past 27 years. In fact, the first Satyagraha for this was started in 1966. A decision was taken to construct the ferminus by spending 1 Crore 3 lakh rupees. I thanked him for taking this decision and including it in the three books. This is the proof of you occasional favorable action. But this cannot be said of all you actions which you take. At the same time you had gone in for hike in fares and fights on such a large scale that it is not possible for me to congratulate you for this Budget. On the other hand, I would like to tell you that you should take this House into confidence and tell us as to what circumstances because of which you had to increased freight charges and fares on such a large scale. The House will support you if you do that.

Mr. Minister, Mr. Bhatia in sitting by your side. Myself and Mr. Ram Naik had presented a petitions here on behalf of Bombay commuters. Mr. Bhatia had visited

\*Translation of the speech originally delivered in Bengali.

Bombay in 1980 to study this petition I am having the Report submitted by Mr Bhatia after examining the situation there He had pointed out twelve years back that certain things should be done in Bombay I demand that a Committee of Members of Parliament from Bombay should be appointed to see how many things suggested by My Bhatin have been implemented

Your plea is that increase in fare and season ticket charges is inevitable On behalf of Bombay commuters, I would like to make it very clear that they are not at all in the habit of traveling without ticket If this practice is there some Where, I do not want to say anything about it But Bombay commuter purchase pass or ticket before traveling They have to travel standing in the crowd What have you done for these commuters? When Mr George Fernandes was the Railway Minister in 1990, we were given status paper Schemes worth 6 crores of rupees were included in that status paper If we take today's costs into account these schemes will cost 8 crores of rupees 2000 crores of rupees investment suggested then would today mean 2500 to 3000 crores of rupees Have you spent atleast 100 or 200 crores of rupees during this period? Have you given the proposed amenities to the Bombay commuters during this period This is my first question to you If you are fully sure that Bombay suburban services are running into losses, you should appoint a Committee of MPs from Bombay Whatever decision is taken by this Committee would be acceptable to Bombay commuters If the Committee decides that Bombay Suburban services is not running to losses than you will be left with no other options than withdrawing hike in fares This would like to make clear at this stage itself This is the challenge we are throwing I request you to accept this challenge and instead of resigning on Ayodhya issue and threatening the news-

papers, please accept this challenge and then you will know that fault is yours and Bombay commuters are not at fault

How much is the burden of hike in fares on Bombay commuters? I can tell you how much were the charges of season tickets in 1966 and today If you have a look at this you will observe that charges of passes which were only Rs 2 in 1966 have gone upto Rs 15 or 20 The increase is ten times After that also, again you increased these charges You have increased the fares continuously from 1966 but in return what have you done for Bombay commuters? BUTP- 2 scheme was formed This scheme was formed four years back Let us know that talks you held with the State Govt for implementing this scheme Dunning you talks with the State Govt the State Govt said it would bear some expenditure and some expenditure would be borne by Railway Ministry But there is a dispute regarding the Share to be borne

Mr Sharad Pawar is the Chief Minister of Maharashtra Mr George Fernandes is telling me that today only there is a court verdict against him Even though the decision is against him, still he is the Chief Minister till Supreme Court gives its decision I think Mr Pawar became very intimate friend of yours during the last year You talk to him and tell him that expenditure on raising infrastructure would be done by the State Govt and expenditure of rolling stock would be borne by Railways Such a division can be done World Bank is prepared to give you assistance But why are you not accepting this assistance?

Some decisions on simple issues which you took during the last year are like adding insult to injury You said that Wasi-Mankhurd railway has been started If you start travel from Wasi to Mankhurd you have "

[Mr. Ram Kapse]

particular fare. But, from Mankhurd to Bombay the fare is again different. What kind of justice is this? If you are traveling from Washi to Mankhurd the fare is more. But from Mankhurd to Bombay the fare is less. How can this happen? On the same railway line, and in the same dirty compartment when there is no maintenance, how can you have two sets of fares? So far, you have not withdrawn surcharge on travel to Washi. My first suggestion is that hike in the rates of season ticket should be totally withdrawn. Second suggestion is that surcharge on Washi-Mankhurd season ticket charges should be withdrawn. BUJP-2 work should be immediately started. You want to start railway service for Karjat to Panvel. You want to start railway service from Panvel to Dive.

[English]

MR. CHAIRMAN: There is a very long list.

[Translation]

MR. RAM KAPSE: I am concluding very quickly. You can start service from Diva to Virar. My friend Mr. Ram Naik will tell you the condition of travel from Vasai to Karjat. He will tell you why there is need of separate suburban Zone. That is why instead of dwelling on that point, I would like to make a few simple suggestions and I hope that you will accept these suggestions. Firstly, there are Konkan Urban banks. They have appealed to you that they should be allowed to invest some of the amount which they are investing in Public bonds in Konkan Railway Bonds also. These banks are prepared to make this investment. You took up this matter with Finance Minister But Finance Minister wisely declined your proposal. We

are prepared to support you. If Konkan Railway project has to materialise you should rather encourage all Konkan Urban Banks to invest in Konkan Railway Bonds. The latest knows is that you have accepted 200 crores of rupees from UTI at interest rate of 18%. This is not proper. This is another affair out to the commuters. On one hand you would increase the fares. In 5th Plan the Central Govt. had given you 75% of the amount of Planned expenditure. But presently you are getting on 14% Planned expenditure amount. You are asked to raise your own resources. On one hand Central Govt. is doing injustice to the Railways. Secondly Urban Development Ministry has been entrusted big cities like Bombay, Bangalore, Delhi. That Ministry also does not spend anything. You are not on good terms with the State govts. and you cannot pursue them. You are not in a position to get some amount from them. And the commuters have to bear the brunt of it.

Now I would like to briefly make a few suggestions. Mail Express trains should be started from Thane and have stoppage at Thane. Large number of persons from Thane come to northern India. Can you not fulfill their demand? Work on Railway line from Thane to Turbhe should be completed. Can you not do this? Daryaghat - Murbad Scheme was accepted in 1936. Can you not take steps for implementing this scheme? If Daryaghat scheme is completed, instead of going to Pune, you can go from Nagar to Vishakhapatna, and save distance of 250 kms. Similarly when Karjat-Panvel route would be started, Pune-Bombay distance will also get reduced. you should consider from this point of view and save diesel and also commuters money. You should formulate such schemes. When Mr. George Fernandes was Railway Minister, I had taken a delegation to him. I told him that Railways had increased fare to Rs. 50. So you should

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increase the number of booking windows  
Mr Fernandes immediately accepted this proposal Commuters have to stand in queue for two hours for purchasing tickets For how long commuters should tolerate this torture? I had also demanded that Thakurle Power House should continue to function If you want to run suburban service, it is necessary that Thakurle Power House should continue to function Recently Railways have informed me that a decision has been taken to close down Thakurle Power House The scheme which was started by Mr George Fernandes is sought to be abolished Thakurle Power House is just scrap at the moment The new scheme which Railways have informed me is not proper I want to make a simple demand that season ticket should be available from any station to any other station But this is not done Even proper cleanliness is not maintained on trains Passengers have suggested that there are large number of stalls No more stalls should be opened now But you have sanctioned new stalls on Kalyan and Thane stations On one platform not even single stall was opened in many years But why did you give stall to persons from your area? Now new stalls should not be opened This is my demand On all stations there should be foot-over bridge which should be fully covered by roof There are the simple things which you should do Give the amenities to the passengers After that if you increase the fare to some extent commuters may accept it The present increase in fare is totally unacceptable And it deserves to be opposed That is why I thank you for Dombivli Terminus For meeting expenditure we would support you But that too if you accept help and allow Bombay commuters to live in peace Thank you very much

[English]

SHRIMATI SUSEELA GOPALAN

(Chirayinkil), Sir, I stand here to oppose the Railway Budget

I have no hesitation to add that this is anti-people Budget It has not only increased the passenger fare it has increased the freight charges which will enhance the prices of all goods that are carried on the railways

So far railways had some social objectives When they plan their Budget, that is being given a go by It plays an important part in price stabilisation and price equalisation But that is not an objective at all at present Price hike for essential commodities like wheat, sugar, kerosene plus, all are taken up This is going to affect even the public distribution system When the prices go up the open market prices also will go up as a result of this increase of the freight charges

Railways play a vital role in strengthening the unity and integrity of the country It was also a media for national integration

Britishers understood the vital role of the railways especially in a country like India and they have given great importance to that

But that is our policy now? Now, for the new lines there is no priority at all Inadequate importance is given to them, It takes lot of time to complete the line It is taking at least ten to 15 years By the time the project is completed the amount of expenditure incurred will be double to that when it started In fact insertion areas actually not much importance is given to the construction of railway lines Uneven development is taking place in the country as a result of this

North-Eastern States are neglected Even last year we focused the issue of the North-Eastern States We cited the example

of Purulia. There is no way to come out of that. They are isolated from the other parts of India, a way out must be found in the North-Eastern States. Some importance should be given to these States.

Railway Minister should give some importance to this subject and be kind enough to realise the importance of the North-Eastern region line.

The eighth Five Year Plan has failed to give proper attention to the needs of the India railways.

Plan allocation is decreasing and budgetary allocation also is decreasing year after year.

During the First Five Year Plan, the allocation was 11.5 per cent.

In the Second Five Year Plan, it was 16.53 per cent.

During the Seventh Five Year Plan, it was 15.45 per cent. It has come down to 6.26 per cent in the Eighth five Year Plan.

It means our Government is not giving due importance to the railways the country.

Budgetary support is declining. From 75 per cent, it has come down to 14.7 per cent.

Market borrowings are increasing. From 20 per cent, it has gone to 28 per cent.

The demand for passenger traffic and goods traffic increasing.

There is demand for more and more

trains and also more railheads. Government is laying much stress on gauge conversion. I do not say gauge conversion is not important. But it has to be done in a phased manner. That about the track renewals? A total length of 44000 kms. of tracks has to be renewed. The Railway Minister in his speech has said that it has to be renewed in the Eight plan. Actually way actually by saying this, he has enuded it for the next plan so, what will happen? If the track renewal is not done in time, accidents will be more in number. When an accident takes place, what will be done? Some Committees will be appointed. They will inquire into the matter and say either the employees are responsible for the accident or at least they will find out so cause as it some happened in the case of the *Perman* accident. I do not know whose intellect is behind that. Finally, it was said that it took place due to a tornado. There was not even slight movement of air in that area. But, that accident was attributed to a tornado. Then, the train fell into the river. so many excuses have been found out. What I say is that the track renewals are not done in proper time. This is the way they are dealing with such things. So, much attention should be paid to the track renewals. For that more allotment should be made. Also, for the new railway lines much importance should be given. I do not know why the Railways are paying dividend to the government. From the very beginning, what the Britishers have spent for the Railways, even for that the dividends are paid. Regarding social objective, Railways are playing a big role. In regard to the essential articles, the freight hike should not be there. In turn, to compensate that, they can cancel paying dividend. It should not be paid to the Government because it is a very big thing. What we are doing is a very big thing. The Indian Railways are the biggest in the world. They are doing a very big duty and for that reasons, this dividend should be cancelled.

That amount should be spent for the new railway lines. That is what I feel because that will go a long way. Why should the government be given the money? That is my point.

Coming to the other points, I want to say one thing. First, I come to the attitude of the Railways towards the employees. After the 1981 strike, the employees have not been reinstated. Time and again, all the sections of the people have raised this point and unanimity was there. But, even then, some more employees are taken today. I do not know why so much of a miserly attitude is being adopted. If that is the policy, all these people can be reinstated. That is what is actually accepted. But that is not actually done. What is the attitude towards the temporary and casual employees? That is also very disinel Even after 30 or 40 years of service, they are not taken in as permanent employees. For how many years have they been working? Even their dependents are not being given any employment opportunities Those who are dying in harness should be given some facilities. So many people are waiting. After serving a period of 40 and odd years, their dependents are not getting any employment. This is the attitudent of the Government towards the employees.

There is another thing. Yesterday it was discussed. For the HPF personnel, the right to form an association should be given. They should be given the recognition. Because rongising a union and all that will only enhance their consideration for the Government. They will think that this is the Government which has done something for us. The attitude of the Government should not be that of the landlord of the medieval age, it should behave on a little more civilised way with the working sections of the country. That will give more encouragement to the and that will help the country a lot.

I am coming to the problem of Kerala. The Railway Minister is our neighbor. He know the problem of Kerala more than any of the Railway Ministers. The performance of so many years did not prove that he is very frendly to Kerala. Now the major problem of Kerala is the doubling of the railway line between Mangalore and Shoranur, from Kayamkulam to Trivandrum. It should be done in a speedier manner. Then only we will get the benefit of the facilities of the Konkan Railway fully, if these two lines are doubled. This is an interesting thing. In the previous year, 1991-92, there was an allocation of Rs. 5 cores for a railway line between Quilion to Trivandrum. Last year it came down. This year it is only Rs. 1, 000 for the doubling of that line. I do not know what is thereason behind it. Actually, it is the Minister Shri Krishna Kumar who is representing Quilon and Shri Charles is representing Trivandrum. Of course, it passes through my constituency also. But you should not be inimical to that. I remind you about a coastal line from Arunakulam to Kayamkulam. How long did it take? It took 13 to 14 years after the work had begun. By the time, the expenditure has gone double or treble. Even now over-bridge etc., have yet to be completed. It takes lot of time. Our Railway Minister will get annoyed if I say that Mr. Farnandes when he was the Railwai Minister, had given us Rs. 15 crores for that railway linen one year. Otherwise, it would have taken five more years for the completion of that railway line. I appeal to you that some more attention should be given to the railway line in Kerala.

The most important thing is the doubling of this line. If the doubling of line is done in Kerala within one or two years, then the railway bonds will be taken by the people of Kerala. Even we will appeal to the NRIs of the Kerala out side to take these bounds. there is no difficulty for that. There would not



[Smt. Suseela Gopalan]

be any difficulty for getting that amount for the Konkon Corporation. Like that it could be completed. Likewise, Calicut-Neelambur railway line is there and Kuchipuram Guruvayour railway line is there from Trivandrum via Nedimani to Changota. These are two there lines which are not very long and these can be completed without any difficulty and full cooperation of the people of Kerala will be there for all these schemes.

I want to point out about the work relating to railway overbridges. Actually, three of my predecessors who represented my constituency when they had represented the had thought about it. Even now they say that there are some things to be sorted out between the State Government and the Center and it should be finalised. I got three replies on that. Even now it is not done. What have we to do? Have we to do something against the Railways there? I will organise the public and tell them, you do something because then only they will wake up to the situation. I do not think it is needed. That is why we are representing here. There is a foot overbridge they wanted. I asked a question in this regard and the reply is that the State Government has to propose and then it is to be finalised. How many crores you are spending for the bridge? The foot over-bridge is not a difficult thing. If people walk on that then it is very danger. Railways have given a warning .

Electrification we are demanding for the last so many years. What is the experience? Now one electrification scheme is taken up from Erode to Economy. for that Rs. 16 crores is set apart. Rs. 160 crores or something our total amount require, How many years will it take? Even if your son becomes a Minister our scheme will not be completed . It is more than ten years. ?What will happen?

How many time the expenditure will go up? Whatever amount is allotted should be at least sufficient and within four or five years you should complete the scheme. But that is not the attitude of the Government.

All the old beggars are sent to Kerala. You cannot even travel in them. We find it so difficult. railways have been remodeling in Kasargod and other areas. But the Malabar area is neglected. Many of one repairs works or modernisation work is not done. Even the modernisation of Trivandrum, Railway Station is going a low pace. So many crores of rupees are being set apart and all that they say. But actually only Rs. 1 crores or something is for the remodeling of the Trivandrum Railway station computer reservation is there at only two places.

In this year only Rs. 12 crores have been given to Kerala. This has to be enhanced. Rs. 16 crore only is for the electrification. I feel sometimes ashamed. people are asking why we should go to Parliament. All these MPs are going there and why we also should go there. We are unable to reply to them. This is actually a shameful thing. I hope the Railway Minister will save us at least from this shame and do justice to Kerala and also all the other backward regions, wherever it is neglected.

From Bangalore there is a demand from the Malayalees to have another train from Bangalore to Trivandrum. There are so many other demands. Kerala people are leaving in all parts of India. They want some of the things to be taken up. We have no super-fast train. We have been fine only one train and that also must be taken into consideration. The fare and flight given should be withdrawn . Our retrenched workers should be taken back.

With these words I conclude my speech

and hope that the Minister will consider all these things.

**SHRI RAMESH CHANNITHALA** (Kottayam): Mr. chairman Sir, I rise to support the Railway Budget. The hon Railway Minister shri Jaffer Sharief has presented this Budget in the backdrop of severe financial crunch as a result of the dwindling budgetary support. Resource generation for the development is the main thrust. It is the focus of e Budget. He has kept the increase in the passenger and freight fares to the inescapable minimum., Otherwise the acute financial problem will be more acute so, there was no other alternative before the Central Government; there was no other option before the Railway Minister but to increase the freight rate by 12 per cent to garner an additional revenue of Rs 1417 crores and to increase the fares by 10 per cent to garner an additional revenue of Rs. 431 crores. So, the total additional revenue in this Budget which is presented on 24th February is Rs 1848 crores. Unless an innovative thrust is given to the Railway's finances and the technology is improved, the railway might stagnate and adversely affect the nation's growth. I urge upon the Minister to go into the details of the financial management of Indian Railways. In the field of technology also there must a complete evaluation and an innovative study is necessary. It may be realised that since the railways provide the infrastructure for industries, agriculture defense, etc., the railway needs greater financial support, budgetary support. Unfortunately, the support which is given from the Union Budget is very low.

In this Budget, certain highlights are very important and we appreciate that The formation of a New Capital Fund is in the right direction; and this is to ensure availability of investible resources in future. This is a special feature in this Budget. There is the

initial Capital of Rs. 370 crores and an additional fund of Rs, 1950 crores in the next year. This is one of the best decisions which is taken by the Railway Minister. There is a steep fall in the budgetary support and this is the main hurdle, as the hon. Members from the other side have also mentioned. The Railways should standits owri and it cannot compromise on the investment. (*Interruptions*) The point is that we have to increase the productivity How many years can we go on like this? We have to increase the productivity and that is the only way. We have increase the internal productivity and the non-plan expenditure should be curtailed.

When we are traveling from Delhi to other parts of our country, we are seeing big, big railway stations, just like places. What is the need for these big, big railway stations? Railway is the cheapest mode of travel for the common man. we do not want huge railway stations. Of courses, they must be provided with better amenities; but that does not mean that we have to build up big, big railway stations., just like palaces. I know that in the Eighth Plan, the Government has given more emphasis for the gauge conversion, electrification, definitely, the renewal and replaement of the rolling stock, improved passenger services, development of terminal capacity and the inter-modal transport The policy of unique gauge system in the country is the must and the Government has given to priority for that. For all this, the main butbled is the lack of financial support. The major crisis is the financial crunch. The public is unwilling to buy the Railway Bonds The sales touched Rs 10.5 crores against the budgeted Rs. 1. 200 crore despite an increase in the tax-free interest rate from 9 per cent to 10.5 per cent.

So, the increase in fare an freight for getting additional revenue this year and

[Sh. Ramesh Channithala]

withdrawal of certain concessions are the hardsteps which we have taken. A real crisis is budding up in the Indian railways. In the budget speech itself the Minister clearly mentioned the multifarious problems which the Indian railways are facing, what is the support from the budget of the Union Government. It was 75 per cent in 1970 and now it is coming to 14.4 per cent. Now clearly the days of cheap money are over. There is a disturbing feature in which the railways and the Government should ponder over for cash flow for the railways during 1993-94. The railways have to undertake a lot of social obligations. The financial relationship between the Government and the railways is to be redefined. This is the most important thing. Otherwise, the railways cannot run.

All the Members of Parliament are arguing for gauge conversion, electrification, new trains, new railway lines. If we are not going for re-thinking about the whole railway finance and relationship between the railways and the Central budget, nothing will happen future. That is the most important point I wanted to make.

In the last budget, the hon. Minister was kind enough to introduce 77 new passenger trains. Unfortunately, in this budget, only nine more passenger trains were introduced. It may be because of the unsaturation of line capacity or due to perennial shortage of locomotive and other rolling-stock. But certain areas must be given more priority, for example, Kerala. We were demanding a new train from New Delhi to Kerala.

THE MINISTER OF RAILWAYS (Shri C.K. Jaffer Sharief): That was given.

SHRI RAMESH CHENNITHALA: That was an old train reintroduced. It is very

interesting to say like that. May be that we for Mangalore. You are a very clever person. I know that. You are very intelligent. You are talking in such a way that people of Kerala will be happy. The point is that we want an exclusive train to Kerala because thousands and lakhs of people are staying outside Kerala. Majority in services. So, the outstanding demand is for a new train. I can understand your problems. But in certain areas, Govt. should give attention only nine new trains were introduced this time. There is a massive social burden. There is a backlog of essential replacement of rolling-stock and there is a need for expansion. Rail Bhan has been full of pressure. I can understand it. The Minister has lot of pressure. But you have to see the reality. You have to give more emphasis for the backward areas.

Regarding the Konkan Railway, I wanted to make one point. I am very apply that you have allotted Rs. 400 crore for the Konkan Railway. But unfortunately the work is glowing on very slowly. The officials are only interested in contracts and other things. Malpractices are going on. I auction the hon. Minister that of things will go on like this, the Konkan Railway will not be completed in the stipulated time. so, my request to the hon. Minister is to intervene in this matter. Kindly look into the matter and give necessary instructions to the concerned to augment the plan and to step up the developmental activities of the Konkan Railway.

Regarding superfast trains, I wanted to make one point. Any train which is running at a speed of 55 kms per hour is a superfast train in our country. In foreign countries, a train running at 100 kms per hour is termed as 'superheats train'. In Japan and Germany, they tried successfully about 500 kms per hour by way of conductive track. That is the latest information which we have got.

We are lagging behind. What are the Railways going to do? Starting from Delhi, Kerala Express takes 56 hours to reach Thiruvandrum! so, we have to look into these points. We have to adopt the technological development and try to use in our country also developed and used in other countries. Indian Railways should also think about it, if not today at least in the near future. I do appreciate certain steps taken by the Government, But a lot more still remains to be done.

Now, I draw your attention to regional imbalances. Whenever we demand a new railway line, Railways will say that it is not viable. Backward areas can be developed only when they are linked to the other parts of the country. If there is railway line, people to and invest in industry and business in those areas and this in turn will expedite more and more developmental activities. Then the railway line too will be viable. So, please do not shut your eyes to this reality. Of course, we do understand the financial difficulties. But within the given resources, backward areas should be given priority and new railway lines should be started in those areas because it would naturally lead to overall development of the area.

During the time of Late Rajiv Gandhi's Government there was a proposal for a coach factory in Kerala. But unfortunately it was shifted to Punjab. Taking into consideration the huge unemployment problem in Kerala, I request the hon. Minister of Railways to sanction a coach factory to Kerala where more than 38 lakhs of educated unemployed youth are on the registers of Employment Exchanges.

Now I would like to mention a point with regard to computerisation. I do recognise the fact that the Railways are the most

important sector which is giving a lot of employment to our people. While I do welcome computerisation, we have to pay careful attention to the fact that our country is facing an unprecedented unemployment problem and too much of computerisation may not help us in this regard. Kottayam Railway station is to be computerised since the pressure of traffic is very high.

Another point that I would like to mention is about the Kottayam-Madurai new railway line. This will touch most important tourist areas. I request you to sanction this Kottayam-Madurai railway line so that the hilly areas of Kerala will be benefited. It will also help rubber cultivators and cultivators of cardamom and other spices. In addition, it will improve tourism in this area. This will be economically viable also.

Sir, please allow me to say a few words about the Bangalore-Thiruvandrum Rajdhani express. The Railway Minister is our neighbor. But as mentioned by Shri. M. Suseelaji, you are not at all showing any sympathy towards Kerala. The general belief among the people of Kerala is that you are not helping Kerala. I am also of the same opinion. The proposal for Bangalore-Thiruvandrum Rajdhani Express should be given more sympathetic consideration.

Now, I come to the doubling of the railway line from Kayamkulam to Thiruvandrum. When the Konkan Railway Line will be completed without doubling of Shomur-Mangalore line, Kozhikode will not be benefited. The classification of Cochin to Thiruvandrum is the most important work to be taken up.

I will say something about electrification and I will conclude in two minutes. As per this year's Budget, Kerala is given Rs. 22 crore. But out of this amount Rs. 16 crore will be

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spent for Tamil Nadu area for the Erode-Cochin area. So, we are getting only Rs. 6 crore. This is a gross injustice to the people of Kerala and it is evident from all these things that I have mentioned. Kerala is completely ignored and this cannot be tolerated any longer. All the Congress Members of Kerala met the hon. Minister and there was a discussion also. I hope that some new railway lines, some doubling and electrification work and some new trains will be granted to Kerala. If this is not done, we will not be in a position to keep quiet. It is the bounden duty of the Members of Parliament from Kerala to start an agitation against the attitude of the Central Government. This is the point that I would like to emphasise. I hope Shri Jaffer Saharieji will be kind enough to help us. Otherwise, we will be forced to take resource to an agitation. This sort of a situation should be avoided. That is why, while supporting the Railway Budget, I once again request the hon. Minister of Railways to give a sympathetic consideration to the points mentioned by me. Thank you.

[Translation]

SHRI RAJNATH SONKAR SHASTRI (Saidpur): Mr. Chairman, Sir, the hon. Minister of Railways presented the Railway Budget on February 24. It is general impression of the people about the Budget that this Budget is a directionless and hopeless one and will have negative results. It would increase inflation, encourage price rise and create extra burden on poor people particularly on the people of middle class. It is also being felt that this Budget has been prepared under the pressure of the World Bank and the International Monetary Fund. I feel that all these observations made with regard to this Budget are correct.

Mr. Chairman, Sir, Indian Railways happens to be one of the biggest institutions in the world and the most prestigious in the country. It has played an eminent role in the economy of the country during the last 140 years. Indian trains cover about 65, 000 to 70,000 km. of distance everyday and about one crore passengers travel in the trains for 24 hours.

Mr. Chairman, Sir, the present hon. Minister of Railways has presented three budgets so far. The first Budget was presented on February 16, 1987 and it was for seven months and that Budget registered a surplus of about Rs. 584 crore. The second budget was presented on February 25, 1992 having an increase in surplus from Rs. 584 crore to Rs. 1366 crore. The third is the budget presented this time having an increase in surplus from Rs. 1366 crore to Rs. 1848 crore. Despite a decline in the passengers, traffic this extra burden of about Rs. 1848 crore on the passengers which has been shown as surplus, is certainly a matter of concern.

Sir, the Janata Dal Government presented Railway Budget for three years from 1977 to 1979. But it is a pleasant surprise that it did not put any extra burden on the common masses. It was for the first time that in 1979-91 the circumstances forced the National Front Government to put a burden of Rs. 892 crore. However under the prevailing circumstances I am unable to understand as to how the burden on the public has been increased from Rs., 1366 crore to Rs. 1848 crore, The hon. Minister may kindly clarify in his reply to this point.

Sir, I regret to comment that the Railway Budgets which are being presented for the last three years are not real budgets. It appears from these Budgets that the Railways have become the major commercial

centre in India. Mr. Speaker, Sir, the Budget presented this time is somewhat choking and I therefore strongly oppose it.

Sir, the train fare from Delhi to Vasranasi in 1960 was Rs. 16/ only; today this amount exceeds even Rs. 150/-. The train fare from Delhi to Bombay in 1960 was Rs. 27/- whereas the same has increased to Rs. 200/- today. I would like the hon. Minister to clarify as to why there has been such a rapid increase in the Railway fares.

It appears to me that the Railway is exploiting the passengers in the absence of any other alternative and the Railway knows it well that is why it continues to increase the fares off and on. The East India company had introduced the railway system in our country. They considered the rail as a means of service to the people rather than a trade. The Minister of Railways say that the middle and poor class people will not be affected with the increase in fares and he tries to justify this by the jugglery of figures. This is wrong. He says that no increase has been made in the fares upto 100 km. or less than that. How is it so? There has been 25 per cent increase in the Exchange rate. What is it and who will have to bear the burden of it? Will it be borne by the poor or by the rich? It has been stated in the Budget that the percentage of profit from the railway services in 1990-91, 1991-92 and 1992-93 was 6.9%, 8.3% and 10.9% respectively. The amount of profit earned by the Union Government as shown in the Budget is —Rs.926 crores in 1990-91, Rs 1037 crores in 1991-92 and Rs. 1150 crores in 1992-93. If there is no profit in Railway and it was running in loss, how this dividend was given to the union Government. Moreover you say that the Railway are facing an economic crisis. I would like to know that the Government should tell us in detail as to how the Railways are facing financial crisis. is it not a fact that

a scare of decreasing economy of railways is being created by distributing the profit amount in other items? An artificial crisis is being created. It is the normal practice of the Government that to increase the fares and freight even before and after the Budget in addition to the normal increase in Budget. Passengers fares are increased on the plea that the passengers will be provided better facilities. There will be qualitative improvement in the service and the journey will be made more secured. More electric trains will be introduced and the narrow gauge lines and meter gauge lines will be converted into meter gauge lines and broad gauge lines respectively. That is why the Government has increased the fares a little. I have no hesitation in saying that the Railway adopts the just reverse steps whatever it assures. There is rampant corruption in Railways and it has become like a quality. Every year, there is theft of national and goods worth more than Rs.2 crores in the railways and corrupt means are order of the day in each and every department of Railways. This is your third consecutive budget which has been presented by you this year. I would like to know what steps you have taken in the last three years to check this increasing corruption? The Diesel Locomotive Engine rail workshop is a very large workshop which manufactures engines. One and half or two years ago, the General Manager of that workshop was arrested and Indian currency worth crores of rupees was recovered from him. I would like to ask the hon. Minister as to what happened in that case finally because he was failed and then released on bail. What punishment was given to him later on? Whenever with the Government about corruption, it says that our railway system— — — (Interruptions)

MR. CHAIRMAN: you have spoken for 10 minutes.

SHRI RAJNATH SONKAR SHASTRI: I will take 5 minutes more.....

18.00 hrs

(Interruptions) When we discuss the issue with the hon. Minister, he says that arrangements have been made to provide jobs and contracts to the Scheduled Castes, Scheduled Tribes, minorities and backward classes. I would like to inform that there is an Organisation of unemployed harijans which was awarded a contract for four platforms at Mugalsarai station that Organisation pays Rs. 1 lakh 10 thousand every year. A person of upper caste has been awarded the contract of two platforms. It is very surprising that he pays a sum of Rs. 1200/- only whereas he should pay half of Rs. 1 lakh 10 thousand i.e. Rs.55 thousand. When the Organisation gave it in writing to the hon. Minister and to the C.C.S. Calcutta, the organisation got a reply that it should contact to the Railway Board. This is a gross injustice. Such a heavy difference in this amount for awarding contract is beyond our understanding .

I would like to submit a few words about catering. I have brought this issue to the notice of the hon. Minister a number of times that about two thousand passengers sit outside the Banaras Cantt. Station daily. When they need food, they come inside the station by purchasing a platform ticket of Rs.2/- and take food. The outside land is owned by the railways and desert reservation centre is being constructed there. A market is also there. If some unemployed persons are given a contract to start a canteen there, it will provide a lot of facility to the people and the arrangements for proper catering can be made there. It will increase your earnings also.

A cancer institute is located in Varanasi.

It was constructed with a cost of Rs.-1 crore to 2 crores. I have raised this question last time also that no machines are available there and so I would like to demand that the latest machines and the trained doctors should be sent there. The number of doctors at present there is less than the sanctioned strength of doctors. The Government says that there is scarcity of funds, but how it has funds for other works at other places. This is the only cancer institute of its type in the north India.

Another point which I would like to bring to the notice of the hon. Minister and would like to get investigated in the rampant corruption and jealousy among the employees. Even the letter heads of the Members of Parliament are also misused by some vested interests to serve their ulterior motive. Recently one such incident came to our light. All the hon. Members are sitting here. A railway employee had to take revenge from another employee and for that, he took a letterhead of a Member of Parliament from Jhansi and wrote a complaint against the other employee. He himself was the decision making authority so he gave his decision on the complaint too. He wrote in his decision that the concerned Member of parliament has complained against the said employee and that is why he is being suspended and is being chargesheeted. When I asked the concerned Member of parliament about it, he repeatedly said that he had not written any such letter. I wrote a letter to the D.R. Jhansi asking him to investigate the matter. But no investigation has taken place till now. This is very serious incident that a complaint is given on a Member's letter head under his forged signatures. This shows the amount of corruption prevailing in the railways. How the letterheads of Members of Parliament are misused by the railways employees and even their forged signatures are made. An employee named

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Shiv CHARAN was dismissed from the Service. So the hon Minister should give the details in the case while replying to the discussion. He should ask the concerned officials as to what action has been taken against those persons who are involved in this case particularly when the concerned M P, has written to the authorities that he has not made any complaint against anybody.

My area constitutes of Banaras, Jaunpur and Gazipur. Gazipur in eastern Uttar Pradesh is in the worst situation. There is a North Eastern railway line. There is a river 'Maghai' between Sadat-Akhbriya and Dulpur. Every month one or two persons die of train accidents. I have raised this matter in the House several times and the hon Minister has also given assurances, but no double bridge has been constructed there till now. People have to cross through that small bridge, but in the mean time, the train comes and one or two persons are crushed under the train.

Mr Chairman, Sir, the Shramjeevi Express and the Kashi-vishwanath Express start from Varanasi within a time gap of one hour. Whereas, this time gap is only 10 minutes between these two trains when they start from Delhi. In the evening, when we go to the station to catch the train after the day's session is over, no train is available for Varanasi. I have raised this issue in the meetings of the Railway Advisory Committee several times, but neither the railway officials nor the Railway Minister gave any assurance about introducing a train in the evening. Both the trains, starting from Varanasi and from Delhi, have the same departure time and go on the same direction, so these timings of the train can not solve the problems. I would like to suggest in this regard that this problem of the Members of Parliament can only be solved by

increasing the time gap between both the trains and this gap should not be less than three hours.

Mr Chairman, Sir, another point which I would like to submit is that the Gorakhpur-Dadar Express train stops at every station on its route, but after crossing Mau station, it does not stop at Sadatpur, Jakhnia and Durlabhpur stations. It is said that if the stoppage of this train is increased it will take more time to reach its destination. I would like to request the hon Minister to pay attention towards this train.

Mr Chairman, Sir, I would also like to appeal to the hon Minister that the Scheduled Castes and Scheduled Tribes minorities and backwards should be given priority in awarding contracts for catering. We had once asked the hon Minister to award catering contract to some of the people belonging to Scheduled castes for New Delhi station. But he replied that the station was packed for the present and no one could be accommodated at that time. But after two three days, we saw that two new contracts were given.

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MR CHAIRMAN You have asked for 15 minutes, now it is 17 minutes-----

SHRI RAJNATH SONKAR SHASTRI  
Sir, I obey you. With these words, I oppose the rail budget presented here.

18.08 hrs.

[Mr Deputy Speaker in the Chair]

[English]

SHRI BOLLA BULLI RAMAIAH (Eluru):  
Mr Deputy Speaker, Sir from July 1991 upto February 1993, within a matter of one and a half years they have presented three



[Sh. Bolla Bulli Ramalah]

to do lot of improvement.

Budgets. Everytime the freight rates have increased, minimum 10 to 12 per cent. That means in less than one and a-half years the Freight rates have gone up by more than 35 per cent which makes all the difference for the country's economy and the common man's plight. This causes escalation in the cost of the goods. There were 15 items under special consideration of which the extra freight was not to be increased. But even freight on those goods also has been increased substantially. They have not been able to concentrate more on improving the efficient and plug in down the leaks and reductional cost.

The fuel cost they should have reduced substantially. Even today after so many years still we are using locomotives which are most inefficient and should have been scrapped long time back. Today everything has to go with electrification or dieselisation as far as possible. Even the electrification which was sanctioned last year between vijayawada and Vaizhag has not been taken up. The Ministry has provided only Rs. 15 crores out of Rs. 200 crores required for that. That means it goes very slow and the cost escalation is there because of that.

One more illustration I will give you, that is about Guntur-Macharla/railway line. In 1974-75 they sanctioned Rs. 25.17 crores and in 1990 when it was completed it cost Rs. 126.15 crores. You can see the escalation in cost that happened due to delay in operations and delay in taking up this process.

Train accidents are also one of the most important things. It is causing alarm at the South-Central Railway. Maintenance of track is very important and the other is proper bridges should be there. They have

They have developed the latest technology but they do not have proper technicians. They are not up to the mark at some places.

Even C&AG has also made a complaint about the expenses and idling of the equipment. Lot of steel and various material has not been properly utilised. This escalates the cost.

If you look at all these things that requires lot of efficiency. In the coming year they say that they can handle up to 370 million tonnes of goods. It is not up to the mark. They should have handled at least 400 million tonnes so that it will improve the efficiency. Instead of increasing the freight rates they should concentrate more on efficiency and on reducing costs so that the cost will not have so much more for all the items and the escalation will not be there and the common man will not have to face the consequences of it.

Gauge conversion and doubling are also going at a very slow speed. Unless it improves we will not be able to get the proper results of the performance of the railways.

We can see the wagon turn round. It was 11 days in 1951 and now it is 11.3 days. That shows that the efficiency is going down. It is important that that capacity utilisation, track utilisation and wagon utilisation must go up. Today we need more wagons and more of these inputs.

The maintenance of coaches is deteriorating day by day. In Japan and Germany the fast trains have improved so much and the track and various facilities have been improved, whereas we are going on getting more problem. Due to accidents

we are reducing the speeds here. Wherever we started going fast we could not proceed. We have to improve the trains to cope up with the increasing number of passengers. Various things are going on. Like the cost of production and the agricultural production. To meet all these needs the Railways should be able to face more challenges. It is only the Railways which will be able to meet requirements of the needs of development.

New lines have to be laid. For example, in Andhra Pradesh a survey was conducted twice for the line from Bhadrachalam to Kovvuru but still no final decision has been taken. I appreciate if it is taken up immediately.

Between Kakinada and Kotipalli a line was there earlier. But it was removed during the war time. But so far it has not been re-laid. Kakinada should also be brought on the main line. The clientele which is going from Kakinada to Kotipalli up to Narsapur will fetch thousands of crores of income to the Railways. This is also an important item which should be taken up.

Electrification in various places should be taken up as early as possible. Platforms are also important. After the 16-bogey trains coming the platform shelters have become much smaller, both in rain and sun. The people are exposed to the vagaries of weather. Electrification at night, through diesel generators is also important because the local supply is failing in several areas. It is miserable at some places and requires some more additional support.

Only one more point I want to say is about the Porumbur Railway Hospital for which the Railway Minister is giving lot of consideration. It is a good thing. In the interests of the common people one may be

there at Visakhapatnam in our South Central Railway. It is too far to be controlled from Calcutta as it is now and so if that is done, it will be very useful and helpful.

In spite of increase in the passenger rates, the facilities have been reduced and inefficiency and incapacities are going on operating. The thirty bogey trains are always creating problems. Repeatedly we are saying that all the express trains must have at least AC II-tier accommodation to facilitate the long journey passengers. I would appreciate if the Railway Minister at least takes those requests into consideration to improve the performance of the Railways and reduce cost escalation, as far as possible.

[Translation]

SHRI VIJAY KUMAR YADAV (Nalanda)

Mr Deputy Speaker, Sir, in the beginning I regret to say that as per rules I should have earlier been given opportunity to speak which I have not been given. It has been given too late.

Mr Deputy Speaker, Sir, I don't know whether anybody is going to support the Budget or not. But the Congress people will support it because a new tradition has been set up by the Minister of Railways. According to this tradition all development work will be carried on in the constituencies of the Members of his party particularly of those from the South except Kerala. All the development work will be done in the South. Why South alone? All of us know the basis of carrying out development work in a particular area? All the new development work to be carried out by railways and the schemes made by it for the purpose, must have some positive and reasonable basis with which people could be convinced. People should have faith that the Ministry of Railways is

[Sh. Vijay Kumar Yadav]

honest and prepares plans without being prejudiced against anybody or any area. I would like to know from the Minister of Railways whether railways while formulating plans, keep in mind the backwardness of the area, population of the area. Where it also keeps in mind the size and population of the state or it prepares plans merely on commercial basis? If the schemes are formulated on commercial basis, does the ministry take into account the revenue earned from fare and freight? If you examine these schemes from any angle you will find that such a partial budget, a budget that neglects backward areas and creates imbalance between North and South has never been prepared in the history of India since independence.

Mr. Deputy Speaker, Sir, various type of forces are raising their heads in the country. If the central Government does not tackle the situation properly, these forces will try to rise in revolt. People are girding up their lions to rise in revolt.

I would like to inform that the backward state like Bihar has been neglected very much. He has proposed several new schemes for construction of new rail lines in the budget. He has included four new schemes. These four schemes, are Deeng-Alwar of Mathura-Alwar, Vchallakeri Raigarh of Chitradurga - Raidurg project, Raigarh project and Rudrapur-Lalkuaona of Rampur—Kattgodam. Non of these railway lines are in Bihar or touch Bihar.

[English]

SHRI C. JAFFER SHARIEF: Sir, I would like to submit one thing. I will reply finally to all the points. The way the hon. Member is trying to present is not correct.

Rajasthan is not in the South; Punjab is not in the South; Uttar Pradesh is not in the South. When you make sweeping remarks, it will not carry.

[Translation]

MR. DEPUTY SPEAKER: You can make your point when you get a chance.

(Interruptions)

[English]

MR. DEPUTY SPEAKER: When you get a chance, you can speak.

(Interruptions)

[Translation]

SHRI VIJAY KUMAR YADAV: So far as gauge conversion or doubling of rail lines or extension of rail lines or electrification of rail lines are concerned, Bihar has been neglected in almost every sphere. It seems that Bihar is not in India for all these matters.

Not only his, the Government is considering to operations stop on the existing rail lines. One of them is Bakhtayarpur Rajgir rail line which passes through many historical places, e.g. pavapuri, a religious place for Jains, Rajgir a pilgrim place for Budhists and Bihar-Sharief a pilgrim place of Hindus and Muslims. This railway line links all these historical places. Even this route is proposed to be abolished. Many railway stations are being converted into Halt Stations and it is being said that these are not economically viable. Not only once but dozens of time, we M.Ps. have held talks with the hon. Minister at the meetings called by him on this issue. We informed him every time that this rail line can be economically viable. if extended up to Gaya. Similarly fathua

Islampur narrow gauge line has been taken over and rail operation on it has since been stopped when we asked to convert it into broad-gauge line, it was said that there were financial constraints.

Mr. deputy Speaker, Sir, in Bihar a demand has been made for a long time to open a Zonal Headquarters in Patna. ON 13th July, 1992 the Chief Minister of Bihar announced in the Legislative Assembly that if Zonal headquarters was to be set up in Patna, he was ready to hand over 'Biskoman Bhavan' which was a big building, to Railway department but the Minister of Railway was not ready for that.

It has been proposed long back to double the line upto Gaya. The former Minister of Railways had also made a promise to double the line, but nothing has been done in this regard. Apart from it, demands are being received from every big town, district Headquarters, cosmopolitan towns to prepare a plan to run sub-urban trans upto 100 kms. around them so that burden on long distance trains could be reduced and the passengers could be provided more facilities. But nobody is paying any heed to it.

People have been demanding for a long time to construct a railway bridge over the Ganga river in patna. In addition to it, passengers have been benefited greatly by the introduction of E. M.U. trains. But these are very small in number. These trains have been run on a few routes. If these are run on large number of routes, it will reduce the burden on long distance and superfast trains and facilitate the passengers. Therefore, I demand that these trains may be run for Bakhtiyarpur-Rajgir, Patna-Bajinathdham, Patna-Barauni, Kiul-Gaya, Sahebganj-kiul. Samastipur-Katihar. Siwan and Muzaffarpur.

Mr. Deputy Speaker, Sir, as regards Superfast train, all M.Ps. belonging to Bihar have been demanding and it has also been the plan of the Government to introduce a train from capital to capital. This train should start from there in the morning and reach Delhi in the evening. There is no such train from Patna which may start from there in the evening and reach Delhi in the morning. We have also raised this issue in the meeting at that time. Now I would like to request the hon. Minister of Railways to look into it and examine whether a Rajdhani type train can be introduced from Patna, the capital of Bihar, or not. At present Rajdhani Express runs via Gaya. The Government is running it once a week. If you are not providing any new train, the Government should at least make arrangements to run it via patna all the seven days so that at least business men, officials or M.Ps. who have to visit frequently may have the facility.

Mr. Deputy Speaker, Sir, Through you I would like to request the hon. Minister to start new Superfast trains from Patna to Bombay, Patna to Puri, Patna to Hardwar and Patna to Ahmedabad. The trains do link some of the places but if you want to interlink it fully, it is necessary to run these trains so that Bihar may be interlinked properly with all the places. The Government has provided trains at many places except Bihar and patna. A train from Patna to Cochin runs once a week. It may be run twice a week. Similarly frequency of a train from Patna to Madras which runs once a week may be doubled to twice a week.

Mr. Deputy Speaker, Sir, the Government has made up its mind to privatise catering of railways. The employees of catering Department will be rendered jobless as a result of it.

They have also submitted a memoran-

[Sh. Vijay Kumar Yadav]

dum to the Government in this regard. Moreover the food articles and service provided by private caterers are not of good quality. They believe in charging more money. Therefore, Railway Catering Department may be allowed to function.

Mr. Deputy Speaker, Sir, the Government is considering to use diesel and electric engine in place of steam engines. But what will be the fate of the existing employees of steam engines? Therefore, today there is a need to take such steps to ward off the possible impact on the employees.

Mr. Deputy Speaker, Sir, the Government says that hike in rail fare will not cause any great loss to the people. But the poor people who generally visit from one place to another in cities will experience difficulty. The rise in freight charges on consumer goods has been criticised by one and all.

I hope the Government will withdraw it. The increase in the rate of monthly season ticket and platform ticket should also be withdrawn.

With these words, I oppose the Budget and request the hon. Minister to visit Bihar, Rajgir and Nalanda and see with his own eyes as to what is needed there. I invite you for this purpose.

[English]

SHRI A. ASOKARAJ (Perambalur): Mr. Deputy Speaker, Sir, I would like to participate in the discussion on behalf of my party, All India Anna D. M. K. The Railways are the principal mode of transport for lower and middle income groups for traversing medium and long distances. Railways are also bulk carriers of commodities like

foodgrains, fertilisers, coal, raw materials, steel, mineral oils etc. The main objective of Railway planning has been to develop the transport infrastructure for carrying the projected quantum of traffic and also to meet the development needs of the country

The Annual Plan for 1993-94 for the Railways has been fixed at Rs. 6,500 crores against Rs. 5,700 crores plan for the current financial year. The budgetary support to the Railways plan size has been reduced to 14 per cent against 20.5 per cent in the current financial year. Accordingly, a sum of Rs.960 crores has been allocated as budgetary support. Rs. 900 crores were to be raised through market borrowings at 10.5 per cent interest from bonds through Indian Railways Finance Corporation. The remaining amount of Rs.4,640 crores will be mobilised through internal resource generation.

When the hon. Railway Minister presented the Budget, the message could be that the Railway Minister very much intends to make the rail users fully pay for the services they get as passengers and freight movers on a 'cost-plus' basis. That is the fact which we are seeing from this Budget.

Also there is a justification for such automatic notching up of fares and freight rates promoted by the accountants' impulse for balancing his books without any thought for the inflationary potential of such action especially when it is proposed to withdraw the exemptions from freight increases on foodgrains, pulses, sugar, diesel and oil cake.

The sweeping increases in freight tariff proposed in the Railway Budget for 1993-94 will have an inflationary impact, and the sections of the economy passing through a

recession would find their troubles aggravated.

The rationalisation of the freight charges on less than wagon-load would like up the freights of raw materials and final goods, especially to the small-scale sector which cannot afford to go for wagon-load movements. Also, the withdrawal of exemption from freight increase of commodities mainly grains and pulses sugar, diesel and oil cake will adversely affect the common man.

The removal of certain essential commodities like the above from the tax exemption list, as well as the five per cent increase in coal surcharge would adversely affect the poor.

While the world over containerisation has been increasingly adopted, the process has been slow in India. Containerisation offers a number of advantages, not only to the Railways in terms of improved wagon turn round and reduced multiple handling but also to the users.

Sir, the translation of plans into reality ultimately depends on the financial resources. There is a wide gap between need based requirements and actual allocations. The conventional methods of increasing the net revenue, like upward revision of tariff, expenditure, plugging of leakage of revenue through ticketless travel, pilferages and thefts, and resultant claim for compensation, and improvement of efficiency and productivity are inadequate for generating the levels of investment required. Hence some unorthodox methods need to be used for improving internal resources generation and also for raising external resources. Also the economic or financial considerations indicate the tariff sector which is cost-based or cost-oriented minimising the level of gross

subsidisation. It is also necessary to have self-correcting mechanism periodically to neutralise the unavoidable cost acceleration of inputs of the Railways. Also, the Railway fare and Freight Committee was constituted with Dr. N.M. Nanrundappa as the Chairman. It was constituted in 1991. I would like to know what progress it has made.

Regarding Tamil Nadu, I would like to say a few words. The MRTS Phase I from Madras Beach to Luz is under implementation from 1983-84 onwards. It is expected that the project will be completed by the end of 1995. As per the study made during 1975, Luz will be only an intermediate point in the traffic congested alignment of the North-South Eastern corridor of Madras City. Even when the first phase of the MRTS (Beach to Luz) is completed, it can satisfy only a portion of travel along the corridor. So, the proposed MRTS phase II project from Luz to Taramani will cover important areas. Now, the Government of Tamil Nadu has undertaken MRTS phase II and asked for the sanction of the Central Government. The Tamil Nadu Government has decided to form a separate Corporation on a joint sector basis, for completing the second phase of the Mass Rapid Transit System from Luz to Taramani, at a tentative cost of Rs. 300 crores. The proposed company would have equity participation by the state Government and the Centre, public sector undertakings and the financial institutions. So, the centre has been approached for clearance of the proposal. (Interruptions). I hope the hon. Minister will clear the sanction. (Interruptions). Sir, I would like to seek your protection. I would like to draw the attention of the hon. Minister to get the clearance for the MRTS phase II.

MR. DEPUTY-SPEAKER: You are very well protected, Mr. Asokaraj.

SHRI A. ASOKARAJ: Thank You, Sir.

In the Virudunagar Maniyachi sector, there is a village called Ilavelangal. There are 15 villages around the Railway Station at Ilavelangal. The children of the schools, the traders, the labourers and others from the surrounding villages go to the Railway Station at Ilavelangal to take the train. Now they are afraid that Ilavelangal station will be removed. Hence, I request the hon. Railway Minister to see that Ilavelangal station is not removed and is continued there even after the conversion of the railway line from metre gauge to broad gauge there.

When I made my maiden speech in the Parliament in the year 1977 in the Sixth Lok Sabha, I was continuously insisting that a new railway line from Ariyalur to Athur connecting Perambalur and Thuraiyar. Most of the children in the village of my constituency have not seen the train physically because the train is going only through a corner of my constituency. Now the time has come. The Jayankondam Lignite Corporation will be formed there at an estimated cost of Rs. 7500 crores.

I request that a new railway line is very imperative there and we cannot avoid postponing it. Hence I request the hon. Minister to consider Jayankondam to be connected with Arivaalur and Arivalur to be connected with Perambalur, Athur Via Toraiyar. Our hon. Chief Minister Dr. Puratchi Talaivii is insisting in almost all meetings that the conversion of line in Tamil Nadu should be done very fast. If you are doing it slowly it would not give the desired benefit. I must say that the conversion line from Madras-Dindigul via Villupur Virudhachalam and Trichy should be speeded up.

I would like to have a new train from Coimbatore to Tiruchirappalli as during night

trip, the passengers are stranded in the Coimbatore town. In this connection, I would like to thank the Hon. Minister for giving Rajdhani Express.

The Ariyalur Railway station is not at all in a good condition even for the passengers to sit there. Public what seeing me as an MP as I used to board the train criticise the conditions prevailing at the Ariyalur station. I would like the hon. Minister to see it personally and do something.

Lastly, I would like to say that some Members are complaining that the North has not been given anything and only the South has been given something. I strongly condemn this sort of attitude. They can ask for their own region or for their own states but they should not divide the country in two. We are talking about India, the whole of India. But what are you doing? They are trying to impose Hindi. Does it mean that they will impose it on us? I will request the hon. Members not to say south or North. If you talk like that again the Southern states will protest all those things. I would like to bring it to your notice.

With these words I thank you once again.

[Translation]

SHRI V.S. VIJAYARAGHAVAN ((Palakkad): Mr. Deputy Speaker, I rise to support this budget. While supporting it I want to bring to the attention of the House some important aspects about the budget.

The Indian Railway is the biggest rail system in Asia. But it is pitiable that it cannot survive without imposing heavier burden on the people. It has almost become a regular feature for the Railway Minister to raise the fares and freights. It is true that money is required for development. But, we must ponder as to whether it should be

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raised by wringing the poor people The Minister has in his speech stated that the Railway Construction Company and Rail India Technical and Economic services have made good profit 'Good' But the Railway users are in no way benefited by it

It is generally estimated that the development of railways would need many thousands of crores of rupees. If one were to ask whether there is any time-bound programme for implementing the developmental programmes, the reply would be in the negative. It appears that the Railways think that these programmes need not be implemented quickly. Otherwise, a definite decision would have been taken in this regard. Take for example, the renovation of track. Many of our superfast trains cannot run faster than 55 kms per hour because the track is not strong enough. I do not think that these could be even Passenger Trains in other countries running at a speed of 55 kms. In Japan and Germany trains with a speed of 500 kms per hour have been made and have been tried on the track. But the average speed of our superfast trains is just 55 kms. The main reason is that the tracks are not very safe. What is your programme for making the track strong and safe? It is said that track of the length of 2550 kms will be renewed this year. But the total length of track to be renewed is 9600 kms. So the basic problem is lack of money. The Railways have not been able to translate the speech originally delivered in Malayalam think about any other way except to squeeze the people dry. In this context, I have a suggestion to make. The Govt should appoint an expert Committee to find ways to raise money for the development of railways. It should be stipulated that within 6 months the Committee should submit its report. And then the Govt should implement that report. Some time back there was a proposal to sell the land of railways. I do

not know what has happened to that proposal.

The main thing which can be said about the freight rise is that the Minister has imposed the higher freight rates of 12% on hitherto exempted categories like foodgrains, pulses, sugar, diesel oil cake etc. The sufferers are the farflung states like Kerala etc. Kerala is getting foodgrains, sugar, pulses etc from beyond 500 kms. It is estimated that due to the freight hike there will be a 20 per cent increase in the prices in Kerala. I cannot help saying that this is a grave injustice done to the states located far away from the supply points. I, therefore, demand that this increase in fares should be withdrawn.

Sir, Kerala has always been neglected by the Railways. It continues even now. There is a very interesting thing in this year's Budget. It is said in the Budget that the Alleppy Kayankulam railway line will be inaugurated this year. As a matter of fact this line was inaugurated last year by the Hon'ble Minister himself. It is said that the line which has already been inaugurated will be again inaugurated. Perhaps, the Railways thought of inaugurating it again as it has not in fact offered to Kerala. It is like Doordarshan showing again and again programmes which have been shown already. This is a very absurd situation. There is no provision for a new line or survey in this year's budget. It is true that a new train will be introduced to Mangalore. But, it is not going to fully solve the problems of Kerala. Moreover, after the coming of the Konkan Railway, this train will certainly not run in Kerala. We will be back to square one.

Even since the construction of Konkan railway line started, we have been demanding the doubling of Shimoga-Mangalore line. Reason being that when the Konkan rail line



[Sh. V.S. Vijayraghavan]

will be commissioned, it would be the busiest route. Most of the south-bound trains from North will take this route. This will be the shortest route linking north and south. So, if the shomur-mangalroo line is not doubled, we are going to face a lot of problems. It will not be possible for many trains to take this route. But the budget does not contain a word about it.

Now, let us consider the fare hike and the freight increase. Kerala is going to be the worst hit by this hike. There is no doubt about the fact a 12% increase in freight rates will push up the prices in Kerala. The situation is such that the location of Kerala at the southern most part of the country has become a curse for us. Whether goods or passengers, they travel the longest distance to reach Kerala. So it is the people of Kerala who have to pay the highest charges. Take the case of new sleeper classes. It is nothing but the second class sleeper coaches. The fare has been raised by 25%. It is slightly more than the ordinary sleeper charges. If it had not been named as a sleeper class, a passenger going to Kerala would have had to pay less charges. Merely because a new name has been given to the ordinary passenger are having to pay more. The same dilapidated coaches. The lavatories, once closed cannot be opened. Once opened it cannot be closed. After one gets into the lavatory and eases himself he opens the tap and to his horror, he will find that it is dry. This is the condition of the new sleeper class. Then, the problem of unauthorised passengers rushing into the reserved compartments. The Minister hopes that it will be stopped. Let us pray that his hopes would be fulfilled what else can we do? It is said that a sub-Committee will be set up to study and make a report on the passenger amenities. How many sub-committees and

Committees have been appointed before to study this matter? What has happened to all such reports? Does not the Railway know what amenities the passengers need? What a Committee then? Now, even if the Committees submit a report, who care for that? It can just be put off saying that there is no money.

I would request the Minister that he should show a little more consideration to Kerala. Electrification of lines, hill railway, doubling of track, reasonably good coaches—these are some of our minimum, reasonable demands. Kerala is a state where there is no ticketless travelling. Kerala contributes substantially to the railways' revenue. Still the genuine requirements of the state are not met. The demand for a coach factory is more than ten years old. It has not yet been considered. I would therefore request that at least in the next year's budget this may be included.

Now, I would raise certain demands relating to my constituency, Palakkad. Palakkad is a Divisional Headquarters. But compensation has not been introduced here. I would request that compensation in reservation should be introduced.

I have already referred to the demand for a coach factory in Kerala. Palakkad is the most suitable place for it. I therefore request that a coach factory should be set up in the state.

My next demand is that the Venad Express which runs upto Shomur should be extended upto Palakkad. This will be very useful to the people of this area. Similarly 544 Nilanpur Shomur passenger should start from Palakkad town. This will enable people of Eranad, Perintalmanna etc. To have direct contact with Palakkad. Besides,

it will be beneficial to the traders in combatore Another demand is that the Madras Erode passenger should be extended upto palakkad which will be very conveninet people of Palakkad, who want to go to Madras Yet another demand is that one Passenger Train each should be run between Coimbatore and Cochin and Coimbatore and Calicut This will benefit the Malabar region which has comparatively less train facilities Further, I would also demand that Palakkad should be made a modal station Similarly the railway hospital at Palakkad is lacking in modern equipment etc So necessary equipment etc should be supplied to this hospital

The Rajdhani being run between Delhi and Madras should be extended to Trivandrum The doubling of Kollam-Tiruvananthapuram should be taken up Electrification should be speeded up and should be extended further upto Trivandrum Another demand is that one superfast train should be introduced between Bomaby and Trivandrum This is a high density route I request that it should be considered in the next budget

Another point is that the DRUC, ZRUC etc come ip with many importnat and useful suggestions But these are not senously considered I would request that such suggestions should be considered and implemented

On the whole, there is nothing in the budget which can make us feel hapy In fact a grave injustice has been done to Kerala The anger of the people of Kerala has been forcefully reflected in the speeches of my friends from Kerala irrespective of party affiliations have voiced their protest against this injustice I would request the Hon'ble Minister to take quick measrure sto undo this injustice

[English]

THE MINISTER OF STATE IN THE  
MINISTRY OF RAILWAYS (SHRI K C  
LENKA)

Mr Deputy-Speaker, Sir, I nse to grave the indulgence of this august House to intervene in the general discussion on the Railway Budget My sole objective of intervening in the debate is to highlight some of the activities of the Railways and make hon Members aware of the few problems that the Indian Railways is facing day-to-day in its process of development

You know, the Indian Railways provide the life line of communication in this vast country And Indian Railways is the true symbol of national integration

This year's Budeget has made a sincere attempt for selfreliance In this context of these developmetns I want to draw the attention of the hon Members on a few points to give their suggestions in improving the performance of the railways in each individual activity and for finding acceptable solutions to the problems faced today I am sure, that we in the Railway Ministry would be ncher by the valuable inputs provided by the hon Members dunnig this discussion so that our dream of making the Indian Railways one of the best in the world in all respects can receive the sound footing

Now I Shall try to go over to a few specific points The development of Indian Railways which is the major system of communications, is vital to the economic growth of the country As the House is aware, the performance of the Indian Railways in the

[S† V.S. Vijayraghavan]

The fifth five year plan is excellent because the transport constraint was not felt in the growth of our economy. This is why, it is essential to enhance the transport capacity of the system to match the anticipated growth of the transport demand. Viewed in this context, the size of the annual plan for the year 1993-94 is fixed at Rs. 6,500 crores. To my mind, it is a modest Budget. The plan expenditure on Indian Railways is financed through the resources, namely, Budgetary support; (2) market borrowing through bonds by Indian Railway Finance Corporation, and (2) internal resources. As the House is aware, the budgetary support provided by the General Revenue has declined from 75 per cent in the 5th plan to 58 per cent in the 6th Plan. From 58 per cent in the 6th Plan to 42 per cent in the 7th Plan and from 42 per cent in the 7th Plan to 19.6 per cent in the 8th Plan it has declined. In the current year which is the first year of the 8th plan, a budgetary support of Rs. 1935 crore was provided which has been drastically reduced to Rs. 960 crore in 1993-94. This forms about 14.7 per cent of the Plan outlay of Rs. 6,500 crore. An amount of Rs. 900 crore has been provided to be raised by Indian Railway Finance Corporation through market borrowings. This forms about 13.8 per cent of the plan outlay. The remaining 71.5 per cent of the Plan outlay is to be financed through internal resources. Sir, it is the first time that Indian Railways will be financing the plan through their own resources to such an extent and it is a big leap forward towards self-reliance. Till now the capital requirements of the Plan were met through budgetary support but since the budgetary support has dwindled, it has become necessary to meet part of the capital requirements through internal resources and for this purpose, a Capital fund has been set

up. Out of the total capital requirements of Rs. 3,820 crore, an amount of Rs. 1,960 crore will be met through the capital fund, which is more than Rs. 1,848 crore proposed to be mobilised through increase in fares and freight.

I am coming to the safety point. Sir, safety of rail travel is one item where we do not strike any compromise. I do not want to take shelter under statistical figures, yet I would like to inform the House that though the traffic has increased by 21 per cent in 1991-92 as compared to 1981-82, the accidents have come down by 54 per cent in the decade. The incidence of train accidents per million train kilometers has also come down substantially. Our endeavour will always be to minimise the incidence of train accidents and for this purpose, greater attention is being accorded to the maintenance of assets, installation of safety devices, counselling and training of running, maintenance and operating staff.

SHRI ANIL BASU (Arambagh): But the number of deaths has increased.

SHRI K. C. LENKA: Number of deaths has increased, but the number of accidents in proportion has been reduced.

I will come to the gauge conversion. In 20 years from 1971 till 31.3.1992, gauge conversion of only 3095 kilometers was done. As a positive philosophy of adopting uni-gauge, it was planned to achieve 6000 kilometres of gauge conversion in the 8th plan. We have in the current year already done 1351 kilometres of gauge conversion against the target of 1200 kilometres and plan to execute gauge conversion to an extent of 1600 kilometres in the next year.

DR. ASIM BALA (Naba Dwip): In which area this gauge conversion has been done?

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In the Eastern region not a single kilometre has been converted (*Interruptions*)

53 locos as against the target of 48 locos

19.00 hrs

MR DEPUTY SPEAKER Hon Minister is just intervening At the time of reply, you can ask for clarifications

SHRI K C Lenka There will thus be no difficulty in achieving our target of 6000 kilometres in the Eighth Five Year Plan A similar target is fixed for the Ninth Plan and at the end of the Ninth Plan, we will be left with 12000 kilometres of gauge conversion, most of which may not be converted as the gauge conversion being planned on route basis

Sir now I come to the 'production units' I invite the attention of the hon Members to this area because very few hon members have covered this area, so I want to place before the august House, some information about the production units under the Indian Railways As the House is aware, all the Production Units of Indian Railways have met their production targets during 1991-92 In fact, Chittaranjan Locomotive Works, Integral Coach Factory, Rail Coach Factory, Wheel and Axle Plant and Diesel Components Works, exceeded their targets, and as regards Diesel Locomotive works, they had met the target of 150 which was the highest production recorded in the last decade Chittaranjan Locomotive Works produced 160 locos including 115 electric locos as compared to the target of 149 locos Diesel Locomotive Works maintained the target of 150 locos Integral Coach Factory produced 1016 coaches as against the target of 1000. Rail Coach Factory manufactured 915 coaches as against the target of 750 Wheel and Axle Plant produced 33286 wheel sets as compared to the target of 27000. Diesel Components Works rebuilt

Sir, this trend has continued in the current year and all the Production Units are expected to either exceed or meet their targets Apart from meeting the targets, great stress is being laid on improvement of quality in Production Units Modifications to design for improving the production is a continuous process and design changes are continuously implemented to improve reliability and performance

Sir, the production capacity at Chittaranjan Locomotive Works is being augmented in phases, from 100 electric locos to 130 locos, and then to 150 electric locos The capacity at Diesel Locomotive Works is also being enhanced by 10 BG locomotives Likewise, the capacity of Wheel and Axle Plant is also being expanded

I now come to the public sector undertakings For the information of the august House I should tell that almost all the public sector undertakings under the Indian Railways are making profits Sir, you know the scenario of the public sector undertakings in general in the country Most of the public sector undertakings are losing today You will be happy to know and the hon Members will be happy to know that almost all the public sector undertakings are doing well and are earning profits The hon Members will be glad to know that the public sector undertakings under the Ministry of Railways have put in sterling performance

IRCON, the Indian Railway Construction Company Limited, has received two top awards for maximum foreign exchange repatriation to India for overseas construction contract and maximum turn over in overseas key projects for the year 1991-92 Its turn over for the year 1991-92 has been a record Rs 3160 million with a foreign exchange

[Sh. K.C. Lenka]

earning of Rs. 179 million. Since its inception 16 years ago, it has made profit continuously and has earned a total foreign exchange of Rs.2530 million.

Besides a number of domestic projects, it has taken up projects in Malaysia, Indonesia, Turkey, Nepal, Bangladesh and Saudi Arabia.

Rail India Technical and Economic Services Limited RITES - has received a top award for its outstanding export in the field of engineering consultancy and export of technical knowhow. It has registered profit before tax at Rs. 7.9 crores during 1991-92 which is Rs. 4.8 crores more than the previous year. It has taken up assignments for many foreign countries including China, Indonesia, Mozambique, Switzerland, Tanzania, Zambia, Algeria, Bangladesh and Nepal. RITES has developed expertise in technical consultancy in management and maintenance of railway system, highways and airports. I must congratulate both IRCON and RITES.

SHRI ANIL BASU (Arambagah): As well as Indian Railways.

SHRI K.C. LENKA: Yes, as well as Indian Railways.

As regards energy conservation, it is of vital importance for Indian Railways since it is a means of achieving economy in expenditure. With systematic and better usage of diesel and electric locos, it has been possible to accelerate the phasing out of steam locos. In the last two years, about 800 steam locos have been condemned. By 1996-97, there will be no steam locomotives on the broad-gauge. The ultimate aim is to go for electrification and electric locomotives.

tives.

SHRI TARIT BARAN TOPDAR (BARRACKPORE): Total electrification?

SHRI K.C. LENKA: I think, by 2000, we will go for total electrification of the locomotives. It has also been possible to reduce specific energy consumption and specific fuel consumption.

Other measures taken for energy conservation include fitting of fuel efficient kits on diesel locos, development of flange lubricators, intensive monitoring of energy consumption patterns of locos, etc.

My last point is about economy drive on railways.

(*Interruptions*) Mr. Nitish Kumar, please listen. Because you have not participated. I am giving these points. I request the hon. Members to give the suggestions on these points. So, if you participate, you can give suggestions on this.

SHRI NITISH KUMAR. If you yield, I can participate (*Interruptions*)

SHRI K.C. LENKA: An Action Plan has been launched on the railways to achieve around two per cent improvement in the operating ratio in the current year by containing expenditure and augmenting earnings.

Broad areas to reduce expenditure are: (a) manpower planning, (b) accelerated phasing out of steam traction; (c) closure of redundant yards; (d) energy consumption and energy audit and (e) improvement in specific fuel consumption. The working expenses by the end of September, 1992 has shown a saving of about Rs. 267 crore as a vis the budget proposals. With these

words, I conclude.

[Translation]

SHRI KASHIRAM RANA (Surat): Mr. Deputy Speaker, Sir, I rise to oppose the Budget (Railways) presented by the hon. Minister. At the same time I rise to make a demand that it should be decided whether the passenger fare and freight should be increased or not because the committee set up in this regard has not yet made its recommendations. So, in the meantime, the increase in passenger fare and freight should be withdrawn.

Sir, in all the Railway Budgets presented in the House since Independence till date, the passengers have been burdened maximum with the present Budget. They have been burdened with a huge amount of Rs 1848 crore. Moreover, this Budget is discriminatory and all the people of the country are not benefited by it. Truly speaking, the leader of the Opposition Shri Advani is right to comment that it is back-breaking burden.

SHRI DEVENDRA PRASAD YADAV (Jhanjharpur): Mr. Deputy Speaker, Sir, I am on a point of order. The hon. Minister of state in the Ministry of Railways was speaking just now. A notice for breach of privilege against him is under consideration. Yesterday he had misled the House in connection with V.S. Engineering. Since, the issue of breach of privilege against him is already under consideration, I want to know whether he can mislead this august House again?

[English]

MR. DEPUTY SPEAKER: There is no point of order.

[Translation]

SHRI KASHIRAM RANA: Sir, while presenting this Railway Budget, the hon. Minister of Railways had said that it would neither raise the prices, nor passengers will have to bear any burden. But I want to know as to why such a heavy burden of increase in passenger fare and freight has been put which will hike prices and multiply the troubles of passengers. A patient should be administered drugs in appropriate proportion because an overdose can kill him. Similarly, the burden put on passengers is just like an overdose. I want to submit that the proposal in the Budget to mobilise Rs 1839 crore is just like fleecing passengers by hon. Minister of Railways. Earlier the increase in passenger fare was effected by 10 per cent. But now the increase is being made by 10, 12 or 15 per cent.

Sir, there has been 12 per cent increase in fare for the distance beyond 500 kilometres. No railways in the world fix fare in such a way. The greater the distance; the less the fare. But the hon. Minister of Railways has thrown the universal principle accepted by all in the world to the winds. He has tried to propound a new theory that the greater the distance, the higher the fare. Basically this theory is faulty. Therefore, I oppose it and request the hon. Minister to withdraw the proposal for 12 per cent increase in fare beyond a distance of 500 kilometres. It is so because increase in passenger fare up to a distance of 500 kms. is 10 per cent. So, the increase in passenger fare must not be more than ten per cent for journey beyond 500 kms.

But the hon. Minister did not do so. The increase in freight is a heavy burden on us. There are many power stations in Gujarat where coal is used. The coal used for generating power in Gujarat is brought from

[Sh. Kashiram Rana]

a distance beyond 500 kilometres. With a 12 per cent increase in freight rate, the power stations in Gujarat state will have to pay Rs. 117 crore more for the consumption of same quantity of coal because of this increase as coal is to be brought from a distances beyond 500 kilometres. Not only this the hon. Minister of Railway has raised the surcharge on coal from 5 per cent to 10 per cent due to which the Gujarat Power Stations would have to pay an extra amount of Rs. 37 crore on this item also. You may guess the heavy burden oepole will have to bear.

When power will be generated in Gujarat at higher cost, common people and industrialists will have to bear the burden of costly power. However, hon. Minister of Railways has pointed out that it will not affect common man. But wht I pointed out is that it will affect common man directly so, through you, I make a demand that the increase in freight be withdrawn.

The hon. Minister of Rawlways has introduced a new class known as Sleeper Class. Earlier, there used to be thrid class in trains which was covered into second class. If one wants to travel with sleeping accommodation, one has to pay an 25 per cent extra fare and become entitled to travel in this new class I want to submit that an effort has been made by the Minister of Railways to fleece passengers in this way. On the one hand, fares have been raised bu 12 per cent and on the other hand, if you want to travel and cover beyond a distance of 500 kilometres and want to travel in the Sleeper Class, then you will have to pay 25 per cent extra fare. Taking both together, there has been an increase of 37 per cent. If somebody wants to travel from Bomaby to Delhi by train, and who had to pay Rs. 200. will

have to pay an extra amount of Rs. 74 now for the same distance. Is it not a aburden on common man? In fact, it is a heavy burden on common man. One has to travel by train helplessly. Sir, if burden is put in this way, it will break the back of common man.

Through you I want to raise one more issue in this House. The hon. Minister of Railways has tried to extort money from all through this Budget in a different manner. If somebody wished to use a computer, he will have to pay charge for its use. If he wants to travel in a super fast train running with the speed of more than 55 milomerrs per hour, he will have to pay super-fast-charges. The rate of platform ticket has been raised fro Rs. 1.50 to Rs. 2.00. All kinds of burden has been put on passengers which they cannot bear.

Sir, as I said, discrnination had been made while prepanng the Budget. Many hon. Members have expressed their views about it and I also want to repeat it that this Budget has not been prepared in taking into account the condition of the people all over the country. It has been prepared to please a handful of persons.

All zones have not been taken into account in this budget. Thus it is a partial budget. I would like to say that there would not be uniform development of railways due to this partial and direction less budget. This budget has not been prepared keeping in view the balanced development of our country and it does not present an ideal picture of development of railways.

The Minister of Railways told in the House how the Government would mobilise the resources. You would find that there is no optimum utilisation of our railway tracks.

Mr. Deputy Speaker, Sir, just now the

Minister of state in the Ministry of Railways have told that the performance of our railway is very good. But I would like to say that there can be optimum utilization of our railway tracks. Has any attempt been made to increase average speed of our goods trains? I would like to cite an example as to what extent average speed of our trains has increased. Sir, average speed on broad-gauge line was 22.2 km in 1960-61 and now it is 22.6 km. It means the average speed has increased from 22.2 to 22.6 km. If average speed of goods train is increased by 4 or 5 km per hour it could bring income of crores of rupees to the railways. If wasteful expenditure and corruption is not checked and performance and efficiency is not geared up, railway budget will be presented every year and the hon. Minister of railway will make cobweb of words and figures and exploit the passengers.

Mr Deputy Speaker, Sir, I would like to give some more suggestions. The Hon. Minister of Railways has not come forward with adequate number of schemes for Western Railways in this budget. He has only proposed to introduce Rajdhani Express and August Kranti train. Except these two trains no new development work has been demanding to construct double line from Surat to Bhusawal. 12 trains pass through this route and many times trains run late for more than two hours and people can't reach their offices in time. Therefore this rail track should be doubled. Although it has been said that the rail line between Surat and Jalgaon would be doubled and the Government never denied that. It has been said repeatedly that this work would be done but we don't have resources at present. Since the Government is short of funds, I would like to say that if it is not possible to double the line from Surat to Jalgaon then at least double the line upto Bhusawal.

Mr Deputy Speaker, Sir, I have been demanding for the last several years that Railway Zones and Divisions should be delimited again. Headquarters of Central Railway, Western Railway and Bombay division is located in Bombay. Out of 9000 km railway track 5200 km passes through Gujarat, so I request the hon. Minister of Railways that the headquarters of Western Railway should be transferred from Bombay to Ahmedabad. Not only this Ahmedabad is the biggest city of Gujarat and even then there is no division of railway there. The Committee appointed for the delimitation of divisions had also recommended that a division should be set up at Ahmedabad but it has not been done. I demand that a railway division should be set up there.

Mr Deputy Speaker, Sir, it had been decided in the last budget that metre gauge line from Ahmedabad to Delhi will be converted into broad gauge line on priority basis. The hon. Minister has accepted the justification for converting Metre gauge line between Delhi and Ahmedabad into broad gauge line and I hope that it will be done very soon. Further a train runs between Surat and Varanasi twice a week and most of its route passes through my constituency. (Interruptions)

[English]

MR DEPUTY SPEAKER: Every member wants to give his valuable suggestions. But the question is that we are short of time. Those Members who get a chance to speak, they should not take more time. Injustice should not be done to any hon. Member. That is my purpose of interrupting you. So, please conclude.



[Translation]

SHRI KASHIRAM RANA: You have given an assurance that as soon as Allahabad-platform is constructed the train which runs twice a week from Surat to Varanasi, would run four days in a week. Three years have passed and the construction work of Allahabad platform has also been completed but that train is not running from Surat to Varanasi via Allahabad. Two lakh people of Allahabad district live in Surat in connection with employment. Therefore this train should run four days in a week. This demand should be conceded to immediately.

I want to cite an example about the functioning of Railway Department. Construction work for Hasapur flag station, located in my constituency was started ten years ago it is going on now for the last six months. 70 per cent of construction work has been completed. This work has been stopped at the instance of somebody. The officials of Railways looked into it and submitted a report to the Railway Ministry to the effect that the place is suitable. Even then construction work has not started there again. Now people of 10-12 villages are launching an agitation there and are demanding that if station is not constructed at the place where its construction was going on, they will launch a big agitation. Therefore, I would like to tell the hon. Minister of Railways that construction work of Hasapur flag station should be restarted.

I hail from Surat. The population of Surat was earlier 3 lakh, which is now 20 lakh but no facility has been provided to the city. The Government receives revenue worth Rs. 1848 crore but no developmental work is undertaken at the places where there is demand. There are three railway platforms at Surat Railway station. The fourth platform

has been constructed recently but no facility has been provided there. I would like to say that keeping in view the expansion of Surat, Railway has done nothing. The population of city is 20 lakh and the Government receives revenue worth Rs. 15 lakh per day. Everyday 23 lakh passenger pass through there, therefore, facilities should be provided on this station... (Interruptions)

No provision has been made for the conversion of that metre gauge line into broad gauge line for which a demand has been made for the last sixty years. Our demand is that metre gauge line should be converted into broad gauge from Rajkot to Veraval. It would help in restoring the developmental activities in this area.

Three lakh person belonging to Bhuvaneshwar, the capital of Orissa, live in Gujarat. 1.5 lakh labourers went back to Bhuvaneshwar during last riots. All of them want to come back and work in Surat but the hon. Minister of Railways did not introduce any special trains. Railway attached only a new bogie. 75 thousand labourers are still there. A special train should be introduced for them and further a new train should be introduced upto Ahmedabad, Gujarat and Bhuvaneshwar. This is my submission. People have to face a lot of difficulties. They don't have a direct rail service. They have to go from Surat to Bombay first. As Lenka Ji belongs to Orissa, so he must be aware of the fact that the state Government there is not able to provide employment to the people. But there is employment for them in Surat. The Government should, therefore, introduce new trains from Ahmedabad and Bhuvaneshwar to Surat to suit the convenience of such people.

With these words, I conclude, I am much thankful for being allotted time to express my views.

19.30 hrs.

[SHRI NITISH KUMAR *in the Chair*]

SHRI NAWAL KISHORE RAI  
(Sitamarhi) Mr Chairman, Sir, I rise to  
oppose the provisions of the railway budget of  
1993-94

All the preceding speakers, the hon  
Members have declared this budget to be  
partial, inflationary and anti-people. Through  
you I would like to say that the opinion of the  
hon Members that this budget is partial  
inflationary and anti-people is hundred per  
cent right. Through you I would like to bring  
it to the notice of the House that while I  
began my speech the hon Minister of  
Railways as well as the hon Minister of  
state in the Ministry of Railways had already  
left the House.

MR CHAIRMAN Shri Kalp Nath Rai is  
present in the House and he is nothing. The  
council of Ministers has a collective respon-  
sibility. You may go ahead with your speech.

SHRI NAWAL KISHORE RAI During  
the budget-speech the hon Minister of  
Railways has said that there has been a  
slight fall in the targetted freight of 354  
million ton goods due to the incident of  
Ayodhya.

Collection of additional revenue of Rs  
1848 by means of affecting 12 percent  
increase in freight and thereby mounting  
additional pressure on the poor and the  
travellers is really an anti-people measure.  
Through you, I would like to urge the hon  
Minister of Railways that he should withdraw  
the increase in fare and freight so that the  
poor may be relieved of the economic pres-  
sure being mounted on them. Contrary to  
early practice relief in freight has been

provided for the transportation of things like  
foodgrains and sugar. This will lead to price-  
hike and the poor will suffer. I would there-  
fore like to submit that relief in freight on  
those items should be allowed to continue.

During the last financial year 106 projects  
of Railway could not be completed. The  
estimated cost on those projects was Rs  
79490 crore. I would now like to know as to  
who is to be held responsible for the in-  
crease in the estimated cost that has rose to  
Rs 1 31 039 crore due to the non-compli-  
ance of the work on those projects. I would  
further like to know from the hon Minister as  
to what are those reasons that led to increase  
in the estimated cost to be incurred in com-  
pleting the work on the said projects. I would  
also like to know the reasons why the work  
on those projects could not be completed  
and whether liability for this would be fixed  
and whether the Government would try to  
remove the reasons that might have affected  
increase in the estimated cost.

Secondly, the hon Minister of state in  
the Ministry of Railways was talking of eco-  
nomic reforms. He himself was presenting  
figures to prove that the Government is keen  
about economic reforms. I would like to  
remind that according to a survey con-  
ducted in railways there are 40 percent  
extra staff working in the departments of  
Railway. Has the Government made any  
provision in this budget to consider this  
point? Has the Ministry of Railway given a  
thought over the questions of 40 percent  
extra manpower available in the Railway  
and 3000 kilometres of uneconomical rail-  
way lines? These things have never been  
considered? Through you I would like to ask  
the hon Minister of Railways as to what has  
to be done with 40 percent of extra man-  
power in the railway.

The Government propose to collect

[Sh. Naval Kishore Rai]

additional revenue of Rs. 1848 crore which would subsequently increase pressure on the people. Now I would like to know whether the Government also propose to properly utilise the 40 per cent extra manpower and to take measures to make 3000 kilometres of uneconomic Railway lines, as per the report of departmental survey, economical? It is nowhere mentioned in the budget-proposals that the Government would make any alteration in the 3000 kilometres of uneconomical railway lines to make them economical. I want to submit that the hon. Minister of Railways should consider it since there is still time for reconsideration I would further submit that the Government should amend the proposals of the present budget to the effect that it would try to make the 3000 kilometres of uneconomical lines economically viable and useful. It would serve the interest of the people and it would also help the Railway to earn profits. Opinion of experts should be taken within a time limit as to how the 40 per cent extra-manpower in Railways can be properly utilised without any retrenchment. This is what we want you to do in the present budget.

The Government talks of economic reforms but in the name of it the Government is only creating regional imbalance. The Government has not taken any measure to conserve energy. 21 per cent of total expenditure in Railway is being incurred over energy. I would like to have a comprehensive details of the ratio decrease in expenditure over energy from the first Five Year Plan to the Eighth Five Year plan.

Study of the railway budget reveals that 62 per cent of the total expenditure is incurred over the matters pertaining to administration. Through you, I would like to know from the hon. Minister whether the Ministry

of Railways which boasts of 140 years of social service and the motto of which is social service rather than commercial gain, would include in its agenda the absorption of extra manpower so as to manage them within the 62 per cent of expenditure being incurred over administrative affairs. I would also like to know whether a reduction in 62 per cent expenditure coming over administration, salary and pension of staff is not possible as a measure of economic reform in Railway?

Second point is that the Railway was getting 11.11 to 15.5 per cent amount of planned expenditure out of total budget allocation during the first, the second and the third five year plans. Gradually decreasing, it has now come between 6.9 to 5.9 per cent. Through you I would like to know whether hon. Minister of Railways who has much influence in the Council of Ministers can not utilise his influence to get the proposed schemes completed. I would like the hon. Minister to show his might even in the council of Ministers. Railways is the most convenient means of transportation for the poor. I would like to submit that he should draw Rs. 500 crore from the consolidated Fund to get those schemes completed.

The hon. Minister has proposed to convert 600 kilometres track from metre gauge to broad gauge. Just now when the hon. Member Shri Vijay Kumar Yadav was saying that discrimination is being shown to Bihar, the hon. Minister immediately reacted and said that no discrimination has been shown. I would however, like to ask as to why discrimination has been shown to Bengal, Uttar Pradesh and particularly with Bihar and Orissa. This I would like to know from the hon. Minister. It was the issue of the north and the south and somebody had objections to that. I do not want to raise the issue of the north and the south. Kerala

has also been neglected in the South. We had a discussion on it even earlier. I would like to cite an example of discrimination meted out to West Bengal, Bihar and Uttar Pradesh. Dr. Abrar Ahmad and Shri Suresh Kalmandi had asked a question in the Rajya Sabha vide unstarred question NO. 709, on 15.7.92. Their question was whether it is a fact that the Government has decided to convert the metre gauge lines of different parts of the country in broad gauge by 1996. In this regard I would like to provide the figures pertaining to two-three states that had been given in reply to that question. 1384 kilometres in Assam, 1016 kilometres in Andhra Pradesh, 663 kilometres in Gujarat and 1922 kilometres in Karnataka, the home state of the hon. Minister, has been taken for conversion.

**SHRI C. K. JAFFER SHARIEF :** What about Rajasthan?

**SHRI NAWAL KISHORE RAI :** The hon. Minister is very keen about Rajasthan. 2314 kilometres of metre gauge line has been converted into broad gauge in Rajasthan. The advantage of Rajasthan is that railway line connecting many states pass through this state. That is why there is increase in the total length of railway lines converted into broad gauge in Rajasthan. The hon. Minister is emphasising about Rajasthan. I would like to tell him that Bihar is on the second position in terms of population, area and number of travellers. The injustice meted out to Bihar by the hon. Minister is even more grave since Bihar is a backward state having Nepal as its bordering country. Only 291 kilometres of railway line has been converted from metre gauge to broad gauge in Bihar. Similar is the case with Bengal where only 63 kilometres of railway track has been converted. It is nil in Orissa. There is a village saying you show the man and I would show you the rule. Vote-based and

party based discrimination of the hon. Minister has not only been revealed in this budget along but this is the third budget being presented by him and he has been doing the same thing in all those budgets. He has been neglecting those states from where there has been less representation of his party candidates in the parliament.

Since they are not in power, they are making discrimination against the opposition ruled states. Maximum work has been done in Karnataka. They have mentioned Rajasthan at the first place because all lines go through Rajasthan. I would like to know from the hon. Minister, whether do justice with Bihar, which is a backward state but areawise comes at the second place. Will he give a clarification in this regard in the House in order to do justice to Bihar.

Sir, not only in the matter of conversion but also in electrification of the track and laying of new lines, same discriminatory treatment has been meted out. No attention has been paid to Bihar. Through you, I want to tell the hon. Minister that I come from Sitamarhi in Bihar and as you know this is tourist spot of national importance and is a historical place. While Janak was ploughing the field, Jagat Janani Sita emerged from the field. Tourists daily visit this place from far flung areas but there is no proper railway facility available here. In its vicinity there is Janakpur, which is located in Nepal it was the capital of Raja Janak. It is also an international tourist place. History is witness to this fact that Ram Chandra it was married here. People from remote places come here but there is no rail facility available here. I want to bring it to the notice of the hon. Minister that when Late Shri Lalit Narayan Mishra was Railway Minister, he had focussed his attention towards the border areas with Nepal. He had plans to construct new lines and conversion of the

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old lines on a large scale. Survey had also been carried out in this regard...*(Interruptions)*. Therefore, I want to lay stress on the point that instead syrein only Shri Ram one must say Sita-Ram so that he could prosper in life.

Sir, I come from Mithila. You have forgotten Sita. I want ot submit that the proposal of Lalit Narayan Misra about laying a railway line from Muzaffarpur to Jaynagar via Sitamarhi, Sopbarsa, Bhikhamor-Madhvapur and Harlakhi has not been materialized till date although survey in this regard had been carried out thrice. Survey of Muzzafarpur and sitamarhi line was conducted recently. I am also a member of Railway Consultative committee, I have many a time requested the hon. Minister in this regard and he has also given an assurance that as and when funds are available, he will take up the issue, but nothing has been doen so far. The tourist place at Sitamarhi has been neglected. The international tourist place lying on the way to Janakapur has also been neglected. The conversion of line from Darbhanga to Janakpur via Jaynagar has also been neglected. The broad gauge line from Samastipur to Darbhanga was sanctioned in 1972-75 but it is still pending, after a heated discussion he has promised to give one crore rupees for this purpose out of 28 crore rupees.

Sir, you are simply neglecting this issue had you not been neglecting it, you would not have provided only Rs.1 crore out of Rs. 28 crore. It is very meagre. I would like to know, whether you will increase this amount so that the same could be constructed by 1994-95. A surevys, regarding conversion of rail line from Darbhanga to Raksaul via Sitamarhi has been carried out a number of

times. The Bagha-Chhitoni bridge is being constructed at that very site. You have provided funds to link up Raksaul Muzaffarpur and Darbhanga, Samastipur but if it cannot link Raksaul to Darbhanga via Sitamarhi then there is no use of linking up Bagha and Darbhanga with samastipur.

You have given assurances a dozen times and also carried out surveys but nothing has been done. We have been neglected like this. I want you to remove this regional balance and construct these lines.

The rail line from Bakhtiarpur to Rajgir has to be extended upto Gaya, Shri Vijay Kumar Yadav has also made a mention about it. I also want to highlight the importance of this rail line before you. We should work in order to preserve the tourist spot of national importance from Rajgir to Babpuri. Madhepura is situated in Eastem Bihar. A train called Janki Express runs between Sahrasa to Madhepura but this railway line is in very bed shape. I want that this line should be converted into broad gauge. Apart from this, Shri Vijay Kumar Yadav has also drawn attention towards the fact that Bihar is being brushed aside, i fully support his views and want to draw the attention of the hon. Minister towards the points left by him.

Mr. Chairman, Sir, Bihar is divided into two parts as there is no rail bridge on Ganga. A proposal to construct a bridge between Patna and Hajipur is pending since ling. The Chief Minister of Bihar has made requests to hon. Railway Minister and the Pnme Minister as well. I havege also taken up this issue strongly in the Railway Consultative Committee but no progress has been made so far. I want that you should change your attitude towards Bihar and take initiatives to cconstruct this bridge.

The hon Minister of State for Railways

has just now told about the setting up of a factory there.... (Interruptions). There is a Railway factory in Samastipur and another old factory in Jamalpur which has not been modernized, apart from this the site of a proposed factory at Ranchi has been changed. I demand the modernisation of these factories and construction of the proposed factory at the very site.

Mr. Chairman, Sir, now I want to take up the most serious issue of the department and that is about corruption spread in the department. Some incidents which come to light are discussed but no discussion is made on cases which do not come to light I want to give an example in this regard which was being raised in the House for quite sometime. Royalseema sleeper company 689 was awarded a contract of three years. It requested to change its site from Chintapani to Kalat top giving reason of non supply of raw material due to Naxalite menace, but it was not permitted by the Ministry of Railways As a result of that the company became weak. A company called V.S. Engineering was formed in the month of April which was a brave child of a close relative of Prime Minister Shri Krishana Rao and he along with his two sons Subhash and Shraavan Kumar retained 65 percent shares of the company. This company had a bargain with Royal seema Sleeper Company and after intimidating them, a situation was created in which this contract was awarded to V.S. Engineering Company. This contract was given on 10th July. Thereafter, on 15th July, a permission regarding changing of the site was granted. This is a contract of Rs. 7 crore which can be increased further. This type of corruption taken place in this department. I would like to know the clear facts in this regard from the hon. Minister.

I would like to submit that train services in Samastipur, Harkatiaganj, Sitamarti and

Darbhanga have been cancelled. These service were cancelled on the pretext of Ayodhya incident and before this on the pretext of reservation movement. Therefore arrangements should be made to restore this rail service immediately.

SHRI KAMLA MISHRA MADHUKAR (Motihari): Mr. Chairman, Sir, I fully support the submission of Nawalji about South and North Bihar. You may say that step motherly treatment has been meted out with Bihar. However, Bihar occupies a very important place after U.P. In the matter of revenue earning and mineral production. Bihar is the second largest state in terms of population. Attention need be paid towards the development of railways net work in the state since it is densely populated in view of its revenue earnings. The passenger fares and freight charges have been revised. The passenger fares and freight charges have been revised. Opposition as well as the ruling party Members would not appreciate the revision in the fares from the bottom of their heart. Are we prepared to accept the revision in the fares from the bottom of their hearts. Are we prepared to accept the reasons given by the hon. Minister for revising the fares. The Government says that it works for the welfare of the poor. However, increase in fares will adversely affect the people. Therefore, the Government must pay attention to reducing the increase in fares. I am not advocating total withdrawal of the increase in fares but at least do take care of the sentiments of the hon. Members for reducing the fare increase. Nawalji made a demand for the construction of a rail bridge in Pant. Construction of this bridge is a long standing demand. With the construction of this bridge communication and transport link between North and South Bihar will improve and it will also facilitate development of whole of Bihar. Construction of the bridge had been promised by late Shir L. N. Mishra, but with his demise the

[Sh. Kamla Mishra Madhukar]

promise could not be fulfilled. Since, you are now the Minister in charge then please state in clear terms whether this bridge would be constructed or not? I have time and again been laying emphasis on it and Shri Nawal Ji has also raised the issue of conversion of Muzaffarpur-Narkatiaganj and Muzaffarpur-Sihol railway lines into broad gauge. This demand has been accepted and the hon. Minister in reply to a question and many of my letters has stated that the conversion work would be completed by 1993-94. However, from the budgetary allocations made for the same it is not clear how this work will be completed? The Minister of State in the Ministry of Railways, Shri Lanka had convened a meeting of the hon. Members hailing from North Bihar. I raised seven points in the meeting. Construction of a rail bridge in Pant and setting up of the Zonal Railway Office at Muzaffarpur had been our long standing demands. Since, Muzaffarpur is the biggest business centre in North Bihar and the Chamber of Commerce has also put forth this demand, therefore, attention need be paid towards the construction of a rail bridge. I would like to know by when Chatoni bridge will be constructed, Muzaffarpur line will be converted to broad gauge and the Narkatiaganj and Sihol rail line would be laid. The whole House is anxious to know the stand of the Government and it will also improve your image among the people of North Bihar because there is no point in putting the proposal in doldrums. A superfast train between Barauni and Delhi has been introduced to fulfil the demand of the people.

20.00 hrs

[SHRI RAM NAIK in the Chair]

So far I know this train has broken all

previous records. Extension of superfast service upto Vaishali has caused great inconvenience is generally late upto 5 hours daily. I would like to know whether this train will really be made a superfast train and if not, the reasons therefore? Nawal Ji raised the demand of Sitamarhi and I raised the demand of laying of a branch line between Hajipur and Vaishali. Vaishali is a very important place from tourism point of views and is also a Buddhist Centre. From there one can go to Shahganj which is a historical place and Kesaria, where a Buddhist monastery is located. From there this line could be extended upto Raxol and connected with Motihari. Besides people of other districts, residents of Chapra have also been demanding this line because this line falls in the Gandoak Command area and there is no line running along the river. People of the area will have to cover upto sixty miles to board a train. Therefore, this line should be constructed. I would like to request Shri Jaffer Sharief, who is a gentle man and a good friend of mine to look into the demand of the people of the area. I would like to support the demand made by Nawal Ji to extend the line from Samastipur to Raxol which will constitute a full range and be beneficial to people of Sitamarhi, Muzaffarpur and other places in addition to Champaran and West Champaran. When the line is to be laid upto Narkatiaganj then why not construct it upto Samastipur via Raxol, so that the whole of North Bihar is covered. Therefore, do I look into this. I support the demand of Shri Vijay Kumar Yadav for the expansion of railway network in Gaya. He also raised the demand of Vaishali and Sitamarhi. I would like to submit that why does the hon. Minister forget Rajgiri, which must be in his mind? For the development of Bihar all these places should be linked by rail. It is not clear why Bihar is being neglected? Probably, this is being done because my party is in

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*Gen Diss, Res re approval of 3rd Report of R C C, Dem for Grants*  
*Dem for Grants (Flys), 1992-93*

power in the State and will remain in power even in future Whatever little the Government is doing it is perhaps to capture votes

SHRI C K Jaffer SHARIEF In my reply I will give details of work that has been done for Bihar

SHRI KAMAL MISHRA MADHUKAR The hon Minister is requested to pay special attention towards Bihar A General Control Room of Railways should be set up at Muzaffarpur The Government under pressure from the World bank and the IMF is liberalising its policies They why not go in for liberalisation and privatisation in Bihar too?

What will be the outcome of all this? I would like to draw your attention towards developmental activities in Bihar I would like to urge the hon Minister to appraise of the steps being taken for the development of North and South Bihar while replying to the debate on the Budget

[English]

SHRI BASUDEB ACHARIA (Bankura) You have allowed two Members from CPI and from my Party only one Member has spoken so far

MR CHAIRMAN I will see When your name was called, you were not there

SRI BASUDEB ACHARIA Then I was asked to wait for 45 minutes

I waited for more than three hours

MR CHAIRMAN Who has told you?

SHRI BASUDEB ACHARIA Mr Deputy Speaker told me If I will not get any chance

to speak now, I will go I am the main speaker from my Party I was not there I was attending an important meeting Immediately I came I was told to wait for 45 minutes I am waiting from three hours to speak

MR CHAIRMAN I will check up and let you know

SHRI BASUDEB ACHARIA If you will not allow me, then I will go

MR CHAIRMAN If you want to go, I have nothing to say But you will have to wait till your name is called

SHRI BASUDEB ACHARIA Why are you calling two or three Members from that party? Only one Member from our Party has spoken so far

MR CHAIRMAN Don't argue with the Chair like this This is not the way It is not fair

SHRI NIRMAL KANTI CHATTERJEE (Dumdum) Please bear with me I has so happened that Shri Basudeb Achana has to speak but was busy in another parliamentary meeting Shrimati Shusheelaa gopain spoke Subsequent to that, there is some change in the Chair It has so happened that other Parties have spoken more often than what was due to us He wants to draw your attention to that point Please call him to speak

MR CHAIRMAN I am grateful for drawing my attention to this point I told Shri Basudeb Achana the same thing, it that I will check up because I have come to the Chair just now after one hon Member from the Opposition spoke and it is just fair that a Member from the Congress party speaks He will finish within five minutes



[Translation]

SHRI MANKU RAM SODI (BASTAR):

Mr. Chairman, Sir, I support the Railway Budget that has been presented by the hon. Minister.

Sir, wherever the railways has gone, that area may be remote, but even then speedy development of the area has been witnessed.

The areas which lagged behind in terms of railway facilities, are still the same with no developmental activities took place today. The provision of railway lines throughout the country is imbalanced. The railway lines constructed in the backward areas where there is more demand for this facility are absolutely out of proportion. Whenever any railway line is constructed in any part of the country Advasi areas should be given priority, the Government should adopt a policy under which a specific area of advasi region should also be covered. If such a policy is not adopted the prevailing imbalance with regard to the rail transport facility in the country would further increase. Because the areas deprived of this facility would remain backward and those backward areas are particularly the hilly regions and tribal areas. Railway lines are not constructed even in the areas which are rich in mineral wealth despite the demand raised by the local people many a time. A railway line is there in Bastar district of Madhya Pradesh upto Beladila and iron-ore is exported to Japan from this areas. A demand is being made for the last 20-25 years continuously to extend this railway line to link Raipur, via Jharaundali and Jagdalpur but no attention has been paid to it so far. The plain reply being given to this demand is that no budgetary provision has been made for this. No serious thought has ever been given to this and as a result the budget estimates of Rs. 170.34 crore for the distance to be linked in district Bastar particularly

the Jagdalpur Jharaundali line for which the survey was conducted in the year 1986 has now increased upto Rs. 500 crore for the same price of work. Now, the project is not being implemented on the pretext that there is the paucity of funds. Though the fact is that more than one railway lines could be constructed with the income earned by the railway department on account of daily transportation of minerals from Knandul, Beladila on Vishakhapatnam line because about seven rakes are transported everyday and the Railways earn about Rs. 8.73 lakhs per rake. In this manner the total income of the Railways comes to about Rs. 61.11 lakhs per day. If we take into account the earnings of Railways during the last 20-25 years, the total amount comes to about Rs. 4400 crore, and has a specific amount of it been spent for the development of that area or connecting Jharaundali to Jagdalpur, the project would have been completed by now. BUT that project has always remained neglected.

If the administration does not pay heed to allocate a specific amount of the earnings from a specific area, the development of those areas would not be expedited. The development of those areas has already come to a standstill due to the lack of the means of transportation, this giving rise to unemployment among the local residents, and creating acrimonious feelings in them. In view of the prevailing circumstances the local residents may adopt violent means like that of doing 'chakka jam' to get their demands, fulfilled, and disrupt the daily transportation of goods, which is the biggest means of earning to the railways. Such a situation may arise at any time.

Therefore, Mr. Chairman, Sir, I would like the Government to avoid such a situation to arise in that district because the cause behind such a situation in the area is the lack

of transport facility in that district. Naxalites have become active in the area. If the situation continues to deteriorate like this and the development of the area is neglected, the situation would become grim. That part of the country will be out of the main stream. It would be better if the Government does something and not allow the situation to come to such a pass and for this, it is necessary that the Railway administration and the Government think seriously over the matter and provide the required funds to connect that line in the Eighth Five Year Plan itself at the earliest. With these words I conclude.

SHRI PALAS BURMAN  
(BALURCHAT): Hon'ble Mr. Chairman, Sir, I draw the attention of the Hon'ble Railway Minister through you. The demand of the people of my constituency is Railway connected. I stand here to oppose the Railway Budget of 1993-94 because I feel that this Railway Budget is the budget for the Southern Region of the country. I am sorry to say that step motherly treatment has been meted towards Eastern India in the Railway Budget. Moreover, the interest of the poor people of our poor country has been ignored in the present Railway Budget. It is a matter of regret that they have been overburdened all the more by this Railway Budget because of hike in freight and traffic charges.

Mr. Chariman, Sir, my parliamentary constituency Balurghat lies in the border area and is a very under developed area. During pre-independence days, people were able to contact with other regions of the country only for 20 to 25 minutes. After partition of the country, the railway line was cut off from the then East Bengal or the present Bangla Desh. After 16 years of independence, we have to travel more than 150 Kms by bus to Malde to travel by Train.

In this situation in 1983-84 the then Railway Minister inaugurated the Eklakhi Belurghat Railway project and the construction work was stopped and a farcial amount of Rs. 2 to 3 crores. But it is a matter of regret that suddenly the on-going construction work started with an amount is allocated every year in the Railway Budget for this project. As a result there is no progress in the construction work. Moreover it is suprising that there is no mention of Ekhalakhi Ealurghat project in the present Railway Budget of 1993-94. Why this kind of discrimination is shown to West Bengal? All of us know how this region is cut off from the rest of the country due to heavy flood every year. In this situation, railway connection is the urgent need of the hour not only for the convenience of the people of the area but also for overall development.

After independence inspite of assurance given by various political leaders, there has been no railway connection for Balurghat. Now, the students have resorted to agitation for railway connection. The students, the youths, the labourers, the workers and the common people now are planing to start agitation in large scale to fulfil their demand for railway connection.

Hon'ble Mr. Chairman, Sir, we are all aware of the separatist movement prevailing in the country. We know how much crisis has been exploded in the country by this staggering problem. My apprehension is that if the long-standing demands of the people of this area are not fulfilled they would definitely resort to some dangerous agitation which may turn violent. Actually why and how the construction work of an on-going project ceases to work is beyond the understanding of myself and people of my area. In fact, Sir, in my long parliamentary career of 15 years, this kind of incident is really unprecedented.

\*Translation of the speech originally delivered in Bengali.

[Sh. Palas Burman Balurchat]

So through you, Sir, I request humbly the Hon'ble Railway Minister humbly to consider the hardships and difficulty faced by the people of this region and because of non-fulfillment of their long standing demands for railway connection before they resort to some violent means of protest, he should so to it that the Eklakhi Dalaurghat project is completed in the 8th Plan. Secondly, Sir, I would like to draw the attention of the Railway Minister through you to another important matter. Sir, Sundarhan is a tourist attraction. Every year during November to March thousands of tourists visit this area. From Canning they go there by launch. But due to the unavailability of facilities for railway travellers at the Canning Station, there has been a steady decline of tourist traffic over the years. I have been bringing this to the notice of the successive Rail Ministers. However, no development works have been started so far. Apart from this, Canning Station is very much under developed. Every year the Ministry of Railways sanctions some money for the development and renovation works of the various stations across the country. However, Canning Station is deprived of this each time.

I once again urge the Rail Minister to consider this demand sympathetically. The development of the Canning Station will facilitate the flow of domestic and international tourists. This will not only increase the revenue earnings of the Railways but the foreign exchange earnings of the Govt. of India will also go up. Sir, in view of this Railway line between Sonarpur to Canning and Sonarpur to Dakshikantapur should be doubled.

Sir, the pace of ongoing construction works of new railway line from Eklakhi to Balurghat is not satisfactory. I urge the

Hon'ble Minister to take steps for the early completion of these works. Sir, the Railway line between Canning and Golabari in Eastern Railway are extremely old. They have become accident prone. To avoid accidents they should be replaced with new lines. I urge the Minister to include these demands in the Budget proposals for 1993-94.

I thank you, Sir, for giving me an opportunity to speak.

[English]

SHRI BASUDEB ACHARIA (Bankura):

Mr. Chairman Sir, I rise to oppose the unprecedented increase in the freight and passenger fares. For the first time the increase is Rs. 1845 crore. Since 1980 such a hike was not there in a single year. The Railway Minister has stated that he has not touched the passenger fare up to 50 kilometres, but he has rounded off the fare from Rs. 1.50 to Rs. 2. That means, for the short distance passengers the increase is about 33 per cent. The main purpose to that the short distance passengers should not avail of rail travel; the short distance passengers should be diverted to road transport. That is one of the dictates of the IMF. In every paragraph you will see how the Railway Minister is trying to implement the conditionalities and the dictates of the IMF and the World Bank. By creating a new class, a sleeper class, he wants to blab the people. It is a separate class, without having any additional facilities. The increase will not only be 25 per cent, but 35 per cent. (Interruptions)

MR. CHAIRMAN: Please do not disturb him. Let him complete. Mr. Acharia, please address the Chair; and do not get disturbed.

(Interruptions)

SHRI BASUDEB ACHARIA How much does the common passenger, poor passenger contribute? 80 per cent of the traffic earning comes from the passenger traffic comes from the poor second class passengers Rs 4885 crores comes from the second class passengers, whereas Rs 665 crores comes from the upper class passengers Now, the second class passengers and the suburban passengers will have to pay more Railways is not a commercial organisation railways have some social responsibilities Now, four items have been excluded from the exemption Items of common people items of poor people of daily use have been excluded, that means, the freight increase, since inception will be levied on these four items Just imagine the impact on the price of these four items Railway wants to earn about Rs 200 crores on those four items The burden of this amount of Rs 200 crores will mainly be put on the poor passengers, poor people, middle class people There is a need for restructuring of railway finance Railway is not only for the railways, railway is for the entire nation Unless there is the railway there cannot any development unless there is a railway line, there cannot by any indutnalisation, I asked this question to the hon Finance Minister Why was the CD ratio less in the North-Eastern part of the country? What was the reply from the Minister of Finance? As there is no infrastructure, in the North-Eastern part of the country, the CD ratio, the credit deposit ratio was less, and there is in indutnalisation The Railways will have to generate resources of its own Why should the expansion of railway network be the responsibility of the railways? Why does the budgetary support gradually diminish, gradually decline? This year, only 14 per cent will be the budgetary support The Railway Minister is expecting Rs 1900 crores from the bonds It will not come, it will be belied because there are no takers Only Rs 14

crores of bonds are already sold So, where from the money come? Unless there is budgetary support unless the plan allocation is increased, there cannot be any expansion of the railway network while intervening in the debate the Minister of State for Railway seems to be satisfied with this year's allocation of Rs 6,500 crores How is this modest? What was the minimum requirement which was submitted by the railways? It was Rs 44,600 crore From Rs 44,600 crore, it was reduced to Rs 27,200 crore So the figure of about Rs 44,000 crores that was projected at that time, was submitted to the Planning Commission ON what basis? What was the projection about passenger growth rate and traffic growth rate?

One corporate plan was prepared in 1985 I do not know whether the Ministry of Railways is following this corporate plan Here the corporate object was stated like this And I quote

" To be a modern railway system with sufficient capacity to meet the country's transport needs both for passenger and freight traffic based on optimal inter-modal mix and to provide this transportation at least cost to the society maintaining financial viability of the system "

This is the corporate object This was adopted in the year 1985 This corporate plan is for 15 years, that is up to 2000 What is the projection here? What will be the increase in the freight traffic and passenger traffic?

So the basis of the minimum requirement, which was submitted to the Planning Commission is this corporate plan The basis for minimum requirement of Rs 44,000 crore is the passenger traffic growth of

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*Diss.; Res. re. approval of 3rd Report of R.C.C.; Dem. for Grants (Rlys.), 1993-94;*  
*(Rlys.) 1992-93*  
[Sh. Basudeb Acharia]

5 to 6 per cent. If there is a growth of 5 per cent in passenger traffic and growth in the freight traffic, what has been stated in the object of the corporate plan to carry the passengers? The Indian railways need more passenger coaches. Indian railways need more wagons. Indian railways need more locomotives, both electric and diesel locomotives. Indian railways need more new lines.

SHRI NITISH KUMAR: And more ABB deals.

SHRI BASUDEB ACHARIA: I will come to that aspect later on. Now we will have a Uni-gauge system. There was an argument when India railways adopted multi-gauge system - broad-gauge, metro-gauge and narrow gauge. In last year's budget, the Minister of Railways announced that we would have Uni-gauge system. Uni-gauge system is good. But where there is metre-gauge system, metre-gauge railways, there is some system. But where there is no railway, where there is no railway line..

SHRI MANORANJAN BHAKTA (Andaman and Nicobar Islands): Like Andaman.

SHRI BASUDEB ACHARIA: Andaman should be connected with the mainland over the sea or under the sea.

for gauge conversion, this year's allocation is Rs. 850 crore. Good, for new lines. Last year, it was Rs. 200 crore.

MR. CHAIRMAN: Please conclude.

SHRI BASUDEB ACHARIA: I have just started.

MR. SPEAKER: Your party has 36 minutes. Now that time is over. There are about five speakers from your party. That has to be borne in mind

SHRI BASUDEB ACHARIAYA: Will keep it in mind. You please give me time to speak. If no time is left, other members of my party will not speak. If the House continues to sit throughout the night, till morning, then of course, our party Members will definitely speak. But now, please let me speak. I have just started and as stated by Shri Jena, it is only a preamble.

MR. CHAIRMAN: Already, more than 35 minutes are over and there is no time left for your party.

SHRI BASUDEB ACHARIA: Last, year the allocation for new lines was Rs. 232 crore. This year it is only Rs. 187 crore. So, allocation for new lines has, in fact, been reduced. For gauge conversion, out of Rs. 850 crore, what is the share of west Bengal? It is only Rs. 5 crore! And even these five crores too are for a line which has already been completed and which is awaiting inauguration! I am talking about Puri-Kotshila line. The conversion of the line is completed, but Rs. 5 crore have been allocated for that project. For West Bengal, for gauge conversion not a single paise has been allocated. There is a small patch of line connecting Nabadwip. Dham, which is the birthplace of Chaitanya Mahaprabhu. And it is only a small stretch of 12 KM. The Minister of Railways has sent reply to Dr. Asim Balesating that it would cost Rs. 35 crore, and since the Railways are facing an acute constraint of resources at present, it would not be possible to take up work on this small stretch of 12 KM! But, for other lines, about 1300 KM of metregauge has been converted.

In our State, there is a very important narrow gauge line viz. the Bankura-Damodar River line. That line has been taken over and the take-over period will be expiring in 1996. What will happen to that line? It connects two districts and it passes through rural Bengal. This Bankura Damodar River line is about 81 km long. I request the Railway Minister to consider these two narrow gauge lines viz. the Nabadwip-Shantipur line of 12 km and the Bankura-Damodar River line of 81 km. Till the Bankura - a Damodar River line is converted to broadgauge, kindly replace the overfed steam engine by a diesel engine.

while intervening, the Minister of State for Railways was talking about self-reliance. I could not understand as to what he meant by self-reliance. Last year's allocation for research and development was Rs. 9 crore and this year it is only Rs.5 crore. This is our self-reliance! we import and adopt foreign technology and talk of self-reliance. We do have a huge sector for research and development. What is our RDSO doing? Why cannot we develop our own' technology? We have the CLW We have the DLW. We are produced of our production units. Our production units have surpassed their targets. In 1989, the ICF's capacity was increased to 1130. The sanction was given. But they are not getting orders for more than 1,000 coaches. I do agree that conversion to unigauge system will have good effect. But what will happen to Jessop. a public sector undertaking? This undertaking used to manufacture metregayze coaches. Now they have no orders. What will happen to the Bharat Earth Movers Limited, a premier coach manufacturing company in the public sector? For the next year they have blocked an order for 275 coaches. This year they manufactured 375 corches and their capacity is of the order of 400 coaches. So, if we add traffic growth and the replacement on an

average we are using more than 10 per cent of our passengers' coaches.

The Minister has stated in his speech that he is a traveler and he travels by trains. But, if the Railway Minister travels by train he will see the condition of the coaches of local trains. Over-aged coaches are being used in these local trains. If the capacity, of not only its own production unit but the capacity of various public sector undertakings which are manufacturing these coaches, is not utilised fully where from these coaches will come? These units do not get orders because there is a reduction in the Plan allocation. Our projection is for 5 per cent growth. We have to replace all the over-aged coaches. But, how can this be done if the major chunk of our allocation goes for the gauge conversion? Where from the money will come for the new lines?

One of the district of West Bengal has splited into two districts, that is the west Dinajpur and Eklakhi Balughat, which is without any railway line. Only Rs. 1 crores has been allocated for Eklakhi Balughat. For Tamlukh Digha only Rs. 1 crore has been allocated. Similarly for Howrah-Arnte Rs. 1 crore is allocated for this year. For Lakhikantapur Namkhana Rs. 7 crores has been allocated. For doubling the lines Rs 24 crores has been allocated. Where from the money will come for the new lines? Unless there is of railway network there cannot be any economic development in our country and there will be no industrialisation.

There is a phenomenon of empty haulage in the railways. The Railways carry traffic but the empty haulage is of the order of 33 per cent. May I know from the Minister whether any study was made and whether any report was prepared and submitted. If the percentage of empty haulage is reduced the carrying of railways will improve, and the

[Sh. Basudeb Acharia]

Railway Minister will not have to resort to increasing the freight. Thus, there will be no burden on the common people.

We will have to electrify our track. Only 20 per cent of our total rail track is electrified and not a single kilometer is electrified in the North-East Frontier Railways. We have to spend a lot on the import of diesel.

In reply to my question the Railway Minister said that we are importing 41 per cent and 30 per cent of the total requirement of wheel and axle during 1991-92 and 1992-93 respectively. And we are importing entire locomotives wheels. Can't they be produced in our Durgapur wheel and Axle plant? I think, we can produce. We are proud of our production units. CLW has produced locomotives of 5000 odd tonnes although we have technology of sixties. we are not aware of it. What about the import of three-phased locomotives by spending Rs. 4050 crore? One locomotive costs Rs 20 crores to Rs. 30 crore. You know what will be the cost of manufacturing one electric locomotive in CLW? It is not more than Rs. 4 crore. After spending Rs. 4050 crore, can't you develop our own technology? Can't you produce Thyristor technology which we have imported?

When will you manufacture the three-phased technology? This technology will be outdated by then. So, should be our priority? The priority should be on new lines. it will provide job potentiality. Your conversion will not create a single job for the unemployed youth.

MR. CHAIRMAN: You conclude now. You have already taken 25 minutes. You must wind up now

SHRI BASUDEB ACHARIA: I have not yet come to my point. Anyway, I am winding up. There is no constraint of time, but there is constraint of funds. Because, this debate will continue upto morning. The Railway Minister, in his speech had stated that there is a good industrial relation. Sir, you have also demanded reinstatement of retrenched workers. We were unanimous on two issues. The employees who were dismissed from service in 1981 by Article 14 (2) be reinstated. The former Railways Minister is here. When he participates in the debate, he will also refer to that. He had issued orders, when he was the Railway Minister. There was much hullabalo. Then Shri Jeneswar Mishra had also assured and stated that if a competent court or Central Administrative Tribunal or a High Court gives any favorable Judgement in favour of those employees who had been retrenched, the Railways will abide by that Judgement. The Railways will not fight in the Supreme Court. The Railways will not file SLP. Even the SLPs that had been filed will be withdrawn.

Once I had raised this issue I will not mention where. It is because the Minutes of the Consultative Committees should not be referred here. But, you were also present. You had also referred to that. What he said was that he will stand by his words. Already 78 cases are there in one Railway viz the Northern Railway. They were taken up.

He had said that while replying to the debate, he will account that he will take them back. So, we expect that he will announce about it. All the employees, as you know, are starving. some of the employees have already died.

MR. CHAIRMAN: You should conclude now

SHRI BASUDEB ACHARIA: Electrifi-

769 *Rly Budget, 1993-94* CHAITRA 9 1915 (SAKA) (Rlys) 1993-94 and Suppl 770  
*Gen Diss Res re approval of 3rd Dem for Grants (Rlys), 1992-93*  
*Report of R C C Dem for Grants*

cation is good We have to phase out all these things This is very important

Mr Chairman You have exhausted your time

Shri Basudeb Acharia Dr Pandeya is here he is examining the cases and the assurance given by the Railway Minister on the 25th July 1991

MR CHAIRMAN You should conclude now

SHRI BASUDEB ACHARIA Gradually steam locomotive sets are being closed down they are being phased out because our production units are not manufacturing steam locomotives since 1953 What will happen to those workers who are working there? Recently the Supreme court has given a direction to the Railway Ministry to absorb them Though the employees of Coal and Ash Handling Unit are contract workers contractors are changing but the workers are not changing the same workers are working there for the last 20 years 15 years and they belong to SC & ST and backward community of our country

When the steam locomotive sheds are being closed down what will happen to 1.05 lakh casual workers?

MR CHAIRMAN You now please conclude

SHRI BASUDEB ACHARIA In 1980 the late Shri Kamal Tripathi announced on the Floor of the House that all the casual workers will be de-casualised will be regularised

MR CHAIRMAN You should conclude now

SHRI BASUDEB ACHARIA Thirteen years have elapsed and so far 1.05 lakh casual workers are waiting for their absorption for their regularisation

MR CHAIRMAN You should conclude now There are other Members also who want to speak

SHRI BASUDEB ACHARIA The fare for the second class passengers has increased (Interruptions) It should be withdrawn

MR CHAIRMAN You should conclude now

(Interruptions)

SHRI BASUDEB ACHARIA It was mentioned in the House because all the Members all the parties including the ruling party opposition parties BJP CPI Janta Dal supported my Bill which was a Private Members Bill

MR CHAIRMAN Shri Surendra Pal Pathak

Whatever Mr Basudeb Acharia says will not go on record

(Interruptions)

MR CHAIRMAN Mr Pathak you can start speaking

(Interruptions)

He has taken 35 minutes I am more than considerate to him I have requested him but he is not completing his speech



[ Translation ]

**SHRI SURENDRA PAL PATHAK** (Shahabad): Mr. Chairman, Sir, I rise to oppose the Railway Budget presented for the current year. Passenger fare and freight charges in this Budget have been increased very much which would ultimately lead to overall price-rise. When the congress party contacted elections in the year 1991, they had promised it check the price rise within a period of under days. But I have been observing that the hon. Minister of Railways has presented the third Budget and in all the budgets he has increase the passenger fare and freight charges due to which prices have been increasing continually. However, facilities being provided to the passengers are not in accordance with the increase in the fare and freight. The passengers traveling in trains have to ace a lot of inconvenience. Facilities particularly for the poor and middle class people in the country have not been increased adequately. Thousands of people travel on roof of the trains running on Lucknow-Moradabad route in all seasons - whether it is summer, winter of rainy season due to lack of space in the second class compartments. Increase in fare rates is not objectionable but at least the passengers should get facilities accordingly. I would like the Government to check the prevailing practice of traveling without ticket, this would enable the Railways to earn more revenue

There is also a practice of issuing free passes to the people having political links which causes a heavy loss to the Railways. (Interruptions)

**MR. CHAIRMAN:** The hon. Members should be careful that time is very short, therefore, they should not soeak slowly thus wasting time. You have five minutes, please conclude within that duration.

**SHRI SURENDRA PAL PATHAK:**

Middle class passengers do not get any facility and since the second class coaches are jam-packed, the passengers have to travel on the roofs of train. Therefore my suggestion is that either the number of trains should be increased or the number of second class coaches should be enhanced so that it becomes easy for the 90 percent poor, middle class persons to travel in trains.

Uttar Pradesh is a very big State of the country. But Uttar Pradesh has not been provided due facilities in this Railway Budget keeping in view the population and the area of the State. Utter Pradesh is a big State. In view of all these things, it has not been given due consideration in the Budget.

21. 00 hrs

Very few of the new trains introduced now pass through Uttar Pradesh I would like to suggest that atleast one new Express Train from Lucknow to Delhi via Shahjahanpur - Moradabad must be introduced to avoid the excessive rush of passengers in the trains. Similarly, another new train from Lucknow to Amritsar via Hardoi, Shahjahanpur, Moradabad should be introduced, Kanpur is a big trade center, the people of Bareilly, Shahjeshanpur, Bardoi, Moradabad, Vually have to go to Kanpur. I, therefore, suggest that a new train for Dehradun via Kanpur, Balamau, Hardoi, Shahjahanpur, Bareilly, Moradabad should be introduced so that the people of these areas may have train facility for Kanpur and the people of Kanpur can easily visit Handwar and Rishikesh.

Mr Chairman, Sir, the Marudhar Express train used to run from Lucknow to Jodhpur via Kanpur. But now tps line is being converted into the broad-gauge. Now

this train will run between Kanpur and Jodhpur I, therefore, suggest to run the Marudhar Express from Lucknow to Jodhpur via Sitapur Lakhimpur Golagoamant Pilibhit and Bareilly so that the passengers of the teral region may also have the rail facility At present there is no Express train an Lucknow to Bareilly narrow gauge Therefore it will be appropriate to run the Marudhar Express for the convenience of the people in teral re gion

Mr Chairman Sir I would also like to suggest that there is an urgent need to convert the meter gauge line between Lucknow to Sitapur Lakhimpur Pilibhit Bareilly into the broad gauge line This will enable the development of this region and provide sufficient convince to the people there This the region will witness a great development I have seen in the Budget that meter gauge lines are being converted into broad gauge lines and Sitapur-Burhal is a meter gangue line at present Now if the Burhal-Mahmudabad line is converted into broad gauge how it is possible to run the board train from Sitapur to Burhal Is t also a fact whether a meter gauge train will be run upto Sitapur from Burhal which is a total distance of 50-60km

Mr Chairman Sir the Unnao-Harauni meter gauge s being converted into broad gauge line I would like to suggest that the entire route should be converted into broad gauge because the practical conversion puts the passengers in trouble and they face a lot f inconvenience

Mr Chairman, Sir Hardoi is a very important Railway Station but it has no passengers' amenities Many Super Fast trains have no stoppage there My suggestion is that the Sharamvi Express which has no stoppage at Hardoi should be Schedule to have a stoppage there because the Mem-

bers of Parliament from Sitapur, Lakhimpur, Khin and Hardoi have to get the transform Hardoi Station for Delhi I, therefore, suggest to make a stoppage for Shrayvi Express at Hardoi Sir through you I want to urge upon the hon Minister of Railways that without he increase of train fare passen-gers facilities also should be increased tin that proportion If the passengers' facilities are not being increased then the increased farads in should be withdrawn because the prices have already gone high and this in crease in Railway fare will further escalate the prices With these words I oppose the Railway Budget presented by the hon Min-ister

Mr Chairman Sir I express my thanks for the time given to me to speak

SHRI C K KUPPUSWAMY (Coimbatore) Chairman, Sir I thank you very much for allowing me to express my views in the Railway Budget for the year 1993 94 While welcoming the budgetary proposals and extending support to the Budget I would like to thank the Pnme Minister and the Railway Minister Shn Jaffer Shanef in auncular and congratulate them on half of my constituency They have come out with measures that would benefit public at large I would lie to list out the commend-able measures in the budget for this year

- (i) It is commendable to have started from this year a spear Capital Fund with a view in mind to brad base the development and growth of Rail-way System in the country
- (ii) The decision to set up an expert Committee to ensure an efficient Mangement to make the opera-tions viable and profitable needs to oe commended

775 *Rly. Budget, 1993-94 Gen. MARCH 30, 1993 and Suppl. Dem. for Grants 776*  
*Diss.; Res. re. approval of 3rd Report of F.C.C.; Dem. for Grants (Rlys.), 1993-94;*  
[Sh. C.K. Kuppaswamy]

The announcement to run nine New Express trains during this year. Further computerisation of Railway Reservation Centres in 12 more Railway Stations in the ensuring year, insurance cover being given to the passengers traveling by certain important trains to get adequate compensation in the event of any accident decision to continue Catening Services through departmental units, setting up 6 Sub-Committees to ensueffective administration, conversion of gauge in DINDIGUL-MADURAI sector, MADURAI-VIRUDHU-TUTICORIN Sector, plan to complete the Mass Rapid Transit System up to luz in Madras by 1994-95 and the completion of Madras Beach park Station Section of the MRTS, Announcement of 8% dividen to the Shareholders of Indian Railway Corporation for the year 1991-92, decision to ply Rail buses with a setting capacity of 75 in broadgauge and 50 in Metre gauge, continuance of concessional Rail Freight tariff to 12 other items excluding pulses, grains, sugar, diesel and oil cakes plan to increase railway revenue by way of introducing 10% surcharge on goods transported by 'to pay' mode, setting up of a 50 Locomotive capacity Electric Located at Erode at a cost of about Rs. 10 crores I congratulate the Railway Minister for the effective measures to add to the facilities of he traveling public.

I also request the Minister to constule Regional level Committees comprising of Members of Parliament so that they are appressed to the ongoing projects and measures in various Railways especially their respective regions. This could be done through the officials at the regional level.

In North Coimbatore. the overbrige construction is going on in full swing and I thank the Railway Minister for making finan-

cial allocations to complete the project at an earlier date.

I also request you to take up the Railway Overbrdge construction work in Tiruppur by way of making financial provisions during this year.

Tiruppur Goods Yard needs improvisation and expansion to handle goods traffic. I have taken up this matter with several officials and the Railway Minister himself. I request you to incorporate this in the plans and schemes for the ensuring year allocat- ing needed funds for the same.

As far as Tiruppur is concerned, Knitted garments worth about Rs. 1200 Crores are manufactured. Most of them are exported earning the much converted foreign exchange. to handle the movement of these goods, the railway freight movements infrastructred in Tirupprneeds imprisons. All the major trains passing through Tiruppur must have stoppage there for it is emerging one important commercial nerve centre.

I thank the Hon 'ble Railway Minister for having introduced Rajasthan Express.

I also thank him for providing 'Water Special Trains' to bring drinking water to Madras city which faces acute drinking water shortage. On behalf of the people of Tamil Nadu I thank the Hon'ble Railway Minister and the Hon'ble Prime Minister for their kind gesture to provide water opesating extra special trains.

As far as Tiruppur Railway Station is concerned I have to bning to your notice certain things. Tiruppur Station earns a lot for the Railways. But whenever we rning up to the Station there is on one to reply when the Station earns lakhs of rupees everyday, we find not many to man the phones there I

777 *Rly Budget, 1993-94* CHAITRA 9, 1915 (SAKA) (Rlys), 1993-94, and Suppl 778  
Gen Diss, Res re approval of 3rd Report of R C C, Dem for Grants  
Dem for Grants (Rlys), 1992-93

request everyday, we find not of it. Considering the importance of the Railway Station in an industrial town like Tiruppur, you must look into this lacunae at the earliest. A Clerk could be posted there. This would also be solving unemployment problem in the case of atleast one eligible hand to be employed in the Station. A town like Tiruppur which earns much wanted foreign exchange to India deserves a better treatment from the Railways. Bokaro Steel city Express passing through my town goes upto Alapuzha. It leaves Madras at 2 O'clock. The same train leaves Alapuzha at 12.50 noon and reaches Coimbatore at 8.30 P.M. Normally 50% of the seats go 'Kovai Express' and hence to attract more people and to overcome the problem of empty haulage the fare for this train should be reduced by about 25%.

In Podanur there is a Railway School which calls for the attention of the authorities. It needs renovation and expansion. As it benefits the children of the Railway employees the demand for carrying out repairing work should be taken up immediately. There is a housing scheme for Railway employees over there. But I would like to bring to the notice of the Minister that many employees are yet to get the benefit of this scheme.

As far as Railway is concerned corruption is rampant in certain places. I would like to inform this august House and through this House the Minister that certain Railway officials resort to corrupt practices.

As far as Tamil Nadu is concerned, though there are several measures on the anvil, some lacunae is found still. Some officials are not serious and sincere in translating into action what the Railway Minister contemplates. Olavakkot Division includes a vast area of Coimbatore Section. I have been drawing the attention of the authorities

to bifurcate this division into two to overcome both the geographical and psychological barriers. But this has been ignored though I have been making the plea often. There is no budgetary provisions as such to bifurcate Palghat Division into two Divisions. I request the Minister to look into it and give a concrete shape to our long standing demand.

Congratulating the Hon'ble Railway Minister for his laudatory measures, I express my support to this budget. I gratefully acknowledge the chair for giving me an opportunity to address this august House sharing my views. Thank you.

[English]

MR CHAIRMAN Before calling the next speaker, I want to tell the Members who are present here one thing. Now as things stand here, and as per the time which has been given, only Congress and B.J.P. have yet their time at their disposal. All other parties have exhausted their time. But at the same time I will see that all are being called. Other parties have exhausted their time. I will try to manage and whoever comes here will try to do the same thing. No names are here. We will try to do according to the House. Shri Yama Singh to speak now.

[Translation]

SHRI DEVENDRA PRASAD YADAV (Jhanjharpur) Mr Chairman, Sir, you enjoy a lot of untold power.

MR CHAIRMAN But it is necessary to point out it. I agree that the same case is with every member. Mine is also the same position. When I am on that seat. But he who has been allotted time should be allowed to speak first. Shri Yama Singh Yuman, you please start your speech.

[English]

**SHRI YAIMA SINGH YUMAN;** (Inner Mainpur): Sir, at the outset I would like to mention that I am rather confused whether I shall support the Budget or not. I shall decide it only when I hear the reply of the Minister of Railways.

It is a proposal for spending more than Rs. 32, 801 crores from the Consolidated Fund of the country. While proposing this, I do not find any proposal for even one paise for the State of Mainpur or rather I would like to say for that North East region. So, I feel that it is an injustice. When there is a proposal for spending more than Rs. 32, 000 crores, not a single paise is proposed of responding for that region. That is very unfortunate.

This is one thing which I want to know from the hon. Minister. Sorry that he is not here but the Minister of State of Railways is here. I want to know from him whether Mainpur is a part of the country or not (*Interruptions*) Is she not a part of India? I want to have correct answer for this.

You are shouting and you are issuing sermons for national integration. But practically. Where is national integration without equal treatment? So it is quite unfortunate.

There is great imbalance in respect of development. All that you are proposing is for South, North, West and Centre, and nothing for that region. We are so unfortunate in this regard. If you consider that the people staying or residing there are a part of the nation you have to do some justice for that area also.

I have to spend by time for expelling this injustice done. Even for allotment of time injustice is done. I am allotted only three or

five minutes. Since I happen to be a member of this House. I have not been given more than 2 or 3 minutes whereas other hon. Members are getting 30 to 50 minutes each.

What I will express in 3 to 5 minutes? I can speak and express my views in the larger interest of the country during this time of discussion. But I cannot devote even one minute for this. I have to spend by time, the minutes allotted to me for my State. When I speak only for my State they will think I am narrowminded. I prefer to be broad-minded, I prefer to have broad outlook. But the time given is very little. So, I cannot spend the time on anything except my State of Mainpur.

As you know, Sir, if the people of Mainpur come out of the State, they have to travel by bus more than 200 kilometers on alternate routes one is Imphal to Dimepur and the other is Imphal to Dimapur and the other is Imphal to Jirban to reach Silchar to get the train there. You can prepare a project for developing this Jirban in the State of Manipur. There is a rail-head there. But this is only in name. This is not developed properly. So, why not you spend a few lakhs of rupees on developing that? We are not asking for railway line overnight to reach the capital of Imphal. But now we are coming to the Eighth Five Year Plan. Up till now, nothing is allocated for that side on the railways. What I am proposing is, at least do some survey work there. I am not asking you to complete it in 8 years or 10 years. The government may take even 20 years or 30 years. But let there be a programme. That is what we are asking for. So, on that, at least some money can be spent. You are asking for national integration and for coming into the mainstream and there are so many sermons like that. But you have not translated this into action. There is an imbalance there. If this imbalance is not removed, the sermons won't work.

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The State of Manipur is insurgent t-  
ndden So many youth organisations are up  
in arms and to this insurgency State if I go  
back with your proposals, they will find that  
there is nothing for Manipur Will they be  
happy? Please imagine this situation I am  
only bning this the notice of this House

Now, there should be improvement of  
the Silcher Jirbam line You please take up  
some works on this line, for providing conve-  
nience to the railway users of the State of  
Manipur and connect this line with some  
junctions At the moment this is not con-  
nected with any junctions At the moment  
this is not connected with any junction Only  
a rail head is there No survey is made Why  
do you spend so much money on this  
without giving any service/ An d then after  
that please try to extend this be beyond  
Jirbam to reach Imphal, the Capital of the  
State it will be in the larger interest of the  
country and specially of Manipur

As regards railway users from the State  
of Manipur, they have to travel to any part  
of th country outside Manipur via this Imphal-  
Dimpaur road or Imphal-Jirbam road When  
there are incessant rain for a t least 5-6  
days, all these roads are blocked by land  
slides and the people living there have to  
resort to transpotation by airways for reach-  
ing Imphal from Delhi which costs thousand  
of rupees The people are facing a lot of  
inconvenience I would request the hon  
Minister of Railways to look into the problem  
and kindly remove this inconvenience Then  
you ask the people to come in the main-  
stream and for national integration Witheout  
making anything for them, they will not be  
listening to you

I have experience some corrupt prac-  
tices being indulged by the officials of the  
Indian Railways While my daughter were  
traveling TTK came from Howran bound for

Delhi Though the officials collected the fine,  
they refused to issue the receipt They said,  
"We will issue the receipt" When they came  
to Moghul Sarai they disappeared So many  
corrupt practices are taking place in the  
Railways

Finally please arrange one Rajdhani  
Express from Delhi to Guwahati and  
Guwahati to Delhi, just as you have provided  
from Delhi to Bombay, Delhi to Calcutta,  
Delhi to so and so place But you have not  
provided to the Northeast This is our rightful  
demand We demand for a Rajdhani Ex-  
press for Delhi to Guwahati because those  
people living there are also Indian nationals  
Why are not you not spending money on that  
part of the country We are claiming it as our  
rightful demand Please consider this

Thank you, very much

[Translation]

SHRI NITISH KUMAR (Barh) Hon Mr  
Chairman, Sir the negligence of Bihar in the  
Railway Budget has been discussed by  
several hon Members here I agree with  
them and urge the Government to remove  
these imbalances

Moreover, through you I want to put  
forth my 2 or 3 suggestions before the  
Government The Bakhtuarpur-Rajgir  
Branch line in the Eastern Railway should  
be extend upto Gays This Branch line that  
has turned uneconomical will become how  
forgettable and the Buddhist circuit also will  
be constructed It has been an out-standing  
demand but it cannot be said as to why  
attention has not been given to it so far It will  
attract foreign tounsts in large number and  
the tounsts industry will also be promoted

All these places nght from Banaras to  
Patna Bodh-Gva, Rajgir will be covered

[Sh Nitish Kumar]

presented by the hon Minister of Railways

under Budhist circuit It will increase the income of the Government It will improve our international relations from every angle Pawapur is a very great and impart pilgrimage for the Jain Pilgrims sites and important pognmage for the jains Pilgrims sites like Rahgir and Nalanda are located there The Nalanda University has been one of the Oldest unvesties Rajgir is the place where Lord Gautam Budha had gone to attain enlightenment There is only a missing rail link from Bakhtiyarpur to Rajgir and from Gaya to is wa and its distance is only 22 kilometers It can be a very minor scheme and can be constructed with a limited fund

Earlier the Fatuha-Islampur rail line was in the Eastern Railway Previously it was under a private sector Afterwards it was nationalized and now it has been closed

I would like to request the Government to restart this rail line A bridge over the river Ganges at Patna should be constructed at the earliest I would like to demand that Rajdhani train from New Delhi to Guwahati via Patna should be introduced Earlier there were 343 up and 344 Down trains from Darbhanga to Laukaha and Laukaha to Darbhanga This rail service was suspended temporarily following the Ayodhya incident occurred on the 6th December But this train has not been restored so far I would like to urge upon the Government to restore this train

With these words, I conclude

SHRI JANARDAN MISRA (Sitapur)  
Mr Chanman, Sir, an additional revenue to the tune of Rs 1848 crore is expectee from the increase in passenger fare and freight proposed in the Railway Budget for 1993-94

The Railways earned Rs 757 crore during the current financial year in comparison to Rs 564 crore. Rise in second class passenger fare and freight will adversely affect the weaker sections of the society and the farmers as well. Concession given earlier in freight on foodgrains, pulse, sugar, kerosene oil, diesel and oil-cake has been withdrawn and instead a 10-12 per cent increase has been effected. This major shift in policy has been effected by the hon Minister further hitting the general public. Even the poor have not been spared in the Budget. Justifying the rise in passenger fare the hon Minister of Railways has said that he had to take that decision keeping in view the rise in the dearness allowance of the employees as well as the rise in price of diesel, electricity, coal, steel etc. The hike in passenger fare would generate inflation and bring down the rate of industrial development. The public is having to suffer for the inefficiency of the Railways and for the unchecked unnecessary expenditures being done in the Railways. There was a 5 per cent increase in passenger traffic during 1991-92. A 6 per cent increase was expected in the current year.

[English]

SHRI GOVIND CHANDRA MUNDA (Kanjhar) I am the senior Member I requested to give me a chance to speak. But I am denied the chance. Therefore in protest I am going.

MR CHAIRMAN I would request you to wait. You will get your chance. Nobody will deny time to speak to you. The time allotted to your Party is over. You wait for some time. You will get your opportunity. You will get your chance when times comes.

SHRI JANARDAN MISRA Mr Chairman, Sir, a 6 per cent increase was expected in the current year but the hon Minister of Railways has hold the incidents of Ayodhya responsible for it just to put a lid on his failure and made this excuse Has the hon Minister paid any attention to the fact that there has been a fallen per capita cinema which has affected revenue from passenger traffic due to which the target set for increasing traffic by 6.5 per cent will not be achieved A sum of Rs 1200 crore was to be mobilised through the Railway Finance Corporation in the current year but due to poor goodwill of the Railway Finance Corporation, it could not find place in market with the result only 10.5 per cent resources could have been mobilised The hon Minister has stated in his Budget to introduce nine new trains two new route and accelerate the frequency of 5 trains All those changes are not likely to give any benefit to the East and North-East India The hon Minister should pay attention to it

The hon Minister has provided in his Budget to introduce a new sleeper class for which the passenger fare will be 25 per cent more for example, the present second class fare from Jhansi to Delhi is Rs 80 Of sleeper charge for night journey is included in it then the amount comes to Rs 102, but now due to the present 25 per cent increase the travelers will have to give Rs 120 for taking day journey from Jhansi to Delhi I would like to submit to the hon Minister that increasing the number of sleeper coaches will not be of any help unless the number of general bogies is increased and if the number of general bogies is not increased no traveller would, therefore, like to general bogies During day time the unaccompanied travelers would by force enter those sleeper coaches and they would disturb the passen-

gers who have paid more fare Particularly the travelers hiding monthly season ticket would create much trouble for such travelers I would once again like to submit to the hon Minister that the number of second class general bogies should be increased so that the general public may have convenience to travel in those coaches

Railway money to the tune of Rs two thousand crore goes waste due to rampant corruption In this context, I would like to cite the example of newly recruited persons in the railways at Moradabad Out of total 252 persons recruited there, 157 persons were recruited through corrupt ways by taking money from them There was no criteria at all had the hon Minister paid attention to this problem, a sum of rupees two thousand crore could have been saved by putting a check on the persons of the Railway administration indulging in corruption The Railway has to suffer heavy loss due to traveling without tickets and leakage is fright due to big businessmen being hand in glove with staff If efforts are made to check corruption then I think there is no need for 10 per cent and 12 per cent increase in fare and freight

The hon Minister of Railways has not announced any new facilities for passengers 10 to 12 per cent increase in freight would adversely affect the industries that are already hit by the price-hike on coal, metal and other raw materials

By increasing the rate of monthly season tickets from Rs 5 to Rs 40 in this Budget efforts have been made to exploit the office going people in every possible way who avail the facility of monthly season tickets The women who are engaged in service and who want to avoid crowd, take first class monthly season ticket and travel between Gwalior and Delhi and Moradabad and Delhi, will have to pay more



[Sh. Janardhan Misra]

tage of that tourist spot.

as first class seasons ticket fare has been increased four hundred per cent more than the increase in the second class seasons ticket. In this way, by making four times more increase in the fare of first class money season ticket. The passengers have been made to suffer the blow of price hike. A sum of Rs. 254 crores was allocated during 1991-92 for laying new railway lines. It was Rs. 236 crore during 1992-93, but for 1993-94 only Rs. 188 crore has been allocated. What are the reasons that the hon. Minister has not paid any attention to laying of new railway lines. Of course, the allocation for converting the metre gauge line into broad gauge line has been reduced. For this purpose Rs. 133 crore was allocated for 1991-92, Rs. 559 crore for 1992-93 and now it is Rs. 815 crore for 1993-94. Travelers have been made to suffer further by effecting an increase ranging from 3 per cent to 25 per cent in surcharge being taken in the name of Computerised reservation.

The hon. Minister of Railways deserve congratulations for announcing the conversion of Buhawal Mahudabad railway line. But that conversion will prove totally useless if that line is not converted from mahudabad to Sitapur. The reason is that if this distance of 60 kilometers is not converted, then this converted line will lie unused. The hon. Minister had made an announcement for the conversion of Lucknow-kathgodam railway line, in 1992-93 as Nanital is a hot spot. The hon. Minister had also accepted the proposal. But no provision in this direction has been made in the present Budget. I would like to submit to the hon. Minister that he should take specific steps for the conversion of Lucknow-Kathgodam railway line so that the number of tourists visiting that tourist spot may increase and the maximum number of tourists may take advan-

Lastly, I would like to submit one more thing. From my constituency, only one train from Sitapur comes to Delhi. On this route the railway track between Sahjahanpur and Janghadur Ganj was converted during 1991-92, but the rest of the track is lying as it is owing to which the movement of the train on this line is very slow. This gives a chance to the thieves and burglars to rob the travelers. As such, the business of that area is considered that rail communication is useless. I would like to submit to the hon. Minister to take effective steps for providing protection on the train coming from Sitapur to Delhi.

With these words, Mr. Chairman, Sir, I would like to express my thanks for giving me an opportunity to express my views.

[English]

SHRI BIR SINGH MATATO (Purulia): Mr. Chairman, Sir, I rise to oppose the Railway Budget because it is anti-farmer and anti-middle class. It would contribute to increasing regional imbalance and adversely affect West Bengal, Bihar and Orissa. Increase in freight and fares would have a cascading effect on the economy. The additional burden of Rs. 1849 crores on the people was the largest amount ever realised in a Railway Budget. The rail users are made to pay for the inefficiency of the authorities. The Railway Budget will increase inflation and that the industry and common man. It will also go against the Government's attempt to contain inflation at about five per cent.

Government should make railway bonds more popular and should make better use of the idle land for generating resources. In the Seventh Plan, budgetary support was 42 per cent. But in this Budget there is only 14.7

per cent budgetary support. In 1991-92 the construction of new railway lines has been of the order of Rs 254 crores, in 1992-93 it was Rs 236 crores. Now it is only Rs 188 crores. This Budget is an all round consulate to the people who are already suffering from continuous process rise. The Budget propose steep increase in both freight and passenger fares to the tune of Rs 1848 crores. The freight rate has even increased by 10 to 12 per cent for all commodities. This will further fuel the inflationary trends and the burdens will be passed on the people.

The Railway passengers have been mercilessly attacked. There will be ten per cent increase in passenger fares for all types of trains above 100 kilometers.

Monthly season tickets have also been steeply increased affecting million of daily commuters. Even reservation and sleeper charges have been raised for second class passengers. The new sleeper class is just a transparent one to high sleeper. Care. The railway tickets also have not been spared. What was perforce for the vital railway sector is reduced infrastructural development and worsening facilities for passengers.

The Railway Ministry is determined to continue its privatisation measures in keeping with the new economic policy of the Government. With this, I oppose this Budget.

[Translation]

DR LAXMI NARAYAN PANDAYA (Mandsaur) Mr Chairman, Sir, sporting all the Cut Motions on the Railway Budget presented by me and my colleagues of the Bhartiya Janaga Party. I would like to express my views on this Budget. The non/Minister of Railways has said in his Budget

speech that a provision for additional finance to the tune of Rs. 1220 crores has been made. He has also admitted that he has not been able to achieve the financial target due to C A N F I N A and only due to that the Railway had to copy more rate of interest also.

Sir since the target of additional finance could not be achieved, I would like to know what other alternative arrangement has been made is going to be made? You have also admitted yourself that the Indian Railway Finance Corporation has failed in this task. This responsibility should be fulfilled by the Ministry of Railways because railway is a social responsibility. This is meant for peoples welfare and it should not be run on commercial or profit basis. This is not proper on his part to make good the losses by increasing passenger fares and freight charges. Probably, the hon Minister has not pondered over the adverse effect the increase in fare by 10-15 per cent will have on the common man. Fare for both short and long distance travel has been increased. Even the suburban passengers have not been spared. A new 'Sleeper Class' has been introduced and the passengers are being charged more, but even then there is no guarantee of naming reservation to from and the passengers have to travel without proper seats. Please explain how will the reservation be ensured in this class.

[MR DEPUTY SPEAKER *In the Chair*]

21.52 hrs.

In addition to passengers fare, freight charges have also been increased on the goods which were exempted earlier, for example fodder, sugar, gur, fertilizers, pulses and foodgrains. Even before the presentation of the General Budget prices of sugar, petroleum products, steel, cola etc were

revised. With the presentation of both the General and the Railway Budgets prices will further go up. There is a clear attempt to reduce the real purchasing power of the people. This had been going on for quite some time.

The Ministry of Railways has utterly failed in improving the passenger amenities. At smaller public conveniences like lavatories and drinking water have not been made available. Though attention to this has been drawn time and again, yet these facilities have not been provided at smaller station. The scheme of building 'Model Station' has also been abandoned after building just 2-4 'Model Stations.' I would like to request the hon. Minister to explain the basis for selecting the 'Model Stations'. Passengers are being burdened more and more but the amenities are not being increased proportionately. On the one hand, the hon. Minister is promising to bring down prices, and on the other hand, freight charges have been increased. This increase in freight charges will definitely add to inflation. Therefore, the Government must pay attention to this. I demand withdrawal of the proposed increase in passenger fare and freight charges.

I am desirous to know how the passenger amenities are going to be made available. Passenger amenities are not available at big stations in Madhya Pradesh like Indore, Ratlam and Bhopal. More and more coaches are being added to the trains, i.e., up to 18 coaches, but after the 10th coach all the coaches are outside the platform, if children have to get down then it is quite difficult. Therefore, in addition to addition of coaches, attention should also be paid to expansion of platform. More sheds should also be built. Passengers are being charged more, but the condition of AC-II coaches and ordinary

second class coaches is not different. Condition of tracks is bad and keep swinging and coaches are unable to sleep as well, the passengers are paying superfast charges but because of the bad condition of tracks speed of the trains could not be increased. Trains are derailing everyday. The Ministry of Railways has already derailed because passengers welfare is no more its concern.

I would like to submit that on the one hand electrification is going on in full swings and on the other hand, locosheds for diesel locomotives are being built. Kharagpur track is going to be electrified. Capacity of loco-shed is going to be increased to 100 from 60. When electrification is to be done, then what is the need for increasing the capacity of loco-sheds. On the one hand the diesel engines are going to be phased out and on the capacity of loco-shed is being increased. Please examine this again. I would like to thank the Ministry of Railways for the gauge conversion work undertaken by it. A small stretch of track in my constituency from Neemuch to Ratlam has been included in the gauge conversion. However, adequate funds have not been made available for the same. I think it will be proper to thank you later on when adequate funds are made available and the schedule of completion of gauge conversion is disclosed. Conversion into broad gauge of Ratlam-Ajmer section should be immediately completed.

Railways must keep an eye on regional balance so that in selected areas new lines are built to improve rail movement. Demands for Bihar, Himachal, Orissa and U.P. were made but I would like to dwell on Madhya Pradesh. Chattisgarh, Bastar and Jhabua in M.P. are predominately tribal areas. I demand construction of Indore-Gohad rail line in Jhabua tribal area, though the proposal has been approved, adequate funds have not been made available. Funds

are also not available for Setna-Rewa, Guna-Etawah and Majsi-Dewas rail lines I would like to know when the funds are not being made available for the approved projects, then how will the passenger amenities be made available

Book stalls of M/s A H Wheeler and company at the stations sell all kinds of literature Why not have the stalls of 'Sarvodaya Sahitya Mandal' or 'Geela Press which sell quality literature and religious books Good literature penned by other writers should be made available M/s A H Wheeler and Co sells all kinds of books There is total monopoly in the contract system I urge you to look into this practice and also to look into the quality of books being sold at the stalls 'Sarvodaya Sahitya Mandal' should also be accorded permission to sell quality books I would like to dwell on an important subject

Railway Service Commission holds interviews After this the selected candidates are medically examined and are to be put on training However, the appointment letters are not issued up to two years After interviews sometimes the conditions are put on training but even then they are not appointed This causes frustration among the candidates and they put for other jobs After training, they should be immediately appointed Employees interest must be accorded priority At smaller stations residential quarters for railway employees and roads have not been constructed and even at big stations educational facilities for children have been made available If the employees approach Central Schools then the lathers' response is that wards of railway employees cannot study there while employees of other departments like Central Excise income-Tax and Banks etc can study there

22 00 hrs.

I would like to submit that the railways should open it own railway schools on the lines of Central Schools so that the children of railway employees may get proper education This sort of facility is not available in the areas where even 15-20 thousand railway employees resides The hon Minister must ponder over this

The hon Minister of State in the Ministry of Railways has informed just now that train accidents and the number of incidents of derailment have come down However, it has been stated in reply to Starred Question No 479 that between April, 1992 and February 1993 the rail lines remained blocked for 3 998 23 hrs due to derailment of goods trains As a result of derailment of goods trains routes of 4019 trains were diverted The reasons for derailment of goods trains are employees errors wagons or engines develop mechanical faults or fault like under gear and wheels and springs develop snag and railway tracks are not proper I would like to know what is the Government doing for the proper maintenance of railway tracks which are in bad shape Not only goods trains derail but passenger trains also derail This is happening every now and then Only a few days back several persons were killed and injured in such an incident Therefore there is the need to ponder over the issue properly Railways is losing credibility because of this so something must be done

While raising the issue of mismanagement in railways quite a few hon Members also raised some very objectionable things going on in railways like contract system Recently a contract for sleeper coaches was given and the name of an influential person was also linked with it. This matter was raised even by the newspapers with printing of photocopies How was the organisations

[Sh. Laxmi Narayan Pandaya]

or society set up and got registered. When was the contract given; whose names have been registered, who are partners; what sort of relations they are having with the high-up; how is the contract given within a short span of six months are such points that were raised here. The Government should clarify all these points. I would like to raise one more thing in the end. Neemuch, Ratlam and Mandsaur railway stations should be modernised. Construction of over bridges in Ratlam, Jawad and Mandsaur need be immediately taken up. (*Interruptions*)

I would like to make a submission Ratlam railway division. Contract for running canteens serving refreshments and supply of 'Nakeen' on trains was given and 'Nakeen' was purchased at the rate of Rs. 18 50 which is being sold for Rs. 36. Is it not picking pockets of passengers openly? Is it not fleecing common man by making such arrangements? Is this the type of privatisation is railways? Will they continue to fleece people in this way? What are the reasons for privatisation? Though we raised objections against privatisation, yet not attention was paid. This is going on in Ratlam railway division. There are many such contracted like manufacturing go sleepers, refreshments etc. Indore-Delhi train takes 18 to 20 hours and this time is very much, it an be reduced The same is the case of train from Indore to Nizamuddin. There has been a demand for a half of Sarvodaya Express or of a superfast train at Shamgarh in Kota division under Western Railways. The Government should make proven for it. Madhya Pradesh has been extremely backward from the point of view of Railways. Therefore, Railway facilities should be particulary in Adivasi dominated areas so that the common masses may be benefited.

Mr. Deputy Speaker, Sir, with these words I conclude.

22.06 hrs.

#### MESSAGES FROM RAJYA SABHA

[*English*]

SECRETARY-GENERAL: Sir, I have to report the following messages received from the Secretary-General of Rajya Sabha:-

- (i) "In accordance with the provisions, of sub-rule (6) of rule 186 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return her with the Jammu and Kashmiri Appropriation (Vote on Account) Bill, 1993, which was passed by the Lok Sabha at its sitting held on the 29th March, 1993, and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill."
- (ii) "In accordance with the provisions of sub-rule (6) of rule 186 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return herewith the Jammu and Kashmir Appropriation Bill, 1993, which was passed by the Lok Sabha at its sitting held on the 29th March, 1993, and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill"
- (iii) "In accordance with the provisions of sub-rule (6) of rule 186 of the

Rules of procedure and Conduct of Business in the Rajya Sabha, I am directed to return herewith the Himachal Pradesh Appropriation (vote on Account) Bill, 1993, which was passed by the Lok Sabha at its sitting held on the 29th March 1993 and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill "

(iv) "In accordance with the provisions of sub-rule (6) of rule 186 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return herewith the Himachal Pradesh Appropriation Bill 1993 which was passed by the Lok Sabha at its sitting held on the 29th March 1993, and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill"

(v) "In accordance with the provisions of sub-rule (6) of rule 186 of the Rules of procedure and Conduct of Business in the Rajya Sabha I am directed to return herewith the Madhya Pradesh Appropriation (Vote on Account) Bill, 1993, which was passed by the Lok Sabha at its sitting held on the 29th March 1993, and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill "

(vi) "In accordance with the provisions of sub-rule (6) of rule 186 of the

Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return herewith the Madhya Pradesh Appropriation Bill, 1993, which was passed by the Lok Sabha at its sitting held on the 29th March, 1993, and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill "

(vii) "In accordance with the provisions of sub-rule (6) of rule 186 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return herewith the Uttar Pradesh Appropriation (Vote on Account) Bill, 1993, which was passed by the Lok Sabha at its sitting held on the 29th March 1993, and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill"

(viii) In accordance with the provisions of sub-rule (6) of rule 186 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return herewith the Uttar Pradesh Appropriation (Vote on Account) Bill, 1993, which was passed by the Lok Sabha at its sitting held on the 29th March, 1993, and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill "

(ix) "In accordance with the provisions of sub-rule (6) of rule 186 of the Rules of Procedure and Conduct of

[Sh. Laxmi Narayan Pandaya]

Business in the Rajya Sabha, I am directed to return herewith the Rajasthan Appropriation (Vote on Account) Bill, 1993, which was passed by the Lok Sabha at its sitting held on the 29th March, 1993, and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill."

- (x) "In accordance with the provisions of sub-rule (6) of rule 186 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to it return herewith the Rajasthan Appropriation Bill, 1993, which was passed by the Lok Sabha at its sitting held on the 29th March, 1993, and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill".

- (xi) "In accordance with the provisions of sub-rule (6) of rule 186 of the Rule of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return herewith the Appropriation (Vote on Account) Bill, 1993, which was passed by the Lok Sabha at its sitting held on the 30th March, 1993, and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill."

- (xii) "In accordance with the provisions of sub-rule (6) of rule 186 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am

directed to return herewith the Appropriation Bill, 1993, which was passed by the Lok Sabha at its sitting held on the 30th March, 1993, and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill."

RAILWAY BUDGET, 1993-94 GENERAL DISCUSSION; RESOLUTION RE. APPROVAL OF THIRD REPORT OF THE RAILWAY CONVERSION COMMITTEE; DEMANDS FOR GRANTS (RAILWAYS), 1993-94;

AND

SUPPLEMENTARY DEMANDS FOR GRANTS (RAILWAYS) 1992-93

[English]

MR. DEPUTY SPEAKER: Now we will continue discussion on Railway Budget Shri Manjay Lal.

[Translation]

SHRI MANJAY LAL (Samastipur): Mr. Deputy Speaker, Sir, I rise to oppose the Railway Budget presented before the House. It is a budget that tends to increase the gap between the poor and the rich, create disparity among the poor and in the backward areas and encourage regional imbalances. The hon. Minister of Railways seems to avail an opportunity to cheat the common people through this Budget, therefore I oppose it.

Mr. Deputy Speaker, Sir, in the railway budget for the year 1992-93 the hon. Minister made a proposal for privatisation of many departments under his control, prob-

ably international Monetary Fund was behind it. This year also, there are signs of the involvements of IMF with regard to the increase in passenger fare and flight charges in the Budget presented for the current year by the hon. Minister. The subsidy given with regard to food grains, pulses, sugar, diesel etc. in the Budget for the year 1992-93 has been withdrawn. It will certainly cause a burden on farmers and labourers.

Mr. Deputy Speaker, Sir, ten percent increase in the fares upto 500 km. and 12 percent for the distance more than that will certainly increase the inflation. An increase of 5 percent in surcharge on coal would create a great deal of burden on the poor sections of the society. Besides, an increase of 50 paise in the second class passenger fare for 10 km and 50 paise in the second class passenger fare for 10 km and 50 paise more if the distance exceeds 10 km thus having a total of 1 Rs. increase in the fare for the distance of 15 km will also have an adverse effect. Similarly, increase in the charges of monthly tickets is also a matter of deceit to the low salaried employees. The ticket charges for a second class sleeper have been increased from Rs. 7 to Rs. 10/- surcharge on the ticket for a second class compartment has been increased from Rs. 3/- to Rs. 5/-. The Government may please clarify its intentions. The hon. Minister of Railways has imposed new taxes worth Rs. 1848 crores in the Budget for the current year. The Government could have avoided this situation. However, it is anti-people budget, that is why taxes worth Rs. 1848 crore have been imposed. The hon. Minister of Railways has already given the work of cleaning and food arrangements in trains in private hands which has led to increase in unemployment and no new appointments have been made so far.

Mr. Deputy Speaker, Sir, 75 percent amount was given from the Central budget as an allocation for Development work in Railways in the Fifth Five Year. Under the seventh five Year Plan, this allocation was about 42 percent. Whereas this year this provision was of 20 percent but the Railways has taxes only 14.7 percent and has burden on the people to follow the directions of International Monetary Fund.

Mr. Deputy Speaker, Sir, there is a wide spread corruption in the country. Railways is no exception to this effect. I would like to submit to you that a National Convention was held in Delhi in 1990 when Shri George Fernandes was the Minister of Railways. I remember that I was the fortunate persons to conduct the opening ceremony of the convention. Railway employees and representatives of all organisations whether recognised or not, the officers from the Railway Board from the Division level, Vigilance officers, Officers of Home Ministry and the Director of CBI were present in the meeting and extensive discussion took place as to how to save about Rs. 200 crore which was being lost every year due to wide spread corruption in the Railways. Had the hon. Minister implemented that scheme, there would not have any need to put so much burden on farmers and workers.

Now, I would like to present before the hon. Minister some problems of my constituency. I being to Samastipur which is in Bihar, and which happens to be the first place to have a locomotive Engine factory. That factory is quite old and I would like it to be modified and extended. 50 diesel sets were approved to be manufactured in Samastipur in the Budget for the year 1990-91, but no allocation has been made for the purpose so far. The Government may kindly allocate funds for it.



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*(Rlys ) 1992-93*  
[Sh Manjay Lal]

MR DEPUTY SPEAKER Manjay Lalji,  
many hon Members are yet to speak You  
please conclude

SHRI MANJAY LAL I am just to con-  
clude More and more diesel engines should  
be provide under Samastipur and Sonpur  
Railway zone The provision of selling tick-  
ets at Harpur Vochaha Railway Station that  
falls between Hajipur beachwear under  
Sonpur Zone, has been withdrawn and con-  
verted into a mere half whereas about 5000-  
25000 tickets were sold at that station should  
be restored Moreover Samastipur-  
Darbhanga Railway line should be cost con-  
verted into broad gauge The narrow gauge  
of Beachwear-Sonpur route should also be  
converted into broad gauge The project of  
he construction of a railway bridge on the  
Ganga nve in Patna has been lying pending  
for a long time and IL would like it to be  
constructed with immediate effect Inter-city  
passenger train which starts in the morning  
from Swan and reaches Mazuffarpur at 10  
AM and then dearest from muzaffarpur at 5  
PM should be extended to Sampoastipur  
The frequency of Tata Express from  
Samastipur-which at present is twice a week  
should be increased at least to four times a  
week

above all, wooden over bndge should  
be constructed at Dholi Station which falls  
between Muzaffarpur and Samastipur for  
the convenience of passengers Patna is  
the capital of Bihar MY demand is to con-  
nect our capital with the national capital  
through Rajdhani Express Shaheed Ex-  
press which goes to Muzaffarpur should be  
extended to Samastipur

The name of "piltauhia" Railway Sta-

tion near Samastipur has been changed to  
karpoungarm however tickets are still being  
sold there under the old name New tickets  
should be issued under the new name"  
Karpungram'

In the end I would like to submit that  
Banktiarpur Rajgur Railway line should be  
extended till Gaya With these words I am  
thankful to you for giving me an opportunity  
to speak

[English]

SHRI P C THOMAS (Muvattupuzha) A  
point of order It is already 10 15 p m and I  
am sure many of us will have to go without  
speaking So I suggest that, now onwards  
let us confine ourselves to limited points If  
all the hon Members cooperate and limit  
themselves only to the points, we will be able  
to finish It is just like a small train with a few  
bogies If it is done, I think, we will be able to  
conclude

MR DEPUTY-SPEAKER Mr Thomas  
has made a very good point You can make  
constructive suggestions, by taking into  
consideration the convenience of the elderly  
persons Of course the have to really go to  
their homes by the time But we are here If  
you confine yourselves by taking five min-  
utes each, most of the hon Members have  
covered the entire thing If there are any  
problems in the yours constitutcenices, you  
can bring them to the notice of the hon  
Minister

THE MINISTER OF RAILWAYS (SHRI  
JAFFER SHARIEF) If they like, I would like  
to suggest to them on eating Whatever  
criticisms, they want to make, let them  
separately meet me and criticise If they  
want to speak for their contingencies or for  
their States let them speak now

[Translation]

SHRI LAKSHMI NARAIN MANI TRIPATHI (Kaisorganj) Mr Deputy Speaker, Sir, hon Members who are sitting in the front line have since spoken. But when the turn of Members sitting on back benches comes, you are asking them to make a brief speech or not to speak. I fail to understand why we are being asked to speak in brief. This rule does not apply to leaders sitting in the front line.

[English]

MR DEPUTY SPEAKER The point is that the Chair has been insisting this from the very beginning. Those who get their chances early, they make lengthy speeches and those who get their chances at the end, they have to confine themselves for a few minutes. I agree that definitely gropes intuitively as been done. The chair is full aware of all these things. But, anyway, we will have to decide.

[Translation]

SHRI RAJENDRA AGNIHOTRI (Jaoansi) Mr deputy Speaker Sir, the hon Speaker has given an assurance to us that as in the past, we will get 12 hours to speak on rail Budget. We are prepared to sit upto late hours also.

The Railway Budget has a direct bearing on the like of general uplift of the country that is why I would like to say that this discussion should not be made time bound at any rate. The hon Members who names have been sent by different parties and preceded by the you must be given a chance to speak and the discussion should continue till such time. (Interruptions)

MR DEPUTY SPEAKER You may please sit down. You will also get a chance.

(Interruptions)

[English]

MR DEPUTY-SPEAKER Mr Agnihotri, most of the lines have been covered elaborately. The policy have been criticised. Everything has been criticised. Nothing is left out. Therefore my request is that, you kindly confine yourselves to five minutes each.

SHRI MUHI RAM SAIKIA (Knowing) I thank you very much for giving this opportunity to speak on the Railway Budget after waiting for several hours.

I rise to oppose the budget introduced by the Railway Ministry because it is unable to add budget. There is a grain disorientation between north south and particularly north eastern region because monthly has been done for removal of regional imbalances?

North eastern region is a resourceful region in the country. There are natural resources such as coal, valuable timber, oil, tea gardens. The people demand for smooth movement of goods and passengers from one place to another for the economic development of the area but nothing has been done.

The Railway Budget introduced by the Railway Ministry does not reflect any concern on the part of the Central Government for improving regional imbalance. Though this area is full of natural resources, there is a vast scope for development of the area but due to lack of means of communications, nothing has been done so far even after 45 years of our independence.

There is no extension of our railways in hilly States such as Meghalaya, Mizoram, Nagaland and Arunachal Pradesh. A few

[Sh. Muhi Ram Saikia]

minutes ago, the Ministry of Railway stated that the railway line is the life line of the nation. May I ask a question from the Ministry of Railway? Where is the life line of the nation in those areas? He also claims that railway is the cheapest mode of transport. People of those areas have been denied so far this benefit.

Again, we are demanding for conversion of metre-gauge line into broad-gauge line. But even upto this day, there is no such broad-gauge line from one end of the State to the other end, not to speak of other branch lines. Again, we the people of N E R have been demanding since long for introducing the Rajdhani Express in our area to have a direct link between Delhi and Bhubaneswar. This has been done in case of all other important cities except N E R.

Sir, we have also demanding for introducing the electric trains in Assam but till today not a single mile of railway line is electrified. All these things clearly indicate that the Railway budget does not reflect any concern of the Government for removing imbalances.

Due to lack of means of communications, most of the articles, almost all the articles including essential commodities have been carried by road transport resulting in high cost of essential commodities and as a result the poor people have to bear the burden of higher prices of their commodities.

Again, all worn-out bogies are sent to north-eastern region. We demand for immediate replacement of those bogies.

In the north-eastern region there is only a railway cum-road bridge in Assam. But, till today only one railway line-cum-road

bridge has been provided over the River Brahmaputra at Saraghat.

Another rail-cum-road bridge is coming up at Jugighopar. We demand for construction of rail-cum-road bridge over Bhumrapukan at Sighat.

We have been demanding for construction of over-bridge in the railway crossing at National Highway to avoid frequent accidents and inconveniences to the people.

I would like to remind the hon. Minister that such regional imbalance creates social tension which sap vital energy of the nation. It generates frustration, anger and anxiety. You have got no right to claim that you have been trying for the development of the country as a whole. How there can be development of the country as a whole if of such sort for regional imbalances exist even today? Can you take the country on the path of progress as a whole in the face of the existence of such regional imbalances? Therefore, I appeal to the Government of India to take steps for removal of regional imbalance for all-round development, progress, peace and tranquillity of the country.

In view of these things I oppose this Railway Budget.

SHRI BALIN KULI (Lakhimpur): Sir, I rise to support the Railway Budget presented by Shri C. K. Jaffer Sheriff. On this occasion I wish to speak a few words because I am also tired waiting for my turn.

Sir, in the Railway Budget the political philosophy of the Government is fully reflected. I want to congratulate the Railway Minister because of the unique role he has played in the Konkan Railway Project. con-

tinuation of railway lines, decrease of budgetary support, guague conversion and other development works, etc.

Sir, due to time constraint, I would like to milt myself but I wish to fihlight a problem. I belong to the North-Eastern Region which is deprived of some railway facilities, although the North-Eastern Region is a naturally rich State. But due to lack of infraction like railway lines not well covered so this State is lacking for industrial development.

I would like to deal with some points specifically regarding the safety and amenities to the passengers, in Assam and North-Eastern Region. There are a few long distance trains origination from Assam, Tinsukhia and Guwahati. One is from Guwahati to Dadar; One from Guwahati to Bangalore-Cormondal Express; One is Tinsukhia to Delhi and there is one more express from Guwahati to Delhi. These long distance trains are not superfast trains. The time taken by them is from 36 hours to 48 hours. This is meaningless to say that these are express or superfast trains. The North-Eastern people demand a superfast train like Rajdhani Express. But he Railway Department in stead of giving Rajdhani Express or a superfast train, have decreased the express trains from Assam to other places.

Sir, there is no safety of the passengers and there are no amenities provided to the passenger in the trains. There are looters and there is harassment to the passengers who travel by those trains. There are molestation of women in these trains and loot of property is also there in the trains.

Sometimes there is no mea! at all, sometimes there is no electricity for hours together, sometimes there is no drinking

water, etc. So I urge the Railway Department to increase the amenities and provide for the safety of the passengers who travel by those trains.

Sir, regarding the railway station improvement I would say that there were stations during the British period and after the British period when a line from Guwahati to Dhuari was the most important line. But after independence this line was neglected like anything. Later on the train was also stopped.

There is another train from Bongaigaon to Rongapar. After the Chinese aggression the line was built from Rongaopar to Jonnai. This line is now neglected now. The people of that region actually thanked he Chinese Government, because due to the Chinese threat this line was built. But after the war was over the line is no; maintained properly. A train by name Arunachal Express runs from Bongaigaon to Munganouli; but on the plea of the law and order situation this train was stopped. The people of the region allege that there is an understand dealing of he Railway officials with the private operators of the omnibus line. so, the people are barricade and they are frdd to travel by bus spending more money instead of going by train. I demand that these two trains from Guwahati to Dubri and fro Bongaigaon to mudakandala should be restored immediately. This is the damned of the people.

There is no time-table now for the local trains running from Tin Sukia to Lide, Tin Sukia to margarita and Merani to Jorhat and other places. For these local trains thrills no time-table. The people wait for the trains and the trains wait for he people also. There is lot of confusion. If there is a fixed time-table for these local trains the passengers will be befitted and the Railway Department also will earn

[Sh Balin Kuli]

There is a long pending demand of the Assamese people for Railway Division at Romia. During the time of Shri Kamalapati Tripathi an assurance was given and a committee was also appointed by the Railway Department. But what is the fate of this Committee, is still not known. Due to the bureaucratic tendencies of the high officials of the Railway Department this Romia Division is not coming up.

Another long pending demand is for another bridge over the river Brahmaputra connecting the south and the North banks of the Brahmaputra which will connect Dibrugarh and Lakhimpur and also help Arunachal Pradesh, Mizoram and Nagaland. It is also very important from the point of view of Defence also. Because, the defence personnel have to cross the river Brahmaputra by ferry which takes hours together, for to five hours. If the bridge is there then both the banks of the river can be developed like anything. The people of all these States will be benefited from this bridge. So the people of this area demand that there should be another bridge.

Regarding employment in the North-Eastern region, on the NF Railway, the people there are deprived from employment also. So, the people of the North-East, particularly Assam are demanding one hundred per cent reservation in the Class III and Class IV categories in the Railway Headquarters and in the other Railway Stations.

They also demand the upgradation of railway stations in Assam, like Lumpang, Tin Sukia, Bodarpur, Lamdir as model stations. These are all very important railway stations and due to the increase of traffic and passengers there is a demand for the

upgradation of these stations as model stations.

Assam is neglected. There was a proposal for Demanding to be a model station. This proposal was abandoned. We do not know the reason for that. Only the railway officials should know it.

We also demand trains of the Rajdhani Express type from Delhi to Guwahati and Tin Sukia after completion of the broad gauge line.

Lastly, the contract for construction work, developmental work in railway lines and catering constraints are not given to the local people of the North Eastern Region. The odd experience is misnomer to the North Eastern people because railway officials deprive the local people in giving any contract as they are not experienced enough. If the local people do not get a chance then how they will get the experience. Therefore, big contracts, developmental work and catering contracts should be given to the local people of the North Eastern Region, so that the feeling of nationalism can be injected to those people.

With these words, I support the Railway Budget and I congratulate the hon Railway Minister for presenting a very good Budget.

Thankyou

(Translation)

SHRI NITISH KUMAR: we will not prevent the hon Member from speaking but today the Members who have been sitting since morning must get priority.

SHRI MOHAN RAWALE (Bombay South Central): We were disappointed to listen to the speech delivered by the Minister

The Minister of Railways did a courageous job by increasing passenger fare and freight charges. The Minister of Railways has withdrawn the subsidy that was being given to foodgrains, sugar, diesel and khal. It will increase inflation. The freight charges on these items was never hiked. But this time the Minister of Railways has surpassed all earlier records. Last year the same Sharief Saheb had announced at the time of presenting Railway Budget that he had exempted all essential commodities from freight hike. There were thunderous applause in the House for this. But this time he has increased freight charges of all essential commodities. Even then they are clapping their hands. I cannot understand the rationale of applause this time.

In 1970 Railways were given 75 per cent from the general Budget. Now it has been reduced to 14.7 per cent. In this way, the Minister of Finance is also responsible in bringing the Railway to its present state. All the countries of the world give support to railways. But in India this support is being reduced by the Government. This amount should be increased because it is facing difficulty in mobilising funds through Railway bonds. Now it is taking loan at the rate of 19 per cent interest from the U T I.

The Ministry of Railways has made more provisions in the Railway Budget for the year 1993 for the conversion of metergauge lines into broadgauge ones. If we follow the system adopted in Europe, unnecessary expenditure to be incurred on conversion of metergauge to broadgauge in India can be avoided. In France and Spain both the types of lines are in use. In France when the trains running on metergauge

comes on broad gauge, its wheels become bigger. When the same train goes to metergauge its wheels become smaller. I would like to request the hon. Minister to introduce this type of trains. A committee comprising good technicians should be constituted for this purpose so that incurring of unnecessary expenditure could be avoided.

Sanitary condition of trains is very bad. It needs more attention. In Mumbai, except Church Gate and V T stations, there are no two-way traffic to cross the over bridges. All the stations should be provided two-way traffic to cross over bridges. Mumbai has been named after Mumba Devi. No train running from any part of the country has been christened Mumba Devi Express. The name of new air-conditioned train to be run from Delhi to Bombay should be called Mumba Devi Express. A new local train from Virar to Paldhar should be introduced. High power bulbs should be provided at all platforms of stations. It will prove convenient to the passengers and provide security to them. In the same manner, provision of tubelights in place of bulbs should be made in trains.

25 per cent concession in railway fare is given to senior citizens of the country. But this concession is not given to them in local trains. This concession should be made available to them in local trains also. The practice of issuing tickets - 'Travel as you please' in buses during Sundays and other gazetted holidays should also be extended to trains. It will enhance the income of railways and the number of passengers who travel without ticket will be reduced. On Sundays and holidays the fare of 1st class ticket should be reduced.

Every day 53 lakh people travel by sub-urban trains. The increase that has been made in monthly rail passes of daily com-

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*(Rlys) 1992-93*

[Sh Mohan Rawale]

muters who travel by sub-urban trains is Rs 5 for 1 km to 50 km distance and Rs 10 for 51 kms to 100 kms. It is a gross injustice to those passengers who go to attend to their duty at a distance of 5 kms, 15 kms or 20 kms. All of them will have to pay Rs 5 extra whether they travel 1 km or 50 kms. The stations of sub-urban local trains fall even after every one kilometre. Their fare should be calculated on the basis of every km. Keeping in view the heavy traffic in sub-urban trains, the number of bogies in these trains should be increased and one bogie should be reserved for ladies. There should be cushion seats in place of wooden seats in 2nd class bogies. The number of fans installed in bogies is very less. They look like show-pieces and often remains out of order. It seems that the Government has never paid attention to it. In the same way, heavy rush is found at booking windows. The number of booking windows should be increased so that people could purchase tickets quickly. Fear of pickpocket is always there. There should be a separate booking window for ladies and handicapped children. In addition platforms should be expanded. These basic facilities should, at least, be made available.

The land has been acquired from the people for the Konkan Railway at a cheaper rate. Proper compensation should be paid to them. Land should be allotted to displaced persons at other places and employment should be provided to them under Konkan Railway Project. There is a management fee charged at the rate of 15 per cent on bonds sold for Konkan Railway. Provisions of paying interest should be there. The rate of interest has been fixed at 9 per cent. It should be increased to 15 per cent so that Railway bonds could be made attractive and the Government could mobilise m

funds. I had raised this issue in the House earlier.

As per Government's report, a theft of petrol worth Rs 1.5 crore to Rs 2 crore took place during May 1991 and September 1991. What action has been taken by the Government to check these thefts? Who are the officials against whom action has been taken? Goods worth crores of rupees are stolen after destroying rail wagons on the track and the Government has been making payment of claims for that. If the Railways could stop such type of thefts, there would be no need of hiking passenger fare and freight charges and its financial position will become better.

There is no stadium available near Railway Parel Workshop in South Central Bombay. A stadium should be constructed there keeping in view its need. Complaints have been received about issuing of duplicate rail passes from railway counters at Kalyan. It has caused a loss of Rs 25 lakh to the Railways. Issuing of duplicate passes has been going on even now. But no action has been taken against any railway official or employee so far for this malpractice. Why is it so?

Only after getting sanction of Railways for balance cost of sub-urban rail transport by the Ministry of Railways this scheme could be sent to the Government of India so that assistance could be received from the World Bank. The Government should take 50 per cent funds from it. Arrangements should be made for metro railway. The Government should consult good contractors and advisers in this regard. In Singapore, metro railway has been constructed within a period of three years. Trains should be introduced from Church Gate to Thane and Bonbander to Borivali. The local trains which Central Railway at an interval of four

817 *Rly. Budget, 1993-94* CHAITRA 9, 1915 (SAKA) (Rlys.), 1993-94; and Suppl. 818  
*Gen. Diss.; Res. re. approval of 3rd Report of R.C.C.; Dem. for Grants*  
*Dem. for Grants (Rlys.), 1992-93*

and a half minutes should be run at an interval of three minutes. In 1978, a sum of Rs. 51 crore had been spent on Bandra Kurla Rail Link Project. But no progress has been made so far in this regard. It should be given a serious thought.

Railway passes are issued for a period of one month and three months. These should be issued for a period of 15 days and 6 months as well. The name of V.T. station should be renamed after Nana Shankar Seth, who has contributed a lot for the Bombay city. A Railway coach factory for manufacturing coaches should be set up in Maharashtra. Overbridges should be constructed at railway crossings where frequent accidents take place. There should be an ambulance and a van to carry dead bodies at every five kilometers. Most of the stalls at Bombay Railway Stations have been departmentalised during last few days. What are the norms of allotting stalls in the Railways? These stall should be allotted to local people. A committee should be set up to dispose of the cases of allotting stalls in Railway Stations. Certain rules should be framed in this regard. Distribution of stalls should be made at Bombay and not at Delhi.

[English]

MR. DEPUTY SPEAKER: He is under the impression that you are all encouraging his speech and he is continuing with it.

(Interruptions)

[Translation]

SHRI MOHAN RAWALE: The number of stalls at railway platforms is continuously increasing and it is causing enormous difficulties and inconveniences to passengers. The number of stalls at railway platform should be reduced. The three language

formula is nowhere implemented in railways. The three-language formula should be implemented in toto. Besides English and Hindi, the local language Marathi should be recognised in the examinations and interviews conducted by the Railway Recruitment Board. A separate waiting room should be provided for women on platforms at railway stations.

Unauthorised slum-clusters are coming up on the railway land on a large scale. Immediate action should be taken to remove them. The work to remove unauthorised huts from railway land immediately should be done at the regional level and not at Central level. Unauthorised construction of a township on railway land at Baharampada at Bandra in Bombay is going on. That township should be removed from railway land and stern action should be taken against those railway officials who were hand in glove in this racket.

Bombay makes a significant contribution in raising the income of railways. Bombay should be provided special facilities by the Railways. There is a big racket in making reservations in Railways. The genuine rail passengers fail to get reservation tickets whereas touts pocket the reservation tickets and sell them at high price. This practice is in full swing in Bombay. The railway officers and staff are involved in this racket who make money from passengers. Such employees should be transferred periodically and this racket should be checked firmly.

The breadth of the overbridge at Dadra Railway station is very short and passengers have to face great difficulties in their movement. This bridge needs to be widened immediately.

Lastly, I request the hon. Minister of Railways to increase the estimated amount



[Sh. Mohan Rawale]

[Translation]

of Rs. 2248 crore for the B.U.T.P. 2 project. The Bombay city is being commercialised. If it is done it will fetch lakhs and crores of rupees. The Government need not be worried about it. 60 to 75 per cent of the income made in this way should be utilised for the development of Bombay city. Bombay is a city with vast suburban areas around it. As such attention must be paid to its development.

With these words I express my thanks for giving me time to speak.

SHRI NITISH KUMAR (Barh): Mr. Deputy Speaker, Sir, let it be Zero-Hour now. All are getting bored. So, it should be Zero-Hour now. What is happening in Maharashtra? Some stricture has come. Somebody wants to give information in this regard.....(Introduction). We should not be in a haste to discuss the Railway Budget. The overnight journey by train is very comfortable these days. Therefore, there should be an overnight discussion on the Railway Budget.

MR. DEPUTY SPEAKER: Interruptions during discussion do not look nice.

[English]

There is a big list of Members who have to speak. We shall have to take it with all seriousness. I request Shri Ramashray Prasad Singh to speak for just five minutes and to bring forth any new points or problems of his constituency and to make a valuable suggestion to the hon. Minister. There is no use in ringing the bell for half-a-dozen times. Shri Ramashray Prasad Singh to speak now.

SHRI RAMASHRAY PRASAD SINGH (Jahanabad): Mr. Deputy Speaker, Sir, before speaking, I express my thanks for the time given to me. The first thing in my opinion is that this Budget is not going to achieve social objectives. The entire society has been neglected while presenting this Budget. The increase in fares and freights in this Budget has increased the prices of various commodities and consequently, it has put a huge burden on the poor. Therefore, we can call it an anti-poor Budget. The poor are at the receiving end in this Budget. The poor who purchase their commodities of daily use like foodstuffs daily will be under its heavy burden because the prices will rise. The hon. Minister must understand that this Budget is very harmful to the poor. The Government does always talk about the welfare of the poor, but internally it always indulges in ruining the poor. It is not a new phenomenon for them. It has been the congress-culture.

Sir, it has been a regular feature with the Congress Party to boast of doing welfare for the poor who become the victims of its anti-poor policies. I want to point out that the railway is a very big source of development in the country. We can boost the economy of our country with it. But the first and foremost problem is as to how can we strengthen the financial position of the Indian railways.

Sir, the second thing that I want to point out is that the Gaya-Patna rail line in my constituency dates back to the year of the very inception of railways in the country. This line has not been converted into double line as yet despite the fact that I have been demanding it in every Railway Budget presented since 1984. Be it the times of our former hon. Minister Shri George Fernandes,

821 *Rly. Budget, 1993-94* CHAITRA 9, 1915 (SAKA) (Rlys.), 1993-94; and *Suppl. 822 Gen. Diss.; Res. re. approval of 3rd Report of R.C.C.; Dem. for Grants*

Shri Janeshwar Mishra, Shri Madhavrao Scindia or the present incumbent, I have placed my demand before every one of them. I have been demanding it in the committees too that its conversion into double line is very necessary because it is an old railway line whereas many new railway lines have been converted into double lines.

Sir, the third thing that I would like to submit is that there was a Martin Company which ran trains between Fatwa to Islampur. There is no other means of communication there. The people travel by bus these days. But it is very expensive for the poor. The poor are benefited mostly from the trains, because journey by trains is cheap. The fare from Islampur to Patna is Rs. 25. Now it is worth noting that the poor cannot afford Rs 25/- to perform this journey. It is a burden for them. I would therefore, like to suggest that since that company has been nationalised and its employees posted at various places, this train should have been extended from Fatwa to Bodh Gaya. Bodh Gaya is an international place for which Germany and Japan have given an aid of Rs. 300 crore. It can be said that funds for the development of Bodh Gaya, Vaishali have been made available from foreign countries only and even then the Government is neglecting it. Therefore, this train should run between Fatwa and Bodh Gaya via Islampur. There may be shortage of funds with the Government, but it must provide the resources because it is not going to bring about any ordinary development. All youth are taking to arms because development could not take place there due to disparities. This is the reason for which Bihar has been neglected. What was the fault on the part of Bihar for which it has been neglected? Martin company ran trains from Bakhtiyapur to Rajgir. This railway line was converted into broad gauge by the Government. You please extend it upto Bodh Gaya so that the maxi-

mum number of people could be benefited by it. Members from all the parties have demanded to double the rail-line between Patna and Gaya and a new line should be constructed from Fatwa to Bodh Gaya. So, Mr. Minister should fulfil this demand of the people.

After this I would like to say something about corruption. You say that the Department has scarcity of resources but I would like to say that if you will reduce even the 50 per cent of corruption prevailing in the department, you need not to take loan from anywhere, but you cannot stop corruption. I would like to cite an example regarding how you provide shelter to the corrupt officers and honest officers are suppressed. At Danaher a commercial officer earns 10 to 15 thousand rupees daily, he was caught and charge sheeted and was put behind the bars but after his release from the prison he has been again posted there and not suspended. But if a junior employee commits any such mistake he is straight away dismissed from the service. There are so many cases which do not come to the light and cases which come in the light as I have cited the example, shows that you are supporting the corrupt officers, there can be prime-facie a case against you also that how and why that man has been posted there again. You should categorise the honest and corrupt officers separately and should consider the honest officers patriot, then only you will be able to get the maximum work from them and only then any department can make progress.

Mr. Chairman, Sir on Patna-Gaya Railway line there is a station named Tergana. Since the time of Britishers there had been a 'Gunti' at railway crossing at one km. south of the station. but now it has been demolished. Recently a family was coming in a jeep, it collided with a train and all the

823 *Rly Budget, 1993-94 Gen* MARCH 30, 1993 *and Suppl Dem for Grants 824*  
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[Sh Ramashray Prasad Singh]

persons died on the spot This railway 'Gumti' is necessary for the safety of people living in nearby villages, where road has been made and development work is in progress I, therefore, request you to get this 'Gumti' reconstructed

On examining the various aspects of the budget it is clear that it is an imbalanced budget which will lead towards the imbalanced development Our Bihar has remained backward in this matter No one has ever cared for this state Late Shri Lalit Narayan Mishra ji had started some development work in Bihar but after him none has cared for this state I think the whole House has same opinion in this regard, therefore this budget should make provisions in the budget to implement the four suggestions given by me and I conclude my speech

SHRIMATI SUMITRA MAHAJAN (Indore) Mr Chairman, Sir, in his speech the Minister for Railways has said many things about the facilities given in the budget but there is nothing like that For example you can see our goods trains Every year I have been mentioning about the Goods Trains during the budget But only God knows how our goods trains are working >Like that in the name of facilities the smallest thing is the bedroll supplied by Railways It's charges have been increased from Rs 5 to 10 but these are very dirty and are not easily available So, you please do not talk about facilities It is like 'empty vessel sounds much' You have increased the passenger fares and freight charges You have said that the increase in passenger fares is ten per cent only But in comparison to 1990 if you see the position of today you will find that this increase is about thirty per cent The freight charges are also no marginal, if you make right classification of it you will find that it has been doubled but what we have got in return This budget is totally a deficit budget

We have never thought about the reasons for the deficit So many schemes are launched, but these are never completed due to improvidence and inefficiency as a result railway has to suffer the loss of crores of rupees It is not necessary to go into the details, you can judge the situation through one example only In my area Mohow assurances are given to spend lakhs of rupees but priorities keep on changing with the change of ministers If a minister shows his interest in his area but when he is not in power and someone else comes, he stops the work there In my area Mohow a diesel shed was constructed by spending lakhs of rupees, but it is not being used Sufficient funds were not allotted for that, so even after spending lakhs of rupees, proper thing could not be constructed The Indore terminal project at Indore Railway Station is still incomplete even after spending lakhs of rupees but it is not being used Sufficient funds were not allotted for that, so even after spending lakhs of rupees, proper thing could not be constructed The Indore terminal project at Indore Railway Station is still incomplete even after spending Rs 2 crore though it was to be completed upto 30 9 92 Priorities changed and thus the whole scheme was changed and the work came to a grinding halt Even after spending Rs 2 crore nothing could be achieved Similarly, platform No 1 at Indore Railway Station was to be expanded towards north, but it is still incomplete as the money allotted for it was wasted on constructing water tank and other petty jobs The estimate of the proposed Indore-Gohad railway line was Rs 300 crores and Rs 15 crore has been spent and one crore has been allotted for the current year, I do not think that it will be completed, perhaps the priorities have changed now The public has to suffer for this expenditure in the form of increase in passenger fares and freight charges If you were unable to complete this scheme at least

825 *Rly. Budget, 1993-94* CHAITRA 9, 1915 (SAKA) (Rlys.), 1993-94; and Suppl. 826  
*Gen. Diss.; Res. re. approval of 3rd Report of R.C.C.; Dem. for Grants*  
*Dem. for Grants (Rlys.), 1992-93*

you should have completed the Devas-Maksi project first, which could be utilised for lessening the traffic on Ujjain-Maksi railway line. It is all due to improvidence and inefficiency. There is a scheme for constructing a flyover on Ratlam Meter gauge line. Rs. twelve crore were to be spent on that. But due to work of Ratlam-Neemuch broad gauge line this flyover could not be constructed and now again the work for this project will have to be started. Thus, the schemes change due to improper planning and remain incomplete.

[English]

SHRI P.C. THOMAS (Muvattupuzha):  
Sir I am on a point of order.

MR. CHAIRMAN SHRIMATI SUMITRA MAHAJAN, please resume your seat. Point of order is there. Point of order can be raised at any time.

SHRI P.N. THOMAS: The sleeper charges have been increased by 25 per cent. But I do not know whether the sleeper charges for sleeping in the House have been increased. Many of the Members are sleeping. I would like to know whether this is in order.

MR. CHAIRMAN: I am thankful to you for drawing the attention of the House to it. Those who are sleeping can go out and sleep.

You can help them.

SHRI P.C. THOMAS: I was trying to draw the attention not to the sleeper charges but to the sleeping charges.

SHRIMATI SUMITRA MAHAJAN: It seems that the speeches by people have become lullaby them.

Mr. Chairman, Sir, I was telling that there are so many schemes remaining incomplete after spending crores of rupees. In Marathi, there is a proverb-Eek na dhar bharabaar Chindiyan'.

The thing turns into pieces but the sufferers are the common people. With the change of minister, priorities change totally. There was a time when trains were running in Malda.....

MR. CHAIRMAN: Please do not repeat.

SHRIMATI SUMITRA MAHAJAN: When the minister was from Madhya Pradesh, there were many schemes, many new trains were started and there were schemes to start many new trains. But today in such a big region only one train has been given from Nagpur to Nizamuddin via Jabalpur. The facilities we are demanding.....

THE MINISTER OF RAILWAYS (Shri C.K. Jaffer Sharief): All trains pass through there.

SHRIMATI SUMITRA MAHAJAN: They pass through there because they have to pass through Madhya Pradesh but it should also be looked into as to what actual facilities are being provided there. It is very essential to introduce Indore-Bhopal or Bhopal-Gwalior-Jabalpur-Bhopal intercity trains. But no attention is being paid to it. Indore-Howrah passes via Allahabad twice in a week. Trips of several other trains have been increased. Trips of Rajdhani Express have also been increased but it is of no use for the general public. If Indore-Howrah train is run every day, it will provide some relief and the people of Muzaffarpur and Patna will also get some facility if this train is extended upto the these places twice in a week. Hazaribagh is not linked with rail-

827 *Rly Budget, 1993-94 Gen* MARCH 30, 1993 *and Suppl Dem for Grants 828*  
*Diss, Res re approval of 3rd Report*  
*of R C C, Dem for Grants (Rlys), 1993-94,*  
*(Rlys) 1992-93*  
[Smt Sumitra Mahajan]

ways, such parts of Bihar can be linked with railways in this way

Amount spent on unplanned works can be saved Economy in establishment expenditure can also be made Gearing up of vigilance for checking the thefts can also be fruitful in reducing the expenditure In this way the passengers would not have to bear the burden of hike in fares and more facilities can be provided to them

I would like to give one more suggestion Railway passes have been provided to the Ex-MPs but it is observed that they are not allowed to travel in Rajdhani Express It may be possible that the Government may provide this facility by taking some additional charges Therefore attention should be paid to these things

SHRI GOVIND CHANDRA MUNDA (Keonjhar) Mr Chairman, Sir, I use to speak a few words on the Railway Budget 1993-94 Sir, the Ministry of Railways will make an investment of Rs 188 crores during 1993-94 financial year 42% out of that would be spent in Orissa My State had not received such kind of treatment since Independence Credit goes to Shri K C Lenka, Hon'ble Minister of State for Railways Such allocation has been made because of the sincere efforts made by Shri Lenka So, I thank him and also Shri Jaffer Shanef, Minister of Railways for giving justice to the people of Orissa

Sir, we have been demanding for the early completion of the Jakhapura-Banspani Railway line I do not have time at my disposal to discuss the history of this line I would only like to highlight the importance of this line The Hon'ble Members of Parliament from Orissa had been agitating since

long over the issue of neglect of that State by the Ministry of Railways I have used different forums in the past to highlight the urgent need of this line This line has divided into three phases The first phase of this line from Jakhapura to Daitari is 13 kms It opened for traffic in 1979 Fifteen years have passed since then But, no step has been taken to construct the line any further I was a Member of Parliament at that time when the first phase was opened for traffic The construction of the second and third phases were not taken up on the plea that the first phase could not prove remunerative Sir, this argument is absurd Unless the entire line is completed and opened for traffic how can the line become economically viable The successive Governments after 1979 slept over the issue for more than a decade and ignored the genuine demand of the people of a backward region in Orissa However, it is heartening to note that the present Govt under the leadership of Shri P V Narasimha Rao has now noticed this genuine problem Rs 25 crore has been allocated for Jakhapura-Banspani line Since this line is very important adequate fund should be provided for this line The construction work should be started from both Daitari and Banspani sides simultaneously If the construction work started expeditiously the line could be completed by 1995 This will facilitate the speedy movement of iron ore and other minerals to Paradeep Port directly instead of in the circuitous and long route as it is being done now So, I demand the speedy completion of this line

Sir, some Hon'ble Members from Orissa have spoken about Talcher-Sambalpur Koraput-Rayagada and Lanjigarh-Junjagarh-Junagarh line I do not wish to repeat those points I want to speak about Tatanagar-Bajmunda Passenger Train which has been extended to my constituency Barbil This train does not have the basic amenities for

the passengers. Therefore, the people are losing their interest in this train. Therefore, the basic amenities needed in that train should be provided with. In this context, I would like to say a word about Barbil Railway Station. This station is located in the heart of Barbil, an industrial town of the district of Keonjhar. This station has no platform. I request to the Railway Minister to provide fund to raise a platform for Barbil Station. Similarly, I demand to connect Barbil by rail with Barsuan. There is a railway line upto Barsuan from Rourkela via Bandamun. On the other side there is another line which has been extended upto Bolani. Now the distance between Barsuan to Kiribur and Kiribur to Bolani is about 5 and 3 kms (total 8 kms) respectively. If these two missing lines are connected by trains a passenger train can be introduced in future besides facilitating the movement produced in that entire mining belt. So, the survey should be undertaken and estimate should be made on the construction of this 8 kms of line. Funds should be accordingly provided for constructing this missing link. The steel city of Rourkela can be connected with the industrial town Barbil by rail.

Sir, the Hon'ble Railway Minister has announced the introduction of a new bi-weekly superfast Train between New Delhi and Puri. I urge the Minister to make it a daily train. At the same time, I request him to start this train after 4 p.m. from New Delhi. A.C. two tier, Chair cars and First Class coaches should be attached in this train. So far as the existing trains between New Delhi/Hazrat Nizamuddin and Puri are concerned, these trains do not have adequate basic amenities. These trains are not maintaining punctuality. The passengers do not get good food to eat. So there is a need to bring improvement in the catering system in these three trains.

Sir, the people coming to Delhi from Keonjhar district have been facing serious problem as they do not get reservation at Jajpore-Keonjhar-road Chakradhar Pur and Rourkela. I request to the Minister to fix quota in Neelanchal Express and Puri Express at Jajpore-Keonjhar Road and in Kaling-Utkal Express at Jajpore-Keonjhar Road, Chakradhar Pur and Rourkela. The quota should be fixed in second class, 1st Class and A.C. coaches.

I should be failing in my duty if I do not say anything about the fare hike. The Minister has enhanced the fare for all classes. I do not want to say about A.C. or first class. But, I must make an appeal to the Minister to consider the withdrawal of 10% fare hike announced for the second class journey. The poor and middle class passengers mostly travel in second class. So, the fare hike will have a great hit to their purse. So, I demand the withdrawal of the fare hike announced for second class journey.

Then Sir, I would like to bring to the attention of the Govt. the need to provide adequate safety measures in the long distance trains particularly the Orissa bond trains. The cases of theft, unauthorised entry and chain pulling etc have been increasing in these trains particularly in Neelanchal and Puri Express. I urge the Govt to provide adequate safety to the passengers and to stop all the irregularities that are taking place in these trains. I hope the Minister will pay proper attention to my suggestions.

Sir, the Hon'ble Minister of State Shri K.C. Lenka is from Orissa. He is an Oriya. He has soft corner for Oriyas. At the same time he is aware of the need of Orissa in the matter of Railways. He is very efficient Minister. I am sure he will fulfil the need of the people of Orissa. With his efficiency and

[Sh. Govind Chandra Munda]

sincerety the long pending demands of the State of Orissa will be fulfilled.

I thank you very much for giving an opportunity to speak and conclude my speech.

SHRINITHISHKUMAR (Barh): Mr. Chairman, Sir, I am pointing out a difficulty. It had happened last night too and there is every possibility for its repetition today also. The officers and employees of this Secretariat face a lot of difficulties in returning their homes. The buses of D.T.C. do not ply after half past ten or eleven o'clock. Therefore, I urge you to direct the Government to make such arrangements as the employees who have been detained for the Government Business may reach their homes easily.

MR. CHAIRMAN: I think that the hon. Member has raised a right point. The hon. Minister of Parliamentary Affairs should pay attention to it.

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF YOUTH AFFAIRS AND SPORTS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI MUKUL WASNIK): I have already gone to the information about the problems faced by the employees and officers of this Secretariat, and we have already given direction to make arrangements for their return.

MR. CHAIRMAN: If we conclude a bit earlier we can go somewhat earlier.

SHRI SHRIKANT JENA (CUTTACK): George Sahebwill speak at 3 o' clock only after that the proceeding will conclude. We have to sit atleast upto 3 o' clock.

MR. CHAIRMAN: There is no restriction or anyone to stay here. You may act according to your own wish.

SHRI MOTILAL SINGH (Sidhi): Mr. Chairman, Sir, through you, I would like to submit to the hon. Minister of Railways that there is sparsity of railway lineds in Madhya Pradesh. Although Madhya Pradesh is a very big state. Yet the rail facilities are the minimum there and in this connection I would like to point out that there is no rail lines particularly even in those areas which are the souce of income for the nation. For example there are coal mines; electricity is generated there and several other things are also available there but railway has not meted proper treatment with the people of the State. The people of the state did not get the due justice in respect of the railway facilities.

There is a place named Singrauli in my constituency in Madhya pradesh and a train runs between Katni and Chapan there but the condition of the train is such that it is very difficult to travel in that train. Through you I would like to submit to the hon. Minister of Railways that the route of the said train should be extended upto Bhopal and its speed should also be increased.

Besides this, there is no special provision in the Mahakaushal Express running between Jabalpur and Delhi. The arrival time of the train is not certain as to when it will reach Delhi. Through you I request to the hon. Minister of Railways to make this train punctual to avoid the inconvenience of the passengers. Alongwith this, an A.C. two tier bogie should also be added to this train because passengers do not find seats in it and they face a lot of difficulties in coming to Delhi from Jabalpur.

There is a place named Dhali in Sargobja

district in my constituency. The people of this area face a lot of difficulties due to absence of any rail facility because no train has so far been introduced there. Persons belonging to various districts of M.P. live and work there and they have to come there and have to return their homes. Through you, I would like to tell the hon. Minister of Railways that there is a place named Anoopur in M.P. from where a train which starts from Sabalhalpur in Orissa passes through Anoopur but it does not stop there. I would like that the train should stop there so that people coming from Chermeeh may take that train.

Alongwith this the Pushpanjali train which runs upto Chopan should be extended upto Singrauli so that people may get benefit of this train.

Through you, I would like to say that the survey of Lalitpur-Singrauli Railway line is going on for some time back but the survey has not so far been completed. Laying down of that line is very essential. I would like to submit to the hon. Minister of Railways to include the survey work of that line in this budget and make necessary provision for the construction of Lalitpur Singrauli railway line.

The train Prayagraj Express runs between Delhi and Allahabad which reaches Allahabad in the morning and stables there throughout the day. If this train is extended upto Satna and Rewa, the people of these areas will also get the benefit of it. With these words I would like to thank you for giving me time to speak.

SHRI SIVAJI PATNAIK (Bubaneswar): Sir, I oppose the hike in fare and freight charges. The Railway Minister has left nothing. Platform tickets to essential commodities - everything is in his tax-net.

SHRI C.K. JAFFER SHARIEF: How can I leave anything when you demand so much?

SHRI SIVAJI PATNAIK: For that, we say that you get more subsidy from the general exchequer.

It is heavily weighted against the poor man. Unless the entire railway finances are remolded, and more subsidies are brought from the general exchequer, the policy of attacking the common man will continue.

What is required is construction of new lines, not simply broad-gauging. But even in this also, Orissa as well as Eastern States have not got their due in spite of the Prime Minister's assurance last year.

We welcome the decision for the construction of a new line, Dairy-Bansapori line in Orissa. This decision is taken mainly because of the compulsion for transporting iron ore for export and also for the proposed steel plant at Daitary. But that ones not remove the regional imbalance, as assured by the Prime Minister last year. This is because Orissa is long neglected.

If we look at the financial allocations, we find that they played a trick. Last year, Sambalpur-Tacher line was allotted Rs. 70 crore. But this year, only Rs. 30 crore is allotted. For Daitary-Bansapori line, the allotment is a very meagre amount of Rs. 20 crore. That means that there is no real increase for construction work in Orissa.

Imbalance with regard to development in Orissa can really be reduced to some extent, if only the Bolangir-Kundan Road line construction is taken up. This line passes through the tribal district of Phulbani and the newly formed district of Nyayagarh which is quite backward. There is not even an inch of



[Sh. Sivaji Patnaik]

railway line in these two districts. Earlier it is stated that this line would be non-remunerative. But for the people of this tribal area of Phulbani, Bolangir and part of Nyagarh, the only hope is the opening up of their territory to this development line' as was stated by Pande Commission. To give access to remote areas, a line across Phulbani District is the crying need. This is very much necessary for developing this belt.

Now that the State Government has offered to bear the cost of land acquisition and earth work, I would urge upon the Minister of Railways to decide in favour of the construction of this line now itself. Since construction work in this area will provide a means of livelihood this year for the drought and flood affected areas where starvation deaths and sale of children are taking place, I think the Prime Minister and the Planning Commission will not stand in the way. I request the Minister of Railways to kindly look into it.

I would again raise the demand for the electrification work between Kharagpur and Visakhapatnam. I also request that both Raps-Bsangnposhi and Naopada-Gurupur lines should be converted into broadgauge.

Sir, last year nearly Rs. 33 crore could not be spent out of Rs. 70 crore for the construction of SBP-Talcher line since a permanent Chief Engineer (Construction) and a Deputy Finance Adviser are not posted in Orissa. I hope appropriate steps for posting the necessary staff will be taken now at least.

I again demand the reinstatement of victimised loco workers.

SHRI V. DHANANJAYA KUMAR

(Mangalore): Mr. Chairman, Sir, I rise to oppose the Budget presented by the Railways Minister for the year 1993-94. It is very harsh for one and all, including the common man who, the Members from the ruling party claimed to be very nearer to their heart.

An effort is made to raise additional resources of the tall order of Rs. 1848 crore consisting of revenue receipt from revised passenger fares to the tune of Rs. 431 crore and increased freight to the tune of Rs. 1417 crore.

The Railways Minister in his speech made a mention that he is only effecting an increase of 10 per cent and 12 per cent in passenger fares. But some of the Members here, I hope made the Railways Minister understand very well that the real impact of the increase in passenger fare is of the order of more than 25 per cent to 31 per cent.

Then, Sir, the Railways Minister has created a history by breaking the old record viz. the past record for the previous ten years, wherein, he has imposed freight increase on 16 essential items also. The fresh increase of freight in respect of all these 16 essential items alone will fetch Rs. 686 crore.

Then.. the other irony is the exemption from the freight increase in respect of sugar, oil cake., diesel, grains and pulses is also withdrawn to raise additional resources of Rs. 423 crore.

Sir, in fact this freight rate hike is inflationary and it would hit industrial growth. This would affect the generation of employment opportunities and thus affect the overall growth. Even after doing all this what we find here is the total failure of the Indian railways in mobilising funds. The Indian Railways Finance Corporation was set up to

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raise Rs. 1200 crore by sale of bonds whereas even after increase in the dividend on the bonds from 9 per cent to 10.5 per cent, the IRFC was not able to raise even Rs. 10.5 crore.

Sir, I will not dwell upon other aspects of the Indian railways. I must thank the hon. Railways Minister for making a tall claim that he has got specially for Mangalore a new train. He has made an announcement that a daily Superfast Express Train would be operated between Mangalore and Nizamuddin.

I would like to remind the Railway Minister that such a train was in operation right from way back from 1974 when the late Mr. T A Pie was the Railway Minister; he got such a train introduced. Of course, at that time, the train was only bi-weekly. Then in 1977, Prof. Madhu Dandavate re-named that train and made it daily. He named that train as Jayanti Janata Express. I do not know why the Congress friends do not relish the word 'Janata'. Probably they want to keep a distance from the common man. Then they stopped the train; that train was joined with the Kerala Express; then a new train was named as Kerala-Mangalore Express (Interruptions) That is what I am telling. The old train was in operation. The Railway Minister wants to re-start the train and make it a tall claim that a new train he is giving to the people of Karnataka from Mangalore to Nizamuddin.

SHRI P.C. THOMAS (Muvattupuzha):  
You must congratulate him for that.

SHRI V. DHANANJAYAKUMAR: That is what I am doing at least. He has been good enough to give a train and make a tall

claim that a new train is being given.

That apart, during the presentation of the last year's Budget, a promise was made that the gauge conversion between Mangalore and Arasikera section would be taken up in the year 1993-94. I do not know whether the railway would be able to take up that gauge conversion this year with the available resources. Now, as it is, the operation of the train between Mangalore and Mangalore is stopped because of the gauge conversion between Mangalore and Arasikera section. The train is now operating from Mangalore to Mysore. Unless the gauge conversion between Mangalore and Arasikera is taken up this year itself, the link between Mangalore and Bangalore cannot be established.

Now, about the Konkan Railway, through the Railway Minister, through this august House, I would like to say my sincere thanks to the hon. Prime Minister, who has taken the trouble of coming all the way to Udipi for declaring open the Udipi-Mangalore section of Konkan Railway. This inaugural function took place on the 20th of March. But, you are very well aware, now we want to complete the project well within the time. Again, during that function, on behalf of the Indian Railway, tall claims were being made that we were going to complete the old Konkan Railway Project before schedule. But, we are now told that on the 26th of March, an order from the Prime Minister's Office is being issued to stop the construction work of the Konkan Railway in the Goa region. As per my understanding in the Goa region, actually, the project has not taken up at all. The land acquisition process is at a complete halt. I do not know why the Prime Minister should go out of the way to come to the rescue of a Member of this House. I do not want to take out the name of the Member.

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): There is nothing like that.

SHRI V. DHANANJAYA KUMAR: Otherwise, you must give an assurance that the work will go on. As it is, the fact remains that the work has come to a complete standstill and we are sure that the prime Minister must have interfered in the matter and he saw that the work in the Goa region came to a halt. There was so much of discussion in the Goa Assembly also. I do not know if such forces are encouraged. Everyday we are hearing here about communal harmony, about the integration of the country, etc. I was very happy to go through the speech of the Railway Minister, Shri C.K. Jaffer Sharief. He has started chanting Ram nam. He has started his speech making reference to Ayodhya. I was very happy that Shri Jaffer Sharief is also chanting Ram nam.

MR. CHAIRMAN : From Goa why are you going to Ayodhya?

SHRI C.K. JAFFER SHARIEF: To do chant Ram but do not misuse Ram.

SHRI V. DHANANJAYA KUMAR: That is exactly what we want. In the name of Ram please do not try to divide Goa. Now you are trying to divide Goa. You want to create a Christian Goa and a Hindu Goa.

If the Konkarn railway line passes through Goa their theory says that Goa will be divided into two Goas. One Christian Goa and one Hindu Goa.

The Chief Minister of Goa wants that Konkarn Railway Project, as envisaged, should go on and the work should commence there and it should be completed as per schedule. But one hon. Member of this House who also happens to be an hon.

Member of the Central Cabinet wants that the work should be stopped. Everybody knows how Shri George Fernandes was making reference to that. I am sure that Shri George Fernandes will further enlighten this House on this aspect because he knows the ins and outs of the whole story.

I would make an earnest request with the hon. Railway Minister that he will give an assurance to this House that the Konkarn Railway project, after independence which is one of the longest every railway line that would be laid by the Indian Railways, should be completed well within the time. So that right from the Southern most tip of our country one can travel upto Bombay and ....

SHRI C.K. JAFFER SHARIEF: And support the Budget.

SHRI V. DHANANJAYA KUMAR: We are left with no other alternative but to support. But our request is even after imposing such an enormous additional burden of Rs. 1848 crores, if you are not able to support the Konkarn Railway Project by giving any money, providing any support in the Budget then do not say that you were not able to raise funds by sale of bonds. I do not know whether on account of this the work has come to a halt or on account of other extraneous matters which I have referred to. So I would make an earnest request with the hon Railway Minister to give a thinking.....

MR. CHAIRMAN: Please conclude.

SHRI V. DHANANJAYA KUMAR: Yes, Sir, I am concluding. ....Give a fresh thinking in this matter and see that the project is completed well within the time. We have absolutely no difficulty for imposing new fares and also increasing the freight in respect of several items for which I have mentioned. In

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the beginning for the past ten years all the successive Railway Ministers have been giving exemptions in raising....

MR. CHAIRMAN: You have said that.

SHRI V. DHANANJAYA KUMAR: I do not know why Shri Jaffer Sharief made an adventurous effort to impose the freights on these items also. So he would be very well advised to with-hold this and withdraw the hike announced. Thank you very much.

SHRI S.B. SIDNAL (Belgaum): Thank you very much Sir. I rise to support the Railway Budget.

I congratulate the Railway Minister for having presented a good Budget in the available circumstances.

The Indian Railways is one of the biggest organisations in the world and also a profitable concern so far as the public sector is concerned. That too now the difficulty in our country is that if look at the assistance of the Government to the Railway Department, it has been totally reduced and come to the 14 point today. With this how best we can give a Railway Budget? How developments can be made.

How can new railway lines be introduced? How can facilities be given? How can conversions of the gauge take place? These are all the difficulties before the Railway department. With all these difficulties, the Railway Minister Shri C.K. Jaffer Sharief has done his best and provided a 'No profit - no loss' Budget and come up with new conversions, new lines and so many other things.

I do not want to enter into the details of the Budget because many others have already mentioned them. The difficulty of the

Railway Minister is when the freight rates and passenger fares are increased he has to provide the corresponding facilities to the passenger, as also provide for development and comforts to the passengers. These are all the things which the passengers do expect every time in the Budget. In a developing country when we want to expand, when we want dividends, and also have unions, along with the expansion wherefrom will the money come?

Shri Jaffer Sharief has tried the World Bank also. But the World Bank insisted that global tenders should be called. He has tried other sources also he went for collecting funds through other corporations. There also the expected encouragement has not come. With these constraints how could one present a Railway Budget.

Our friends have no courtesy or sympathy or appreciation for the Railway Minister for having projected a good Budget conducive to all.

I know that the Railway Ministry was under a compulsion to withdraw some concessions provided last year. There is a solid reason for that. There have been derailments, there were other employee's difficulties, railway strikes, problems of unions and so many other things. One part wants something and another wants something else.

After the 6th December, 1992, the country has been shaken and economic progress of the country has been hampered. Therefore, when ever a good Budget tries to mobilise the resources difficulties come but the country must endure them peacefully. Then only we can expect some progress. Here, after the 6th December everything has been totally disturbed. My friends on the other side were not accepting the situation. It is not an allegation from any other party.

[Sh. S.B. Sidal]

It is a fact that chaotic conditions have been created artificially in this country by going in for communal policies.

Just now Shri Dhanjaya Kumar, while arguing his point., mentioned 'Christian and non-Hindu'. Always one should say something which is conducive to the society, conducive to the nation and not against anybody. He could have said, 'Dividing Goa doesnot help economically or in other ways'. Why should one take the name of a religion and encourage such feelings? This kind of a flare up should not be there. He is my good friend. His area has been benefited by the Konkan Railway where 155 km of the line is already in progress.

The Prime Minister has inaugurated the line and Railway Minister also was there, in his own district. He should not have said that. He should have been, on the other hand., grateful to the Railway Ministry.

The difficulties of the Railways are seen in hiking the tariff rate, and also the charges for the platform ticket and other things. It is always true that unless we come to the zenith we cannot get good results. because, more taxation means more comforts

One point I want to mention. There should be corresponding facilities to the passengers. Another aspect is that the Government, according to some, should be commercial; somebody says that the Railways should not be commercial. In the given circumstances and the concept of our democratic set up the Government has to provide facilities to the passengers. It should not be run as a commercial set up or any other public sector unit. I do not propose to get lost in the public sector. But it should not be too much commercial as baniyas run business.

Therefore, it is not possible to give a Budget which is required nor the Opposition Party. I have seen for the last ten years they always criticise for no reason and their arguments have no base.

I want to restrict myself to the minimum points. The time at my disposal is very short and most of the hon. Members have already spoken on many of the issues (Interruptions).

The Karnataka was deprived of many facilities to its people. I think the hon. Railway Minister for having taken interest in developmental activities of the Railways in Karnataka.

Now, I propose the following lines for quick implementation of the pending projects in Karnataka:

1. Quick implementation of pending projects;
2. Quick conversion on Arasikera-Miraj Line into Broadguage
3. Additional new lines  
Hubli Karwar  
Hubli-Hospet  
Kottur-Harihar  
Chamrarnagar-Sathamangala-Mettupalyam
4. Bangalore-Mysore corridor on lines of Bombay-Pune corridor
5. Bangalore-Metro/Circular Railway  
-- Bangalore is one of the Asia's fastest growing metropolitan city. According to 1991 census, the population of Bangalore is 5 million.

The hon. Railway Minister has provided Miragi-Bangalore Knkan railway line. We are very much thankful to the hon. Minister because all these years we were deprived of the opportunities, so far as the railway is concerned.

The railway line is getting conversion in my Constituency that is from Darwar to Belgaum Miraj. From Belgaum, Darwar is roughly 140 kms. If it goes via Bailhongal, it will be cutting short the distance. Therefore, I request the hon. Railway Minister to divert the line via Bailhongal. This will help the pilgrimages coming from Maharashtra to Yallamma Temple in which ten lakhs of people come every year and that too more from Maharashtra. This will facilitate the pilgrimages coming to Yallamma if the line is diverted Belgaum-Bailhongal to Darwar. This will economise permanently and save the time of the passengers and becomes productive.

There are some other difficulties. Whenever we pass through Madhya Pradesh and other places, the long running trains have a stop at every 30 to 50 km.s The time consumed is very much and the people travelling long distances will be disturbed and they will lose their time. Therefore, I request the hon. Railway Minister to discourage such repeated stops in any place, more so in Madhya Pradesh for the long running trains.

With these words, I congratulate the Railway Minister for presenting a good Budget. I also thank you for giving me an opportunity to speak.

{Translation}

SHRI BHOGENDRA JHA (Madhubani):  
Mr. Chairman, Sir, I would not like to repeat those things about which my hon. Colleagues have already spoken.

The first thing is that now there is no need of Railway Board. perhaps there was a need of it in the past. I would like that the Railway Board should be dissolved and the Ministry of Railway should work in the same

manner as the Ministry of Finance and other Ministries are working.....(Interruptions)

In the present context, the Railway Board should be dissolved. It is a legacy of British rule and is useless in present circumstances. This Ministry should also function like other Ministries.

The second thing I would like to say that the Railways can be made profitable. Some of the progress we have made is worth appreciable. Specially the work done by the Railway Engineering Corporation abroad particularly in Baghdad, Africa and South Asia is worth remarkable and still there is much scope for progress. The Railways can still be made profitable by adopting new technology, new methods, and by increasing production and productivity. This can't be done in a day but the hon. Minister of Railways must tell the House tomorrow that the Government would go ahead towards self-reliance and he will increase the export and reduce the import, only then this can be possible. We have capable officers, firm determination and good technology. By using all these things in the work we can achieve the good. A target of self reliance in Railways may be set to be achieved within one year.

Mr. Chairman, Sir, I would like that the Labour Unions should be formed on the basis of secret ballot and as such elected Union should be recognised. If any one member of such elected union does not want to be a member of the union he can opt to the other one, but the union should be formed in this manner only. Apart from all these things there should be a partnership of Unions and workers in the management of Railways. The workers and the officers both should share the responsibility of Railway administration and they should ensure that the train should run timely and there should

be no theft of the goods etc. from the Railways. We always keep on stressing for providing more and more facilities and jobs for the workers but never pay any attention to this crucial aspect.

Our party had been fighting for the cause of labourers and for providing employment opportunities only and that is why it could not pay attention to this problem. Now it is not our responsibility alone. Labour agitation is no more in its primary stage, now it is a matured one. Labourers should therefore be given the responsibility of running the Railway successfully. Similarly, the labourers should also be given partnership in management. If we cannot start it throughout India at a time, then we should start it at certain places by entrusting the labour unions with the work of maintaining punctuality in railways, and checking the incidents of theft being committed in railways. Visiting this responsibility in the labour unions can be done at least in some railway zones. That will ensure participation of the labourers in the management. In this way we can carry on in this field.

I would like to say one thing regarding the incidents of ticketless travelling. This may irk some of my colleagues. Nevertheless, in certain areas of Uttar Pradesh, Bihar and Bengal the number of ticketless travellers is more than the number of ticket holders. Certain strictness in this regard is required to be made. There are areas where even the railway officials encourage the ticketless travelling. Particularly, the persons of Nepal are charged double amount of tickets in case they take due tickets. The logic is as to why did they buy tickets. Similarly, the labourers of Uttar Pradesh and Bihar who are in possession of due tickets

with reservation are also snatched away of their reservation tickets. I had the plan of getting a first hand knowledge of such incidents, but I was not able to know the exact dates on which the labourers take journey. I would like to submit that Patna is on number one in terms of such incidents; there the ticket holders are harassed and money is forcibly charged from them. I hope no member of Parliament would be backing such people. *{Interruptions}* This should not happen. Such incidents should be checked in order to benefit the Railway. The hon. Minister of State in the Ministry of Railways had said that Railway plays an important role in unifying the whole country. This is true. I would therefore like to submit to the hon. Minister of Railways that he should declare it tomorrow only that a Rajdhani Express would be started between Trivendrum and Delhi that would cover the journey in 24 hours. Keeping in view the fact that it is a very long and tiring journey, so the said train may be halted at two three stations in between. I would further like to submit that Rajdhani Express should be run from Delhi to Gauhati and Delhi to Trivendrum..... *{Interruptions}* We all are Indians; I won't go into further details. Rajdhani Express to be run between Delhi and Gauhati should go via Lucknow which is the capital of Uttar Pradesh and while crossing through Bihar it should halt at Musaffarpur. Between Hawarah and Delhi Rajdhani Express runs on all the seven days. The train goes via Gaya and Dhanbad. I would like to submit that it should also go enroute Patna....*{Interruptions}* Rajdhani Express..... stops at every station.....*{interruptions}* It may be argued that it would take more time... such reply would not work.

MR. CHAIRMAN: You should not interrupt *{Interruptions}*

SHRIBHOGENDRAJHA: Those places must be linked with railway lines. The work of linking Mathura with Alwar is commendable by all means; but the Government should also see that no disturbance is created by the miscreants in the way. It is very important. I am not talking about Rajasthan or Uttar Pradesh. A similar issue is pending in regard to Kathgodam linking Kathgodam with railway line which is a distant place located in Himalayas will be a commendable work of development. I would further like to submit that the Government should make it a point to utilise the land on either sides of railway track by planting mango and jumbo trees or other similar trees so that the whole of the country may convert into a green garden and which may ensure ecological balance and moreover which may also add to the source of income for the Railways. The Bagha-Chittanni rail bridge was inaugurated in 1976. Late Indira ji was alive at that time. The matter related to it is still lying pending. The condition was laid down that the Railway board, the Government of Bihar and the Government of Uttar Pradesh would provide money for the construction of the bridge. I am not certain about the Government of Bihar. But the Government of Uttar Pradesh is now in the hands of the Centre, so the centre should release the amount of its share since too much has already been spent over the construction of the bridge. Hazarbagh and Dumka are the two zonal head quarters but these places have not been linked with Railway so far. I would like to submit that those places should be connected with railway by the next year because those are backward areas and come under the proposed Jharkhand area... (Interruptions) The issue of Balurghat has also been raised. That is situated in the western Dinazpur area near the border of Bangladesh. There is a need to extend the Rail line upto Balurghat in the interest of the country and the hon. Minister should an-

nounce it. The net work of railway has increased throughout the country, but the railway facility has been reduced in Sitamarhi, Madhubani, Saharsa, Darbhanga and Supaul areas where population density is the highest.

Earlier, passengers could travel upto Patna, Palema ghat, now they cannot travel beyond Samastipur. The broad gauge is only upto here and not beyond it. From Darbhanga there are four railway lines going to four different places in Indo-Nepal border. The first is Raxaul where the train goes through East Champaran and Sitamarhi. The second place is Jai Nagar and the third and the fourth being Laxha Bazar and Supaul. 33 villages were uprooted for making hollipads during the Indo-China war. Provision of money for this purpose was made during the budgets of 1973-74, 1980-81 and 1982-83. Even this time a sum of rupees three and a half crore has been allocated. I think the authorities of Railway Board are also present; they should all declare that this work would be done during the current year. Several other Members, whose names are not known to me, have also opined that the work that once started must be completed. If this work is started even from July then the work would be over by the time we start framing new time table. We can extend the track upto Raxaul.

The rise in fare and freight is troubling. The Government can earn more money if the suggestions given by me are followed. I would like to submit that some relaxation on fare should be given to lower category of travellers and similarly there should be some relaxation in freight on highly essential commodities. Some announcement in this regard should be made tomorrow. Opinion of other people may be sought in this regard and this work should be done keeping in view the voice of the House and of the



[Sh. Bhogendra Jha]

people.

With these words I conclude.

(English)

SHRI P.C. THOMAS (Muvattupuzha):  
Sir, I am very happy that you have called me  
in this Zero Hour when it is almost 0008  
hours.

Sir, the Budget for 1993-94 which has  
been presented has been applauded for  
bringing good revenue to the railways and to  
the Government. At the same time it has  
also been criticised for not extending  
adequate development activities to all parts  
of the nation.

Recently there was a demand in a  
seminar in which many people who took  
part had suggested a very important point.  
Sir, recently in a seminar many persons  
were given the opportunity to submit their  
grievances. They were all saying that the  
Members of Parliament - there were some  
Members of Parliament including some of  
us here - should travel in Second Class.  
They were telling us like this. Then we told  
them, 'We do travel in Second Class, but we  
will tell the Railway Minister also to travel in  
Second Class in the train'. The general  
grievance was that in our Second Class  
compartments there are so many difficulties  
and lack of amenities for passengers. I am  
not criticising this Budget but we have passed  
very many Budgets. We have gone to very  
many heights and we have reached a very  
high stature, as compared to many of the  
other developing countries. But can we just  
think of whether our trains passengers facilities  
and amenities which are being given  
here are at par even with some of the

backward countries? We are told, there the  
bogies, engines and trains have been de-  
signed in such a manner that they are used  
for faster movement, for better facilities and  
to connect places in a better manner so that  
passengers get more facilities in train. I  
think, we have to think of very drastic changes  
in the railway system for providing more  
facilities for our passengers, ordinary citi-  
zens who travel in second class may be by  
way of import or by way of finding new  
avenues.

The hon. Minister of State for Railways  
while intervening in the Railway Budget has  
said that railway is one of national network,  
national integration. It is true when we think  
of national integration, we cannot think of  
leaving apart any portion. We hear from the  
Northeast from many Members complain-  
ing that Northeast has been neglected. We  
have also heard that the South has been  
given something. But I am also concerned  
with South West where there is a small State  
called Kerala, which has not been given the  
due share. I am not going into other details.  
But I think, I will have to confine to one or two  
aspects where the small State of Kerala  
would have to be considered while the hon.  
Minister gives his reply.

One of the main things is doubling of  
lines from in Kerala from North to South.  
Doubling is a very important aspect. If dou-  
bling is done, then only there can be any  
development to the Railways in Kerala. Even  
when Konkan Railway is to function, Kerala  
will get any benefit if there is doubling of line.  
Kanya Kumari will be connected to Kashmir  
only if doubling works are taken up immedi-  
ately and constructions are being done now  
at this stage. I will draw the attention of the  
House to the allocation that has been made.  
In the Explanatory Memorandum at page  
68, about Rs. 220 crores have been allo-  
cated but to Kerala which is always request-

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ing that doubling should be done immediately, just a meagre Rs. 3 crores has been given. This is too low and I would very humbly plead with the hon. Minister that in the reply which he is going to give before this House that this amount of Rs. 3 crores which has been given for doubling may be raised.

As already pointed out by some of the hon. Members who have spoken before me, for the doubling of line from Quilin to Trivandrum a meagre sum of Rs. 1,000 has been given whereas Rs. 86 lakhs was given last time. Shoranur to Mangalore doubling line is also there. Mangalore is a place where our trains end and we do not say, it is because the place in Karnataka from where our hon. Railway Minister comes that Mangalore has been given preference. Shoranur-Mangalore doubling line has to be done immediately.

Similarly, when Rs. 163 crores is necessary for electrification of line from Erode to Cochin, only a meagre sum of Rs. 16 crores has been granted. With this amount, electrification work is not going to function. The hon. Minister may be pleased to declare that something can be given in this respect. I am going to conclude. I will just go as fast as one of the Members was going, just like Rajdhani. But I am not so conversant. I will just mention one or two points.

With regard to the train to Kerala, we had been clamouring and I am a person who has received some beatings also in the New Delhi Railway Station where I had to go for an agitation along with some persons. Anyway, I am happy that the hon. Minister has taken this into very serious consideration and has given a train which passes through Kerala. I think Kerala will be benefited by this train which is supposed to go to Bangalore and will be diverted to Trivandrum also. Some bogies go to

Trivandrum also. The whole Kerala State will be benefited.

With regard to the Konkan Railway, I would think that Konkan railway for which bonds have to be sold, can be sold as such, if the interest is raised and I think that the hon. Minister is already planning for increasing the interest.

I would humbly suggest once again that the allocation made to Kerala may be increased a little more in the sense that at least doubling and electrification may be done to a good extent during this Budget itself, leave alone the next Budget.

{ Translation }

MAJ. GEN. (RETD.) BHUWAN  
CHANDRA KHANDURI (Garhwal): Mr. Chairman, Sir, I rise to oppose the Railway-Budget of 1993-94. In compliance with your orders I would briefly point wise put some major issues concerning my constituency.

The first thing I would like to know whether the Ministry of Railways has given its contribution towards the development of the region which I represent after we got independence. I come from the hill-area of Uttar Pradesh. Eight hill-districts of Uttar Pradesh are together known as Uttranchal. I would like to submit to the hon. Minister of Railways that ever since independence no development in the field of providing railway facilities has been made in that area on the part of the Ministry of Railway. After independence till now the total planned expenditure of Railway during the seven Five Year Plans has been Rs. 27,745 crore. During the last four years, after that, the expenditure of Railway has been nearly Rs. 18000 crore. That is to say nearly Rs. 46000 crore has already been spent by the railway for providing railway facilities. But I ask what has been

[Maj. Gen. Retd. Bhuwan Chandra Khanduri]

done in Uttranchal region in this regard. When you look closely, you will find that not even Rs. 100 crore has been spent in that area. Such discriminations and injustice give an impression in the mind of the people that they are being neglected and this make them raise the issue of creating a separate Uttranchal State. I would like to submit to the hon. Members that something should be done in this regard also. We know that we lack railway service in hill areas and we do also know that providing railway service in those areas is not very easy. During the time of British rule in 1930 a survey was conducted to lay railway line between Rishikesh and Kamprayag. In the last two years, I have submitted time and again that the Government should think positively about the construction of this line.

I think the Government does not have funds but I request the hon. Minister that funds can be arranged at least for carrying out a survey. He may examine whether it is possible or not. If a survey is conducted, the people will feel satisfied that some work is being done in this direction and if the survey reveals something favourable, then the Government should chalk out plans and execute them in the next 10-15 or 20 years but if some thing is done in this direction, then the people will feel convinced that Ministry of Railways is doing some work.

Secondly, I have made submission to the hon. Minister repeatedly that from Delhi to my area, Garhwal, there are hardly two railway stations in five districts of the area, one is Dehradun and the other is Kotdwar rail head in my area which is a very small station. 7-8 bogies for Kotdwar are attached to Mussorie Express and the train takes 10 hours to reach Kotdwar because on the way bogies are detached for shunting whereas if

there is a direct train, it will take hardly 3-4 hours. I had requested him that technically it was possible and also feasible from administrative point of view. I have also requested him that a trial run was undertaken on 29th June 1980 at the request of Late Shri Bahuguna ji, who was a minister at that time which was found feasible but I do not know why the Railway Board and his Ministry is not giving a thought to it. I further request him that it is better if politics is not played in this matter. He may kindly provide a direct train for the development of the area so that people may benefit from it and the revenue to the railways may augment. Presently people have to travel by taxis and buses in that area. At least 50 to 60 buses from my constituency to Delhi run daily. It is my submission that this suggestion may be considered.

Thirdly, I want to submit in this context that the Mussorie Express between Dehradun and Delhi starts from here at 10.20 P.M. and reach Dehradun at 8.15 A.M. taking 10 hrs. Everybody knows that there are many important offices like O.N.G.C., F.R.I, Mussorie's rail head - Dehradun and I.A.S. Academy in Dehradun. Apart from this, number of people go there as tourists but they often complain that instead of undertaking journey for 10 hours for Dehradun, they prefer taxis which take less than 5 hours. The officials of his department have told me that if superfast train is introduced for Dehradun, that will take only four hours to reach there. When people go there by taxis, a lot of petrol is consumed, whereas journey by train can save petrol besides accruing income to the Railways and people will get facilities and tourism in my area will be promoted: Therefore, I request you to kindly give due consideration to it.

In this context, I also want to state that

Rishkesh is also an important place from tourism point of view and it is very essential to connect it with Delhi and other parts of the country by rail. In absence of a direct train from there, sometimes people have to go either to Dehradun to Handwar. If he runs a direct train from Rishkesh to Lucknow and Delhi for the tourists of visiting Himalayas either for adventurous tourism or for religious tourism or for sight-seeing, that will facilitate them and the income of the Railways will also go up.

Now I want to draw your attention to two-three points in brief. When a meeting of the Northern Railway was called, I had made submission to him bringing to his notice the plight of the passengers who travel on a reserved ticket from Kotdwar to Howrah but they have to change the train at Mughalsarai because they only get reservation upto Mughalsarai and they do not get reservation on the next train to Howrah while they are already having reserved ticket up to Howrah he was surprised. The Chairman Railway Board was also present there. He said that it was not possible but Mr. Minister, the same situation prevails there even after elapse of 6-7-8 months. The Northern Railways says that it is therefore they cannot provide the job of other Railway to issue reservation from there. It is a matter of shame for us that two Railways bizarre rules force passengers to get down at Mughalsarai where they never get reservation for onward journey and such a situation leads to corruption. The T T E's there, take money from passengers allot the same berths to other passengers.

My next point is about maintenance. In this connection, I had made a submission to him in that meeting that Kotdwar and Nazibabad stations are poorly maintained and if a surprise visit is made he will find the reality because none can use waiting rooms. Although I had submitted to him earlier in

this regard but unfortunately nothing has been done.

I had also requested him that if he did not provide any direct train from Nazibabad to Kotdwar, he might at least provide diesel engines for that small train which is still being hauled by steam locomotives causing difficulties to passengers.

The next point is not related to my area but it relates to my other field as I had been there in army and as such I want to make a submission on behalf of military personnel. About two years ago I had requested him at about 11 or 11 30 O' clock at night after which he called me. My point is that as the Government is providing facility to freedom fighters to travel in A C class along with a companion without any restriction on distance. Similarly, the military personnel who fought for defending the country to protect its freedom and who were given gallantry medals like Mahavir Chakra are given the facility of travelling only in normal second class and that too travelling as single persons upto 500 kms beyond which they get only 50 per cent concession. Are they not freedom fighters? When I talk to them I feel very much ashamed. Therefore it is my submission to him that it will require little money as the recipients of these Chakras are few. After the 1971 war only three persons were awarded these Chakras and only one is alive and other two were awarded posthumously. If the Government provides the facility of travelling to these personnel like freedom fighters, then whatever expenses the Government will have to meet will be quite negligible. Rather, it will boost the morale of these people which will be in the larger interests of the nation.

Mr. Chairman, Sir, today they have great resentment because they ask whether they are not freedom fighters and what sort

[Maj. Gen. Retd. Bhuwan Chandra Khanduri]

of this facility is that they are entitled to travel in normal period class upto a distance of 500 kms. beyond which they are entitled to 50 per cent concession only. Therefore, it is my humble submission to him that if he makes an announcement in his speech about this facility, then it will have better impact. Moreover, it will not require huge funds.

With these words, Mr. Chairman, Sir, I thank you.

SHRIBHERU LAL MEENA (Salumbar):  
Mr. Chairman, Sir, thank you for giving me time to speak. I have listened the views of the hon. Members of this House and after listening the views I feel a little agonised. Rajasthan is such a state where one cannot even dream of double line, superfast trains, electric line broad gauge line. Only two trains run from there, one is for Delhi from Udaipur and the other is for Ahmedabad which run so slow that it takes 24 hours to reach here. Therefore, I request the hon. Minister to connect Udaipur with Delhi providing double line, broadgauge line, and superfast trains on this section.

Mr. Chairman, Sir, I am laying stress on it because udaipur is such a place in Rajasthan which is next to Kashmir as regards tourism because domestic and foreign tourists visit this place in large number but they feel inconvenience as there are no proper facilities for reaching Udaipur. Since foreign tourists visit Udaipur in small number, we earn less foreign exchange whereas we can earn more foreign exchange. Therefore, I want that better rail services are provided for Udaipur.

Mr. Chairman, Sir, not only in Udaipur but throughout in Rajasthan rich minerals like zinc, lead, phosphate, lignite soft stone.

marble and many other stones are available and if mined, it can accelerate the pace of development in the State. But means of transport are not there. For want of means of transport in Rajasthan, development cannot take place. Therefore, I request the hon. Minister to connect Udaipur with broad gauge. At present, there is only one train for Delhi i.e., Chetak which causes a lot of inconvenience to the people. I want that one more train should be introduced whereas at other places people make demands for more trains despite the fact that there are already a number of trains. Therefore, I would demand the introduction of two trains from Delhi to Udaipur.

Mr. Chairman, Sir, Pink City Express runs during daytime and this causes inconvenience to passengers. It has sitting facilities but it does not have sleepers. Therefore, I would demand the introduction of two trains one from Udaipur to Delhi and the other from Udaipur to Ahmedabad, and a few more goods trains should also be introduced so as to facilitate the transportation of metals and minerals and travelling of passengers.

Mr. Chairman, Sir, I have travelled both in Ahmedabad train and the Chetak Express. The number of unreserved compartments in the train is very small and it causes inconvenience to common passengers. There are only two or three unreserved compartments and people pack like sardines in them. I would like that the number of second class compartments should be increased so that general public benefits.

Shri Bhogendra Jha has rightly pointed out that some people travel without ticket and railway employees welcome them. I want to bring to your notice an unfortunate incident that happened with me. I was travelling from Udaipur to Delhi day before

yesterday. I got my seats reserved by telephone. Two tickets were free and I had purchased one ticket. The ticket clerk had written the name of my wife by mistake and I was unaware of it. He informed me about the number of the coach in which my three seats were reserved. When the ticket collector came, he said that while one of the tickets that I had purchased bears the name of a lady how is it that three gents were travelling? I submitted that the name of my wife had been written by mistake. If there is any legal complication, I can give it in writing. Even then he reiterated that either I should get down from the train or he would penalise me. I was very much upset. He charged the penalty. That is the way sincere and honest people are dealt with by railways (*Interruptions*)

SHRI BHOGENDRA JHA: Please make it a specific case and do not leave it half way.

MR. CHAIRMAN: Please, relate the incident again.

SHRI BHERU LAL MEENA: I was travelling from Udaipur to Delhi. I got three seats reserved by telephone. Two tickets were free and I had paid for one ticket. When I reached the station, I was asked to board a particular compartment in which my seats were reserved. When the T.C. came for checking he said that the ticket bears the name of my wife. I submitted that the ticket clerk might have done it by mistake. My wife was not travelling. I can give this in writing. But he did not listen to me. He asked me to get down from the train. I paid him the penalty i.e. double charge of the ticket. I have got the receipts.

Sincere people are treated in this way and people travelling without ticket and gondas go scot free.

With these words, I conclude.

MR. CHAIRMAN: The hon. Minister has noted the complaint. If you could provide other information in this regard like date etc, it would be better (*Interruptions*)

[*English*]

SHRI K.P. REDDAIAH YADAV (Machilipatnam): They should take action.

MR. CHAIRMAN: They will take.

SHRI K.P. REDDAIAH YADAV: Sir, let him say and confirm. This is not the question of only one hon. Member. This is the concern of all the hon. Members.

SHRI MUKUL WASNIK: I can only say that as soon as the hon. Railway Minister comes back to the House, I will bring it to his notice. I am sure that if anything has been committed wrongly by the railway authorities, necessary action to see that things are set right will be taken by the railways.

[*Translation*]

SHRI RAMCHANDRA MAROTRAO GANGWARE (Wardha): Mr. Chairman, Sir, I rise to oppose the Railway budget. The hike in fares for common masses is objectionable. Similarly, there has been an increase of 10 to 12 per cent in the freight charges. This would further increase the prices of essential commodities and common people would be adversely affected. Many Members have already spoken in this regard. Therefore, I would not like to go into details. This is an anti-people budget since it proposes to increase the passenger fares and freight charges Rs. 1848 crores would be mobilised through this. I think much more than that would be collected.

[Sh. Ramchandra Marotrao Ghangare]

I would like to point out towards a discrepancy. In the para 32.2 of Budget speech the hon. Minister has said:

{English}

'The Railways have been exempting certain commodities from freight increase in the past. I propose to continue the exemptions given in the past in respect of the following commodities:'

{Translation}

Twelve commodities have been identified and in para 32.5 it is stated:-

'The freight rates for all commodities are proposed to be increased by 10% for distances upto 500 kilometres (inclusive) and 12% for distances from 501 kilometres and above. These increase will also apply to the twelve exempted commodities mentioned earlier.'

{Translation}

On the one hand it is said that the commodities have been exempted and on the other hand it is submitted that freight charges would be increased on commodities. This is a discrepancy.

Similarly grains, pulses, sugar, diesel and oil cakes had been exempted. Now this exemption has been withdrawn. This would adversely affect the common people. For this reason I oppose the Railway Budget.

I would like to attract your attention towards my constituency. The Minister of Railways deserves congratulations as he has paid attention towards the long standing

demand of the people of Nagpur. The people had demanded the introduction of a new Fast Express train from Nagpur to Delhi. This demand has been met. This is a welcome step.

Secondly, when our Prime Minister was contesting election from Ramtek in 1984 and 1989 he had given an assurance that a new railway line would be laid from Amravati to Narkher. It is a welcome step that some progress has been made in this direction. The hon. Minister has made a reference to this railway line in his speech and some provision has also been made in the budget for it. I would like to request that the work should be geared up and survey should be conducted so that the assurance given by the hon. Prime Minister - though at that time he was not the Prime Minister is implemented.

This is a very strange situation that even after 45 years of attaining independence there are many rail-lines whose owners are Britishers. The independence movement was initiated in Wardha. There is one company lick-Nixon and Company. This company is the owner of the narrow gauge line from Pulgaon to for the last 45 years. There is a lot of corruption on this line and the Government has come to this conclusion that since this rail line is continuously accumulating losses therefore it should be closed. Actually, last year only they changed the entire length of the rail line and constructed it as per the requirement of a diesel engine but now they want to close it down. This is something very contrary. I want to submit that you should check corruption as this rail line is very useful for the local people. It covers a distance of 36 kilometres in 3 hours time. Even the bullock-cart can cover this much distance in a lesser time. I want that this line should be converted into broad gauge and if possible it can be connected

with the Amravati-Jarkher line about which an assurance was given by the hon. Prime Minister Shri Narsimha Rao so that it can also be useful for the forest and agricultural produce as well as the forest department.

I also want to draw your attention towards the fact that in our region narrow gauge lines are called Shakuntala, this is also in Vidarbha. This line passes from Yavatmal to Murtilapur and Achalpur. It is also essential to convert it into a broad gauge line. This line passes through densely populated area and the areas having good harvest but due to this, its speed is only 12 kilometres per hour. The people are facing a lot of difficulties as a result thereof. So far as the Marathwara line is concerned, it is certain that Ministry of Railways has taken initiative to convert it into a broadgauge line. The development of Marathwara region depends on it, therefore, I request you to accelerate the pace of work.

The major portion of the Konkan Railway has been completed, the line has already been made operative but what is going on in Goa. There are some people in Goa and I have nothing to do with it but I have received complaints regarding damaging environment and deforestation. The farmers are opposing rail line because due to this rail line there is water logging on both sides of the line and in absence of proper arrangements for the clearance of the water the crops are destroyed. About the veracity of the facts, I cannot guarantee but if the complaints of the people are attended to, the resentment among people of Goa can be mitigated.

Another point, which I want to bring to your notice is that Wardha has been the residence of Gadhiji and Vinobaji on time. The local as well as foreign tourists visit this place but neither Andhra Express nor

Tamilnadu express has a halt at Wardha. This is a main centre of the district and at least 10 lakh people live in the city, therefore I demand that either A.P. express or Tamilnadu Express should have at least two minutes halt here. I request you to provide one or two minutes halt for Gitanjali express at Wardha also. The people of Chandrapur told me that they met you and other Ministers as well. Chandrapur is also rapidly changing into a big industrial town. A lot of minerals, iron and forest produce are there in Chandrapur, therefore, I humbly request the Railway Minister that one of the trains should also be given a halt at Chandrapur and the other at Wardha.

Further, I also want to submit that a passenger train comes from Balarshah for connecting Nagpur-Dadar train and its two bogies are attached with Balarshah Dadar, as a result of which it gets late. Dadar-Nagpur train is thus missed by the passengers. Then these two bogies are attached with another passenger train which reaches next day evening or in the night which causes a lot of inconvenience to the passengers. They are demanding a train. There is no direct train for Bombay. Therefore, their demand for a direct train should be meted out

I would like to mention one more point. Jha Saheb had already spoken about Railway Board. This Board is a legacy of Britishers. This Board is simply a white Elephant. Therefore, Railway Board should be wind up and instead Consultative Committee should be consulted. Consultative Committee, Expert Committee and Ministry of Railway can cumulatively solve the purpose in an efficient manner. Therefore, Railway Board should be wind up.

Vigilance Board is also a big headache. The employees of the Board are synonym to



[Sh. Ramchandra Marotrao Ghangare]

terror. It has become the centre of corruption. If these people do not get a case, they deliberately prepare a false case. They harass the employees and even take them in custody. Such incidents have come to the notice. I would like to cite one two examples. Last year a team of teachers of Model High School, Wardha went on a tour. When they reached Kerala via Kanyakumari, one Vigilance Inspector behaved with them in an indecent manner and took them in custody. They were having tickets but even then they were put behind bars. They requested to let them make a phone or send a telegram but they were refused. You may take action against anyone found guilty. I have even written to Shri Jaffer Sharief in this connection. He told that an enquiry was being conducted. But what happened thereafter, I do not know.

I want to make another submission. Four T.T.E. were on duty. Suddenly, vigilance officers pounced upon them and charged them with taking a bribe of Rs. 100. They dragged him by holding his neck. When he inquired for their identity cards, they started beating him in the presence of passengers. Other people also gathered there. Thereafter, he was taken to the station Superintendent. On making an enquiry the Superintendent found nothing on his person except 20 rupees which were duty entered. I want that an inquiry should be ordered in this case. Four persons were transferred and injustice has been done. There is another case. A vigilance Inspector abandoned his first wife and married another woman illegally.

MR. CHAIRMAN: Please give this in writing.

(Interruption)

SHRI RAMCHANDRA MAROTRAO

CHANGARE: I want that the Commission given to bearers and commission vendors should be revised because for the past several years they are getting only 3,4 and 6 per cent commission. Therefore, I request you to revise the commission of these employees and now. I conclude.

SHRI RAM PRASAD SINGH (Bikramganj): Sir, I rise to oppose this Budget. The hon. Minister has succumbed to the pressures of IMF, and when he is genuinely not at pains to understand the problems of the poor how can he understand their problems. I oppose this Budget, Mr. Minister, because it is anti-poor. (Interruptions) This Budget does not safeguard the interests of the poor because you have stated that poor travel generally upto 100 kms only. This is highly unjustified because poor travel anywhere for livelihood. They travel to Punjab and Bombay for livelihood from Bihar. So, how do they travel only upto 100 kms. I do not want to dwell into your formulae for computing things. However, I would like to submit that this will hurt the poor quite a lot. It is the poor who generally purchase tickets and not the gutsy affluent, who are not even enquired about the tickets. People like you and me, with lots of guts, never purchase tickets. (Interruptions)

Sir, though the poor are supposed to be benefited by the Budgets yet all the burden invariably falls on them only. Freight on essential commodities has been increased and it will adversely affect the poor only. I oppose this Budget because though the poor have not been directly hit yet they will suffer most, indirectly. As the time at my disposal is short I would like to make a few points only. Babu Kunwar Singh, a renowned freedom fighter of 1957, belonged to Area which is in my constituency who is not aware of Sasram and Shershah Suri the two fa-

mous historical names. Long back there used to be Aara-Sasaram light railway but its tracks were dismantled for conversion into broad gauge. However, I am sorry to say that stalwarts like Babu Jagjiwan Ram who represented Sasaram in the House, could not get a new railway line constructed for this area. The survey work has already been done and an assurance to this effect has been given in reply to questions time and again. I would like to submit that Sasaram and Aara-Sasaram railway line be renamed after the names of two prominent personalities of this country. Even if it has to be extended it should be got constructed upto Bhavnatur. This is my demand.

Secondly, Gaya is a famous historical and pilgrimage centre frequented by Indian and foreign tourists. Allahabad, confluence of rivers, is also a pilgrim centre. No fast train operates between these two places on this grand card line between Calcutta and Mugalsarai. All the old trains are running on this line. There are only three superfast trains, Bombay Express for Bombay, Delux for Delhi and Rajdhani operates on this route for 3 days in a week and no other train operates on this route. Therefore, I demand introduction of a fast train between Dhanbad and Varanasi. This route is hilly and it will benefit the poor traders and miners. BDM Express between Virvadi and Mugalsarai halts for 11 hours at Mugalsarai. If this train is extended upto Varanasi it will benefit the poor and will also save their time and energy.

MR. Deputy Speaker, Sir, fares have been increased but no attention is being paid towards passengers amenities. Quality of eatables like tea is not good. Bed roll too is not clean. When fares have been increased by 10 per cent, attention should be paid towards quality of food, tea and bedroll etc.

Railway Protection Force has now been branded as Railway Loot Force. They also fleece poor passengers travelling with proper tickets. Recently I witnessed RPF personnel forcing passenger to pay Rs. 10-20. They even extort money in the day time from the helpless passengers travelling in the reserved compartments. The hon. Minister must also pay attention towards this.

Electric locomotives should be introduced on Gaya-Mugalsarai route just like the Patna-Budar route because there is no such train on this route. Except for a passenger train and BDM no other train runs on this grand card line. This is the most populated area of Bihar and passengers are facing lot of difficulties. For the benefit of passengers at least two more trains need be introduced on this route.

In the end I would like to thank you for giving me an opportunity to speak.

(English)

SHRI K. THULASIAH VANDAYAR (Thanjavur): Mr. Deputy Speaker Sir, I rise to support this Budget. Tamil Nadu is partially industrial but it can be made a tourist and pilgrim centre if the Railways cater to the needs of the tourists. Rajdhani Express should be there at least twice a week as once a week will not serve the purpose. It is as good as not having it.

Madras to Trichy is the main line leading it to Rameshwaram. This line is to be made broad gauge. I know you will say that there is a paucity of funds but at least there should be a promise in this respect.

Tanjore-Nagapattinam route is an important line which leads to three shrines of the Muslims, Christians and the Hindus. It is an important line and should be converted to

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*of R.C.C.: Dem. for Grants (Rlys.), 1993-94;*

[Sh. K. Thulasiah Vandayar]

broad gauge and there should be an overbridge in Needamangalam which is a must.

Retiring rooms in all the big cities are in a very bad condition. The very infrastructure should be improved and there should be a periodical cleaning.

In all the Northern cities the platform is full of roaming cows and dogs and of course the liberty of travellers who are not bound by any rule or law has made the platform their hearth and home. This menace must be put and end to on a war footing.

Chain pulling is hazardous and it should be put an end to because it makes travelling so inconvenient. The only way to check this is to work in a disciplined and dedicated way.

Whenever an agitation takes place. at once the wild crowds rush to the railway line and burn the trains and buses. In order to put an end to this meance once for all, the security sentinels should be strengthened to guard our trains from being looted and burnt.

I request the Railway Minister not to bypass it by saying that there is paucity of funds. The food which is supplied should be prepared hygienically so that the traveller is safe in his travel.

The necessity and wants of our people should not be denied for a comfortable and civilized travelling.

Things that can be done in a day are left undone for years. The Indian Railways can become one of the world's best if it is maintained properly. The Railway Minister must make periodical surprise inspections

so that the Indian Railways may be mademore profitable and comfortable.

{Translation}

SHRI LAKSHMI NARAIN MANI TRIPATHI(Kaiserganj): Mr. Deputy Speaker, Sir, I rise to oppose the Railway Budget for 1993-94. Farmers and labourers constitute 80 per cent of the population in the country. Their basic problems are food, clothing and shelter. This Budget will further aggravate these problems. Increase in fares and freight charges will adversely affect these very 80 per cent people. In addition increase in I class and A.C. class fares have been made. In these classes only 10 per cent seats are occupied by traders and the rest are occupied by Government officials of various states and legislators. In a way the States will have to bear the burden of these passengers. Increase in freight charges on pulses, foodgrains and potatoes will adversely affect the interests of the poor as it will make these commodities dearer.

The Government has increased the freight on coal. Coal is an energy, coal helps in electricity generation, steel manufacturing and producing fertilizers, it is one of the main sources through which houses are built and bricks are prepared. Bricks are the only available source left to a poor man with which he manages to build his hut. But the Government deprived him even of that. The freight has been increased by 12 per cent and 5 per cent surcharge has further imposed on it on the plea that since there was a general tendency of delaying the payment of freight which causes a considerable loss of interest, therefore surcharge is being increased to encourage the payment in time. There are two methods of paying freight - the first one is through credit notes, the State Governments purchase coal and in turn issue credit notes. The other method

is the cash payment. As soon as the commodity reaches the station, the private company makes the cash payment. Whatever the outstanding amount is, that is against the Government departments. If at all, we agree to your point, then it should be clarified as to where this freight has to be paid because there is no such provision in the Railways. It is not possible to make the payment at the places where wagons are weighed. Coal is sold by the Coal India Ltd. and R.R. is made in its name. It takes the advance payment and the industries are shown as receivers. Industries do not get invoices; they do not have any provision to deposit the freight charges. Even if they want to deposit the freight charge, they have to go to the Divisional Office and seek special permission to do so. Then the freight charges will have to be deposited in the Coal India Ltd., which would be adjusted afterwards. Then there is question as to how much amount has to be deposited as freight charges; because a rack may contain 1500 tonnes of coal or it may contain 2000 tonnes also. There is no provision to deposit the charges for varied quantity. I would like to suggest that the Government may take any step it likes against the departments which do not pay the freight charges in time but do not impose the surcharge on those persons or companies etc who are very prompt in making the payment. If the Government is bound to increase the freight rate then it should make some provision to deposit the freight charges. It must be clear as to where the freight charges should be paid by a coal merchant or an industrialist.

The Government has announced as increase of 12 per cent in freight rate and also 5 per cent surcharge. However the actual increase accrues to 18 per cent. The total of 12 per cent direct increase in the freight plus 5 per cent surcharge in fact accrue to 18% because rounding to the next

higher rupee will also increase the amount. Thus Rs. 12 and Rs. 5 plus Rs. 1 makes the total 6 thus making the total increase to Rs. 18. This price increase on coal would result in the increase of 15 p. per brick. Thus it would have far reaching consequences. I would like the Government to review the matter.

I do not know as to why the hon. Minister has referred to the Ayodhya incident in his Budget speech as a cause of railway deficit. However, if we take into consideration the Railway figures of all over the country the effect of Ayodhya incident does not come to even one percent. The Government cannot make excuses, the Congress Party, in its election manifesto had promised to bring down the prices and it cannot withdraw from it on the pretext of Ayodhya incident. Rather the Government will have to work in the interest of the nation and will have to go deeper to the cause of the loss. It can earn even a greater profit without increasing the freight if the corruption and other malpractices prevailing in the Railways could be prevented.

Sir, I would like to relate an incident. I was to go to Dhanbad. I had already bought a ticket but I did not have reservation. I requested the TTE to give me reservation but he refused. In the meantime some other persons having bought platform tickets got into the train to go to Dhanbad. The TTE gave them the berth numbers and the persons laid down on their respective berths, while I spread a newspaper on the floor of the train and laid down. At Gomo station the TTE took Rs. 50 from each of the persons and gave them ticket for Dhanbad. This is the way now corrupt practices are going on in the Railway. Even the officers at higher posts are involved into such malpractices. If they do not get bribe they hold up racks or attach broken bogies. Sometimes

[Sh. Lakshmi Narain Mani Tripathi]

these broken boggies are useless for loading purposes and even if loading is done then the wagons are held up in the yard in case the hush money is delayed. Even if the wagons start from the yard then they are held at some other station within the way on the pretext of some defect in them. In this manner people are harassed and wagons at large are kept idle. The Government will have to give a serious thought over this problem. If the hon. Minister goes into the root cause of corruption and tries to check it, he can earn a revenue of worth thousands of crores of rupees and would have no need to increase the freight.

Mr. Deputy Speaker, Sir, I would like to point out that on one side the Government claims that it would encourage the rural industries but on the other hand it is giving an indirect blow to it. Recently the Government has increased the basic rate of coal to Rs. 35 while actually this increase is of Rs. 40-50 and after the freight charges are revised this increase would come to Rs. 60 per metric tonne. Thus the total increase would come to Rs. 105/- per metric tonne. The entire material goes at the owner's risk and a lot of it is stolen within the way causing loss of at least 200-300 metric tonnes of coal worth lakhs of rupees to the industries. Therefore, if the Government does not take the matter seriously, lakhs of people working in small scale sector would be rendered unemployed. The hon. Minister of Labour in his reply in this House had stated that about 90 lakhs out of the total workers employed in the V.R.K. brick industry through out of the country are from the rural areas, and the closure of such rural industries would render a huge number of rural workers unemployed thus making it difficult for the Government to control the situation. In these circumstances, any increase in freight charges whether it is

5% or 17% or even 50% would be of no use unless the Government check the prevailing corruption in the Railway.

Mr. Deputy Speaker, Sir, I am thankful to you for giving me an opportunity to speak.

SHRI TEJ NARAYAN SINGH (Buxar):  
Mr. Deputy Speaker, Sir, I would like to express my views before the hon. Minister in a very brief and within the time you have allotted to me. Railways work at a wider scale all over the country and it takes about 3-4 days to take the passengers to a distant destination. It takes about three days to the passengers to go to Kerala. Catering service in the trains is in a very bad shape. Therefore, my submission is that the Government should keep an eye on the quality of food supplied in-trains. Food items which are sold at the rate of Rs. 12/- to the passengers are not worth even Rs. 6/- If MPs make complaints in this regard, I think, no attention is paid to it. Therefore, my submission is that the hon. Minister may kindly look into it.

Secondly, casual labourers have been working in the Railways for a long time. In 1987, the Supreme Court issued orders to prepare a list of their names by 31.3.87, but I think that the Railway department has not prepared any list to this effect so far, and thus no casual labourer has been appointed on permanent basis. Therefore, my submission is that the Government should make provision to provide employment to the casual labourers who are about 4-5 lakhs in number all over the country. At the same time I would like to submit that the rate of accidents per day was quite low when there was no contract system in Railways, but with the introduction of contract system in Railways, there is almost one accident every-day. Therefore, this system should be removed and all this work should be entrusted

to casual labourers, so that they may get employment and the Railway may overcome their difficulties.

I would also like to submit that Buxar is an important place. People from the eastern region of Uttar Pradesh have to come to this place to catch trains, however fortunately or unfortunately all the trains on the route of Ranchi, Howrah, Tata are operated from Patna. I would like to request to the hon. Minister that the Patna-Ranchi train should be operated via Buxar. The Danapur-Howrah train should be extended upto Ranchi and the Tata-Patna train should be extended upto Buxar. This will facilitate the people of both the States-Uttar Pradesh and Bihar.

I would like to submit that the increase made in the second class fare should be withdrawn because it will put more burden on the poor.

Another point, which I would like to submit is that proper security arrangements should be made in the trains. Due to the inadequate security arrangements, thefts and robberies take place and R.P.F. and G.R.P. remain unaware about them. So, I would request the hon. Minister that from Mugalsarai to Barahia, adequate security arrangements should be made invariably.

The survey of Arrah-Buxar and Arrah-Sasaram railway line was got conducted by late Shri Kedar Pandey. All the records are available. Only the hon. Minister has to approve these schemes. After that, work can be started on these schemes. So, I would request the hon. Minister that Arrah-Sasaram railway line should be constructed immediately. It is backward area and this line will provide a lot of facilities to the residents of this area.

I would like to submit that the increase

in the rates of platform tickets should also be withdrawn. Another point, which I would like to submit is that the monthly passes of daily passengers travelling from Aligarh to Delhi are allowed in the Magadh Express but the monthly passes of daily passengers travelling from Buxar to Patna whose distance is equal to the distance between Aligarh and Delhi, are not allowed in Express trains. There should be the same law applicable throughout the country. If the people of Aligarh are allowed to come to Delhi on Tinsukhia or Magadh Express, the Buxar people should also be allowed to travel to Patna on these Express trains. So, the same rules should be implemented there also.

The Rajdhani Express, which goes through Mugalsarai should be routed through Buxar. A large number of Biharis live in Maharashtra and Karnataka, but there is no train from Patna to Bangalore or to Maharashtra. It is being alleged that the Railway Minister is spending all the funds of South. There is no need for him to tolerate this allegation. This is not an uncommon thing. Every Minister had spent funds on the area to which he belonged. There is nothing to hide in it. Shri Lalit Narayan Mishra was the Railway Minister of Bihar. He did a lot of work in Bihar and this tradition has been followed by the Congress. He is also in the Congress and if he maintains this tradition, I do not criticise him. But I would like to request him that as he wants to develop Bangalore, a direct train from Patna to Bangalore should be introduced, so that with the development of Karnataka, it can give some benefit to the people of Bihar also. Similarly, a direct train from Patna to Bombay should be introduced, which will bring development in both the States. A lot of Bihari students live and study in these States. They have to change four-five trains to reach to Bangalore or Maharashtra from Patna. As a result, their entire luggage gets lost during their

879 *Rly. Budget, 1993-94 Gen. Diss.; Res. re. approval of 3rd Report of R.C.C.; Dem. for Grants (Rlys.), 1993-94;* MARCH 30, 1993 *and Suppl. Dem. for Grants 880 (Rlys.) 1992-93*  
[Sh. Tej Narayan Singh]

journey. So, I would like to request the hon. Minister that from the security point of view, two new trains from Patna to Bangalore and Patna to Bombay should be introduced, so that the people can get facility of travelling.

I would like to submit another point. There are several electric trains from Mugalsarai to Howrah via Gaya. Although, several announcements have been made, yet not a single electric train has been introduced from Jhajha to Mugalsarai. So, I would request the hon. Minister that he should expedite this work as early as possible so that the residents of that area can also get some facility.

In the end, I would like to submit that the Delux train, which runs between Howrah to Delhi via Mugalsarai, should be run on all the seven days of the week. It should be run via Mugalsarai and Buxar, so that, we can atleast come to Delhi. Similarly, Rajdhani Express should also be run on all seven days of the week., so that the people of Buxar and Mugalsarai can avail this facility. With these words I oppose the Budget.

{English}

MR. DEPUTY SPEAKER: Shri Muniyappa to speak now.

SHRI SRIKANTA JANA (Cuttack): Sir, I have a submission to make. When this was decided that we will sit till late in the night and next day also continuously, there was an agreement that the leaders of different political parties must be present in the House. In the zero hour of today, at least the backbenchers who are present now in the House should be allowed to participate as the leaders come only for zero hour for press

purpose. You should consider this. {Interruptions}

MR. DEPUTY SPEAKER: Let us see Shri Muniyappa may speak now.

{Translation}

SHRI BHOGENDRA JHA (Madhubani): I would like to request all those who are sitting here, should control their leaders for a day. All of you should control their own leaders.

SHRI KRISHNA DUTT SULTANPURI (Shirma): He will become ill, if he has to sit for the entire night. That is why he has gone to take rest for the night {interruptions}

SHRI K.H. MUNIYAPPA (Kolar): Mr. Deputy Speaker, Sir, I welcome the Railway Budget for the year 1993-94.

The Hon'ble Minister Shri Jaffer Sharief deserves our congratulations for the innovative steps he has taken to convert the railway lines into broad gauge. Few days ago the Hon'ble Prime Minister inaugurated the railway line between Udupi and Mangalore which is a part of Konkan Railway Project. This work has been completed within the prescribed time limit. In fact, the Hon'ble Railways Minister has given an assurance to complete the entire Konkan Railway Project before the scheduled time. The people of Karnataka are grateful to Mr. Jaffer Sharief our thanks are due to the Railway officials, labourers and others who have contributed their might to complete the railway line between Udupi and Mangalore.

Our Government have an ambitious proposal to convert 6000 km. railway line into broad gauge during the 8th Plan period. In fact, the Hon'ble Minister has already achieved success during the first year of the

8th Plan period.

Mr. Jaffer Sharief's contribution to the development of Railways is unique. At the same time I will be failing in my duty if I do not mention that South India, particularly, Karnataka has been neglected by the Railway Ministry.

Electrification between Kuppam and Bangalore has been completed. In fact this is the only electrified line in my nState. Rajdhani Express has been introduced by the Hon'ble Minister between Bangalore and New Delhi. I request him to make this Rajdhani Express a daily train as this is a high density route.

I urge upon the Centre to take up the conversion work between Bangalore and Secunderabad as it is a very long pending demand of the people of Karnataka and Andhra Pradesh.

Implementation of Reservation policy in the Railway Ministry is not satisfactory. My humble request to Sharief Sab is to see that the backlog is cleared immediately and SCs, STs got all help from the Ministry.

The Railway line between Yelahanka and Bangarpet is hundred years old. This line was laid during the period of Mysore King. This line has to be converted into broad gauge as early as possible. This line covers the constituency of my senior colleague Shri V. Krishna Rao. I am thankful to the Centre for sanctioning five lakh rupees during 1993-94 to conduct the survey. I hope the actual work of conversion would commence in the near future. The farmers would be saving about 80 lakhs of rupees every year if this conversion is completed. At present they are paying heavy transportation charges to the truck owners. The total transaction is about twenty five crores every

year including silk, mangoes, vegetables to places like Bomb ay, Nagpur, Poona, Madras, Hyderabad etc. is a regular feature from my area. In addition to farmers, the above mentioned line would be a boon to students, merchants, pilgrims and many others. Hence this line has to be completed on top priority basis. I also request the Centre to see that trees are grown on both the sides of Railway Roads. I am happy to mention that the Railway Sportsman and Sportswomen are ahead in most of the sports events. The encouragement to sports persons should continue.

South Western Railway Zone should be set up in Bangalore without any further delay.

I pray God to bless our Railway Minister with strength, courage and will power. I wish him grand success in his ventures.

Sir, I thank you for giving me this opportunity to speak and with these words I conclude my speech.

SHRIMATI BHAVNA CHIKHLIA (Junagarh): Mr. Deputy Speaker, Sir, I am happy to know that the women are still respected in our country. I rise to oppose the Rail Budget, 1993-94 presented here. This is against the interest of the common man and will only create problems for him. In these days of price-rise, this increase in fares will add insult to injury for him.

I would like to ask the hon. Minister whether there is any State named Gujarat in our country. Throughout the entire rail budget, there is no mention of Gujarat. It is quite regretful. Gujarat has always been facing such injustice in every field - whether it is rail, coal, gas or royalty on crude oil. If the hon. Minister makes some changes in the Budget in this regard, we will be grateful to



[Smt. Bhavna Chikhli]

him. The western railwayline covers 5000 kms. of Gujarat, 1500 kms. of Rajasthan and 349 kms of Bombay. Although, this rail line covers a lot of distance in Gujarat, yet the head-quarter of western railway is situated at Bombay instead of Gujarat. This creates a lot of difficulties for us. So, I would request the hon. Minister to pay his attention in this regard.

Secondly, a proposal to convert several metergauge lines into broad gauge lines in going on since long in Gujarat. My constituency Junagarh is also covered under it. The work on Rajkot-Viraval line in Junagarh was to be taken up during the Seventh Five Year Plan, but due to some reasons it was not taken up in the Seventh Plan. Now, it will be taken up during the right five year plan, but nothing has been mentioned about it in the Budget of 1993-94. If it is not started this year too then nobody as to when it will be completed. The cost will also continue to increase. So, the work on this line should be started in the current year and it should be included in the budget also.

Junagarh is an industrially backward area. If the above mentioned line is converted into broad gauge line, it will develop our Junagarh area and this will in turn develop the entire Saurashtra region. The hon. Minister should consider this issue.

Thirdly, western railway is the biggest source of income for the railways. Even then, Gujarat is in worse situation. We lag behind in many issues. The hon. Minister should pay attention in this regard also.

The general public is experiencing hardship due to increase in railway fare. I request you to withdraw it. Mahatma Gandhi had taken steps to make the country free. He

also hailed from Gujarat. It seems to me that the people of Gujarat will not tolerate it if this trend continues. We know the path that was shown by Mahatma Gandhi at the time of freedom movement. Before any such move is taken by the people of Gujarat, the Government should think about the State and take some steps for Rajkot and Virval.

SHRI R. JEEVARATHINAM (Arakkonam): Hon'ble Deputy Speaker, Sir, I welcome and support the Railway Budget for 1993-94 as moved in this august House by the Hon'ble Railway Minister. I would like to make certain observations and submissions in this connection.

I urgent upon the authorities concerned to introduce a scheduled train between Arakkonam and Madras. It should depart from Arakkonam at 8.05 in the morning and must reach Madras at 9.15 AM. likewise the return train should leave Madras at 5.40 PM and must reach Arakkonam at 6.30 PM. As part of the ongoing gauge conversion schemes, Arakkonam to Chingleput line should be converted a broadgauge line. At the same time I would like to draw your attention to expand the Railway Platform as Arakkonam Railway Station. Granite concrete roof-structure is a must for Arakkonam railway station as it is used by more and more people including military personnel. An underground sub-way could be constructed in Arakkonam station.

Arakkonam Railway workshop needs to be modernised and with the expanded capacity it could provide more job opportunities to the local people. The strength of Railway Protection Forces personnel should be increased to provide adequate security to railway property and to obviate accidents. Taking into consideration the industrial development around the area, new railway line should be laid from Walajeh to Trivandrum

via Rapine, Arcot, Kalavai, Cheyyar and Vandavasi. While laying this new line it should be laid as a broadgauge railway line right from its inception. The survey work in this regard may be completed at the earliest for its being included in VIII Plan. South bound trains from New Delhi, Calcutta, Howrah could be routed through Katpadi, Bagala, Tirupathi, Renigunta. Gudurb by way of converting Katpadi-Tirupathi section into a broadgauge Railway land that are lying as dry land should be surveyed and they may be auctioned and sold out to increase the resources at a time when paucity of funds severely affect the implementation of several schemes. If these lands could be developed for housing purposes, then they may be sold to Railway employees at concessional rates. Modern dwelling units, may be constructed for railway men if the Government allocates more funds to Railways to benefit the employees.

Coimbatore bound Chorán Express train from Madras should have a stoppage at Katpadi. This would benefit the area which is a fast developing industrial area and a renowned health centre with CMC Hospital. Lal Bagh Express between Bangalore and Madras should have a stoppage at Arakkonam. With the military base at Arakkonam and the increasing industrial activity around the place, military personnel and others coming from Bangalore and Mysore would be benefited by this measure. In order to benefit the wards of the Railway and military personnel in this area an Engineering college should be set up by the railways. This would help solving the problems of bright children who are now going to Madras and Vellore to pursue higher studies.

The buses run by transport Corporation of the Tamil Nadu Govt. charge less and the

bus fare is cheaper when compared to Railway fare. hence it is imperative that railway must take adequate measures to benefit more people at a lesser cost with reduced fare structure. hence you may reconsider the recently announced fare hike for both commuters and freight movements.

it will be worth considering to employ women Travel Ticket Examiners to be put on duty in Ladies compartments especially during night travel.

Railway pensioners should be given proportionate increase and when salary and pension payments based on Consumer price Index are enhanced to benefit other Government employees.

Freedom Fighters' families should be provided with permanent First Class Railway passes. Apart from that the wards and dependents of Freedom Fighters and their family members should be given almost 5% priority in employment opportunities available in Railways. At a time when we struggle hard to overcome the economic crisis and paucity of funds, our Railway Minister and prime Minister have come forward with a commendable Railway Budget. We need to congratulate them for their intensions and measures aimed at benefitting the public at large. But still I would like to add a word with caution. Tamil Nadu could not get a share it deserves. I fervently hope our Railway Minister Shri Jaffer Sharief will take enough care to render justice to Tamil Nadu. To put it precisely, a Rajdhani Express Train should be run between Delhi-Madras with increased frequency. With this I conclude my speech supporting the Railway Budget for the year 1993-94 and Mr. Deputy Speaker, Sir, I thank you for providing me an opportunity to speak on the Railway Budget.

SHRI LALL BABU RAI (Chhapra) Mr Deputy Speaker, Sir, I oppose the Railway Budget for 1993-94

The reason is that the Government is neglecting rural backward areas and the North-eastern region in the department of Railways. In the Railway Budget injustice has been done to Orissa, Uttar Pradesh, West Bengal along with Bihar. The Minister of Railways has listed his achievements while presenting the Railway Budget. These are not the achievements but the failures of the Minister of Railways. During this year there was a total of 338 million tonnes of freight movement in Railways. But the hon. Minister has forgotten that the target was fixed at 354 million tonnes. The revenue received from railway passengers has been reduced by Rs 352 crore as compared to the revenue received in last year. How the revenue can fall when there has been an increase of 5 per cent in the number of passengers. This Budget will cause 10 to 15 per cent inflation. It is the poor who will be in hardship. Now-a-days, railway fare is higher than bus fare. In the new budget, provision of new sleeper has been introduced. I request the hon. Minister of Railways to withdraw the sleeper class. There would be an increase of 25-30 per cent fare hike in sleeper class. Last year the loss due to theft was to the tune of Rs 7 crore but this year loss on this account was Rs 8 crore. The hon. Minister has deliberately not taken interest in covering non-profit making lines into profit making lines. There has been a loss of Rs 116 crore on 116 branch lines. The Railways has already invested an amount of Rs 76 crore on these branch lines. It means that amount of loss is far more than the amount of investment made.

The Minister of Railways did not take

into account the nation is interest at the time of issuing free passes. He has considered the interest of a family. He paid more attention to Karnataka and Andhra Pradesh in the south. In Bihar no work on doubling, renovation and electrification of railway lines has been done. In this Budget, injustice has been done to farmers also. Withdrawal of concession from diesel, foodgrains, sugar, pulses and oil cake is anti-kisan. The Government took many pretexts to withhold development of Railways in North-eastern States. We have made several demands to the hon. Minister.

The Shram Shaakti Express which runs from Muzaffarpur to Bombay via Patna takes much time. It should be run daily and via Muzaffarpur, Chhapra and Varanasi. There has been a demand for doubling the railway line from Patna to Gaya since long. This demand has not been met till date. The freight surcharge on coal has been increased from five per cent to ten per cent. I request that it should be reduced. There is also a need to constitute a Railway Zone in Bihar. The construction work between Chhapra and Orhara is going on at a low pace. It should be completed at the earliest. The Gorkhpur-Chhapra line should be doubled and electrified. Though Hazari Bagh is a District Headquarters, no railway line has been provided there so far. There is also long-standing demand to construct a rail bridge at Digha-Pahaleja on Ganga river. Its survey has already been done. I have also raised this demand in the Consultative Committee. But this rail bridge has not been constructed even today in link North Bihar and South Bihar. I have received a letter from the hon. Minister in which he has mentioned that the cost of the bridge is estimated at Rs 468 crore. Again, on 4/3/92 I received a letter stating that survey had since been completed. But this work has not been done even now. I would like to request

the hon. Minister to complete the work at the earliest.

I would like to make one more submission. I have demanded several times for the beautification of Chhapra Junction but this has not been done so far. In Sonapur a fair of cattle and birds is organised. It is the biggest fair in Asia. The railway platform at Sonapur is the longest one in India. I demand that beautification of Sonapur platform should be done. apart from this the D.R.M. head office is also located there. There was some siding also. it was shifted to barauni. I demand that this should be again brought to Sonapur. All the tourism centres in Bihar should be linked with rail for the development of Bihar.

Sir, I would like to request the hon. Minister not to neglect Bihar. The shuttle train that ran from Chhapra to Bhatani should be restored. One train runs from Chhapra to Sonapura in the morning and another train comes back in the evening. I would like to request the hon. Minister to introduce one train for noon also on this route. An Express train from Patna to Puri to be called Puri Express via Gorakhpur, Chhapra should be introduced so that the people of the area could have a darshan of Lord Jagannath.

Sir, the Rajdhani Express should be run via Patna twice a week. The cost of platform ticket which has been increased from Rs. 1 1/2 to Rs. 2 should be reduced. The construction of broad-gauge line between Chhapra and Orihar which is going on at a low pace should be completed at the earliest. Doubling of Chhapra Gorakhpur line should be completed immediately. A train from Hazipur to Sujauli via should be introduced. Vaishali is a tourist spot. It was the capital of Lichhavis. the hon. Minister of Railways knows that railway funds were

deposited in Canfina bank where bungling took place. There is rampant corruption in the railways. it should be wiped out. If you can stop corruption, there will be no need to increase fare. The Railways increase fare in the budget every year whereas passenger amenities in the railways are decreasing. It is an exploitation. That is why I oppose this Budget.

SHRI RAMPAL SINGH (Domariaganj):  
Sir, I oppose the Railway Budget. it lacks direction. It has caused burden on the Poor. The hon. Minister Railways had said in his Budget speech fare wanted be increased after 100 kms. only. But it is not so. Even fare has been increased within a distance of 100 kms on the pretext of rounding. The freight charges include from other item also which is a burden on the poor.

Increase have been made in freight for the essential commodities which is not justified. Twenty years back most of the goods were transported through trains but due to pilferage and delay enroute, people now prefer trucks which enables their goods reach safely and timely. If pilferage is checked in railways and its efficiency is increased, the income of the Railways can also increase.

Mr. Deputy Speaker, Sir, when Rail Budget was presented last year, many non-Members had expressed their resentment for regional imbalance. The Rail Budget of this year also shows a sign of regional imbalance. Even in the Rail Budget of this year, no attention has been given to eastern Uttar Pradesh. This year nine new trains have been introduced but no new train has been introduced in Eastern Uttar Pradesh. This year nine new trains have been introduced but not new train has been introduced in Eastern Uttar Pradesh Gorakhpur is the headquarters of Northern

[Sh. Ram Pal Singh]

Railway. But no train starts for Delhi from Gorakhpur. All the trains come from Bihar etc. and they are already packed with passengers and people do not get any place even for sitting. Passengers travel on the roof of the trains which often causes casualties. I demand the hon. Minister to introduce a new train from Gorakhpur to New Delhi.

Similarly, earlier the Vaishali Express was a superfast train but it cases to be superfast since 1.1.93 and consequently it comes 3 or 4 hours late.

This train had come 3 or 4 hours late on the 29th also. In this connection many hon. Members of Parliament have written to the hon. Minister of Railways to continue it to be a super fast train. And in this case it will be under the control of the Railway Board and will run in time. In case it cases to be a superfast train, we have to face a lot of difficulties in reaching Delhi. I demand that the Vashali Express should maintain its position as a superfast train as it had in the past. So that people can reach Delhi from Lucknow in time.

Mr. Deputy Speaker, Sir, the hon. Minister has given much emphasis in this speech on facilities to be provided to the passengers. In my constituency there is Sidhar tangar on the Gonda. Gorakhpur loop line. The trains running on this loop line do not have light, fans, water and even doors of the lavatories. So miserable is the condition of these trains. I demand that the condition of these trains should be improved. Similarly, most of the railway stations do not have hand pumps and if there are any had pumps there, they are generally out of order. Thus, there is no provision for drinking water facility. Watermen are posted in the

summer season, but they disappear when the trains come there. Such is the state of affairs which needs to be improved.

In the trains coming from Goarkhpur A.C. sleeper coaches etc. in upper class have been borrowed from other divisions which are also not in a very good condition. These to require improvement. Just now while talking about the R.P.F. some hon. Members revealed that instead of protecting the passengers in the train, the R.P.F. personnel, exploit them. Even after possessing genuine tickets they extort money from passengers and harass them. Security arrangements in the upper class are also not adequate. One or two days back the hon. Members Shri Ram Vilas Paswan had told in the Lok Sabha that a person was murdered at Kanpur. Therefore, adequate security arrangements should be made in these trains. In the Railway Budget for the current year out of the total provision of Rs. 4500 crore, Rs. 900 crore are to be mobilised through loans. If the efficiency of the Railway is increased and pilferage checked, Railway will not required any loan.

**02.00 hrs.**

Our requirements will be automatically met. Last year it was proposed to lay 319 kilometers new rail line and this year the proposal is to lay 269 kilometers rail line. But out of these lines not a single line is going to be constructed in Eastern Uttar Pradesh. In Eastern Uttar Pradesh a survey was conducted in 1989 for Doharighat-Balrampur. via Sajanwa, rail line. But after the then hon. Minister of Railways quit his post, the work was stopped. Work on that line has been going on for the last 14 years. I raised this issue several times in the Consultative committee and wrote letters to the non. Minister but no action has been taken so far in this regard. I demand that this task should be

accomplished at the earliest. Provision was made for the conversion of 1200 kilometers of rail line in 1992-93 and 1600 kilometers in 1993-94.. (Interruptions) But so far as this area is concerned not a single line has been included for conversions. I demand that the Gorakhpur Gonda loop line passing through Indo-Nepal border and the birth place of Lord Budha Lumbini line nearby, should be converted into broad-gauge. I had written to hon. Minister in this regard and he had assured that due to shortage of funds this year this matter will be looked into next year. The Manakpur-Katra line which is linked with Ayodhya, Faizabad and Allahabad from Katra has been converted into broad gauge line. If bridge is constructed over the Saryu river, this line will connect Ayodhya and Manakpur. Therefore, this bridge should be constructed immediately. At present the Kanpur Lucknow line is being doubled. This 150 kilometer railway route should be electrified so that the Shatabdi and Gomati express may run direct which will save 40 minutes being spent in changing train's engine at Kanpur at present. With these words I conclude.

**SHRI VAILASRAO NAGNATHRAO GANDEWAR (Hingoli)**: Mr. Deputy Speaker, Sir, I rise to support the Rail Budget. First of all, I congratulate Shri Jaffer Shariat. He has almost fulfilled our long standing demand of Manmad-Nanded line. I demand to complete the conversion of Jalna-Nanded line in 1993-94. Similarly, the target of the gauge conversion was 1200 kilometres during last year and this target has been crossed and 1350 kilometre- line has been converted into broad gauge. I therefore congratulate the hon. Minister of Railways and I went to draw his attention to some of the flaws. Just now many hon. Colleagues have asked to check immediately the corruption rampant in the Department of Railways. We

also oppose inverse in the rate of fare. Similarly, The pilferage in Railways should also be stopped. No body gets any information as to who are given refreshment stalls and book stall.

All these things should be made known through daily newspapers. The gauge conversions are likely to bring about great difference in income of railways. I request to attach a first class coach and an A. C. sleeper coach to the Jalna-Bombay train. Similarly, a first class coach should be attached to Purna Khandwa passenger train. The hon. Minister of Railways has started in his budget that new train services are going to be introduced. I think this gauge conversion will be successful. Similarly, the Hyderabad-Jaipur Meenakshi Express should be extended upto Delhi which will cover Nanded also where the holy Gurudwara of Sikhas is located. It is a religious place and Sikhs from North India will be able to visit there and their long standing demand will be met. This Express train should be named as Sachkand. Similarly, a passenger train runs between Jalna and Purna. It should be declared as an express train. This is in the vicinity of Knwat in Andhra Pradesh where large number of nexalites are living. If an express train passes through this area, it will bring about great change in that area. Marathwada is a very backward area. If the hon. Minister of Railways accepts our demand, it will bring about great change there.

The 10 to 12 per cent increase in freight and fare rates should be reduced by 5 per cent and every body will thank the Minister. The work of gauge conversion undertaken by the Government is going on very smoothly. I appreciate it and support this Rail Budget.

[English]

SHRI SUDHIR GIRI (Contai): Mr. Deputy-Speaker, Sir, at the outset I oppose the Demands for Grants of the Indian Railways. I oppose it on the ground that it is anti-people; anti-productive and it is at the cost of self-reliance of the Indian economy. It is anti-people because, increases have been made in freight and fare. This will create inflationary trend in the Indian economy as a whole. It will increase prices and essentially the price increase has its chain of reaction and those reactions will definitely affect the Indian economy adversely and it has begun to affect also.

Sir, as a result of this, people will face tremendous hardship and the common people who earn very little have to bear the increased fare. It is anti-productive because, the Budget has restored to regional imbalance. All the regions of the country have not been properly looked into and that is why it will be anti-productive and it is also anti-Government.

Sir, Such a Budget has definitely been prepared at the dictates of the International Monetary Fund and the World Bank. The IMF and the World Bank advised the third world countries' Governments to take measures which will create dependence of those developing economy on them they never create a situation which is conducive to the self-reliant economy. In other countries also such result have been found. Sir, I point out only one problem of my constituency and that is regarding railway line construction. Digha, in my constituency Comair in the District of Midnapore, is a sea resort of West Bengal; it is bordering Orissa also. Digha is also a fine tourist spot. Thousands of people visit Digha every day; but there is no railway link. So, the construction of the Digha-Tumuk railway line in the District of Madnapore is

going on, but it is going on at a very low speed.

This year, only a sum of Rs. 1 crore has been provided for the construction work; but this is quite insufficient. How many years will be needed for the completion of the construction work at the present speed! I do not know.

So, I urge upon the Government and make a fervent appeal to the hon. Minister to increase the fund quota for the construction of the Digha-Tumuk railway line so that the construction work can be completed within the shortest possible time in order to help the tourists as well as the Government of West Bengal.

[Translation]

SHRI KRISHAN DUTT SULTANPURI (Shimla): Mr. Deputy Speaker, Sir, it is very late now. So, I would like to make a few submissions in regard to my constituency.

In Himachal Pradesh no expansion of Railways has been done since 1947. There is no railway line beyond Shimla. I would like to point out that in 1982 the then Railway Minister Pt. Kamalapati Tripathi had conducted for Jagadhari-Paonta Sabib and Kalka-Parvanu lines, but neither the railway line has been laid till date nor any provision of funds has been made in the Budget for this. I would like to say that railway lines should be laid at both the places. The expansion of railway line is a must as hit cement factories and many other industries have been located in this region. The department spent enough money on the said survey but railway line has not been laid so far. This line is only five to six kilometre long and will prove beneficial for the people of Himachal Pradesh.

Mr. Deputy Speaker, Sir, the Kalka-Shimla rail route is not in good condition. So the speed of the train is quite low on this route. This railway line should be repaired to accelerate the speed of trains.

Mr. Deputy Speaker, Sir, there is a railway station called Dhanauli in Ropar district of Punjab. A very old railway line runs through this station since the British times. It has been dismantled. I would like to request you to reconstruct it so that it could be extended upto Nalagarh. Railway network has been expanded in Nangal and Una with a provision to extended upto Mukera. But a very meagre amount has been provided for this work. I would request you to provide adequate funds for this work. Necessary steps should be taken to increase the speed of trains on these lines which run at a very low speed. This will help people avail the benefits of railway service. The railway line from Jogindernder nagar to Pathankot should be extended upto Mandi for the benefit of tourists coming to Kullu and Manali. There are major power projects along the route from Nagal to Bilaspur via Nathappa-Jhakari. Crores of rupees will be spent on transportation of their machinery. It has been surveyed. The Government of Himachal Pradesh has deposit money for the project. So this railway line should be laid.

I would like to point out one more thing that railway land has been encroached. I had said earlier also that the railway surplus land should be distributed among poor and needy people. It should not happen that powerful people will encroach railway land. I have seen encroachment everywhere on Kalka-Shimla railway line at Dharpur, Parmanu, Kumarhatti, Salan and Shimla. I would request the hon. Minister of Railway to take action in this regard as employees of railway department are running a racket on

this land allotment. They allot land to their favorite people. No one thinks of the poor people. I would like to request that the Kalka-Amritsar railway line should be restored as the Punjab situation has improved. You had ordered earlier also but that has not been implemented. I will request you to start it at the earliest for the benefit of the people. I would congratulate you for presenting a good railway budget. Many people have opposed this budget. I oppose the people who are against this Budget and support the budget. I again congratulate you for presenting a good rail budget.

SHRI VIRENDRA SINGH (Mirzapur).  
Mr. Deputy Speaker, Sir, I would not say anything about the demands that have already been made by my previous speakers and hon friends. I will conclude in two minutes. This budget has not given any thrust to 'swadeshi' and self reliance. Tea cups supplied in railway stations are made of plastic. When Mr. George was the Minister of Railways, he made a scheme for the supply of earthen cups at all railway stations. I would request you to take steps for implementation of this scheme for the development of village industries and village entrepreneurs. If earthen cups will be in use at every railway stations, potters will get employment and profit. I am sure that you will encourage this practice.

I would like to say one thing that the vacant railway land should be utilised for growing fruit trees. I would request you to arrange for implementation of the scheme of growing fruit tree under your Ministry. In your budget speech, you have also made a reference to sportsmen. It is my main subject. I appreciate the facilities provided by you for sportsmen. I would like to submit that rural sportsmen come from poor families. but they have full acquaintance with rural sports. You should provide them ser-



[Sh Virendra Singh]

vice in railway department for their encouragement good instructors should also be arranged for them The railway department will give a boost to the deteriorating standard of rural sports

After this I would like to make a submission about my constituency My constituency is Bhadohi Mirzapur and Bhadohi is biggest centre of carpet industry Government earns foreign currency to the tune of Rs 1000 crore to Rs 1500 crore from this industry Trains bound for Bombay, Delhi and Calcutta etc do not stop at Bhadohi railway station I would like to request you to make arrangement for the stoppage of all the trains at this major carpet industry centre

In short while concluding I would request that it is necessary to start providing tea in earthen cups in every railway station for the development of rural industries You should immediately stop supplying tea in plastic cups for the development of rural industries rural entrepreneurs and their standard of living I demand for re-starting the supply of the tea in earthen cups This will be an important step to boost rural industries With these words I conclude

[English]

DR VISWANATHAM KANITHI (Srikakulam) Mr Deputy-Speaker, thank you very much for giving me this opportunity to speak at this early hours of the day I think this is the first time that the Railway Budget is completed in a single sitting I think our Railway Minister had presented a novel Budget which has taken up all the issues especially for the development with a foresight It envisages the needs of the people and is an attempt to meet them But there are some commission and omissions

If we look at the Railway map, there are wide gaps in some areas One such is in the north coastal Andhra, South-west Orissa and south Madhya Pradesh I anybody says that those areas are not remunerative, that the Railways are not merely a commercial undertaking it is not correct If it is a commercial one and if anybody presents himself then let the Railway be handed over to those who deal with it only commercially The backward areas must be developed and those areas which need to be taken care of should be suitably taken care of

There is another welfare aspect We find that the class II, Class III and Class IV employees are subjected to the present system of payment, disbursement of money at the Railway Stations Large number of money-lenders carrying bags of money are seen I do not think that the Railway can think of any alternative way so that these employees who are in need of money they can get the advances rather quickly and at a time whenever they need it It is time that one looks into it

There is another aspect If a train gets stuck up midway there is no body to take care of it In the recent past, I was held up for more than five hours simply because of hot axle An express train had just passed and our train was held up because of the hot axle It took me another four hours to come out If electronic check-light communication system is introduced in the Railways such a lapse would not have taken place

Regarding my north coastal Andhra region RRB should be accorded permission and located at Visakhapatnam such that more number of people can utilize the RRB

The long distance express trains viz Visakhapatnam to Delhi have no catering services The people are hard pressed We

have been requesting the Department for the last three years but there is no sign of relief. I request the railway authorities to see that not only these express trains but also all other long distance trains are being attached with catering services.

Even through there are many new express trains and extension of trains are provided in the Budget but there is no such facility created between Visakhapatnam and Kharagpur except a bi-weekly Delhi-Bhubaneswar Rajdhani. So, I request recently introduced Visakhapatnam-Secunderabad express train may be extended to Palasa where there are all the facilities.

If the three express train from Orissa to Delhi are made a daily feature, one of them can be diverted to Delhi via Vijayanagaram-Raipur-Nagpur, so that the people in this part of Andhra Pradesh, Orissa and Madhya Pradesh can avail this facility.

There is a narrow-gauge line between Naupada and Gunpur. It is about 90 kms. It must be upgraded and converted into a broad gauge and must be extended upto Bisam Cuttack. It is about 50 kms only. By doing so the distance between Koraput and Bhubaneswar can be reduced by 150 kms. It will reduce the expenditure for the common people. Moreover, the cost of the goods will be less.

I request the hon. Railway Minister to see that the ill-developed areas are given more importance than the developed areas, so that they are brought to the level of the developed areas.

The hon. Members from the other side are criticising about the fare hike and freight hike. While opposing the Bill, they are putting forward many demands and those

demands cannot be fulfilled even in one plan period. I do not know how they are doing it. But, still a passenger of 100 kms is spared whereas a passenger of short distance, less than 15 kms, is axed. This must be examined and annulled.

Lastly, I request the hon. Railway Minister to see that discrimination is removed. With these words, I thank you for giving me an opportunity to speak.

{ Translation }

SHRI SUKDEO PASWAN (Arana): Mr. Deputy Speaker, Sir, I rise to oppose the rail budget of 1993-94. Bihar has been totally neglected in the matter of development of rail facilities there. I have been continuously raising the issue of conversion of Katihar-Jogbani meter-gauge line into broad gauge line since my jointing ninth Lok Sabha. I had also staged a dharna and was on an indefinite hunger strike at the residence of hon. Shri Zafar Shahib but after 4-5 hours I was arrested and was taken to the Mandir Marg Police Station. In this regard a mass movement was also started along with my colleagues at Arana, Forbisganj and Jogbani. A great discontentment is prevailing among the people of that areas but no action has been taken in this regard.

When I was on indefinite hunger strike at the residence of Minister of Railways, I had a ten minute talk with the Minister. Then he invited me for a cup of tea. But I submitted that until my demands are not acceded to, I would not take tea as I was on an indefinite hunger strike. He said he would do his best.

The distance between the Katihar and Jogbani is almost hundred kilometres. The matter had been taken up when the Prime Minister of Nepal was on a visit to this country. Recently this matter was also taken

[Sh Sukhdeo Paswan]

people of that area will also be benefited to a great extent

up with the High-Commissioner of Nepal Shri Bastola He also expressed his country's willingness in case India is also willing to discuss the matter If this Nepas line is converted into broad gauge many people coming from Nepal to Bombay Calcutta and Madras would be benefited I would like to submit through you that this plan should be included in this rail budget itself if possible Jogbani is at the Indo Nepal border and thousands of loaded trucks from Delhi Bombay Calcutta and Madras enter Nepal through this point

Our submission is that if this work is completed the railways will earn crores of rupees as revenue in the coming years The former Railway Minister late Shri Lalit Narayan Mishra who was from Balwa Bazar under Arari parliamentary constituency got a survey done in this regard It is an important rail route and if this route is linked it will prove to be very beneficial It takes six hours to reach Katihar at present but after the conversion of that line into broad gauge that distance would hardly take one and a half hour

Lalitgram which is in the name of Late Shri Lalit Narayan Misra has its own importance This route is through that place viz Balwa to Bheem Nagar where Nehruji got a Barrage constructed through the co operation of Nepal It was the wish of Lalit Babu that this line should be extended into that place

The second line should be connected to super railway line starting from Arana via Ramganj Bhargama Triveniganj Pipra The distance between them is only one hundred and twenty five kms If a railway line is constructed there also then the rural

Thirdly a rail reroute should be constructed between Forbisganj and Silgun via Kurshakata Thakuraganj It would save our seven to eight hours journey and it would take only one and half hour to reach our destination The distance between Saraighat to Nirmali is hardly twenty kilometers but it takes nearly 4 5 hours to reach there in the absence of this rail route

The labourers working in railway department for the last fifteen months to twenty five months have not been confirmed They are rendered jobless After sometimes they are again called on daily wages We would like to urge the Government that our this demand should be fulfilled

The train 343 UP between Darbhanga and Lokha via Jhanjharpur 344 Down has been cancelled temporarily after the Ayodhya incident I would like to urge the Minister for Railways to restart it immediately

Mr Deputy Speaker Sir our demands are justified So we would like to emphasise on these for their early fulfilment and before concluding my speech I thank you for giving me an opportunity to speak

SHRI SANTOSH KUMAR GANGWAR (Bareilly) Mr Speaker Sir I would like to thank the hon Members sitting here for their patience

MR DEPUTY SPEAKER You have to stay till the end all of us express our thanks to you

SHRI SANTOSH KUMAR GANGWAR Much has been said regarding this budget I would not like to repeat the same Our esteemed colleagues would enlighten us I

would only like to raise a few points. Government wants to maintain the irrelevancies in the fare structure. The fares for a distance of fifty kilometers in an express train is fixed at Rs. 13 which would be increased to Rs. 10 when the distance exceeds fifty kilometers. It means the railway department has increase the fare by Rs. 6 per kilometre whereas that of sixty kilometres by Rs. 19 and 61 kilometre by Rs. 20 thus making a difference of Rs. 4 in this respect and a difference of Rs. 6 when the distance exceeds from 50 to 51. As I have already requested the hon. Minister may please evaluate this difference more deeply. The total fare for a distance of twenty five kilometres would come to about Rs. 8 and it will be Rs. 12 for the distance of twenty six kilometres. Similarly the fare for a distance of 100 kilometres would be Rs. 22 and that of 101 kms it would be Rs. 27 While fixing the fare structure the railway department has not given any consideration to it and the slabs are totally irrational. Many hon. Members have pointed out various irrelevancies. I would like to say that you should pay attention towards this.

Not going into details, I would like to submit that the number of officers in department of railways is constantly on the increase and that of workers is going down. The process of Recruitment takes a minimum of two to three years. I represent Bareilly constituency. An important project of North Eastern Railways has been taken up. The number of employees is constantly going down every year. I have raised this issue many times. The work is in progress for many years. A sleeper plant had been working there but now it has closed down. Now that space is lying totally unutilised. Therefore the Government should review the recruitment procedure in Railways whenever I go to Bareilly junction, I find that the railway staff is so inadequate that they are

unable to do the work efficiently. Indian Railways is the largest railway system in the world carrying largest number of passengers and maximum number of good. Even then without imposing taxes the system does not work. it means something is wrong basically with the system.

I find that people travel on the roofs of the trains when the trains pass from Uttar Pradesh and Bihar I feel that they certainly put their life in danger I do realise that all of them buy tickets. But no one is here to care as not its. The Government only increases the fares and no attention is being paid to provide the facilities. At the moment Minister of Railways is not present. However they must have at least a single experience of traveling in a second class coach. I love in Bareilly. There is a train from Aligarh to Bareilly in the night but nobody prefers to travel by that train. Because there is no safety of luggage in that trains. Also there is another train called Kumaon Express of North Eastern Railways. The distance between Kathgodam and Bareilly is of hundred kilometres and you would be surprised to know that such an important express train covers a distance of 100 kms in about three and a half hours. I do not find it justified to charge the fare of an express train when the same covers a distance of 30-35 kms in about an hour.

Dispite these drawback country feels proud of railway in which crore of passengers travel everyday and we have an respectable place in the world. One crore passengers travel in these daily but even they we are not paying attention as to what measures we should take to give it a proper shape.

To conclude, I would like to draw the attention of the hon. Minister towards some problems of Bareilly and I would like the hon. Minister to think in this respect.

[Sh. Santosh Kumar Gangwar]

These measures will be beneficial for the Department as well as for the passengers. Bareilly is an important city of Uttar Pradesh. There has been a long standing demand of this areas for the expansion of Railway junction and a computerised Reservation Office. Reservation quota has not been increased for Bareilly during last 10-15 years whereas it has been increased for the adjacent cities, due to the political pressure. From Bareilly passengers for PUNjab and Calcutta are available in large number. Passengers of Kumaun region board train from Bareilly but no attention has been paid to this problem for last several years. This factor should be considered.

Further, the last halt of Shramjivi Express, is Bareilly and distance between Delhi and Bareilly is 250 kms. the passengers feel inconvenience due to bunding of this distance of 300 kms. I would like that instead of 300 kms, concession of 250 kms. should be given from Bareilly to Delhi in Shramjivi Express. Besides this, there is Shyamganj Railway Station in Bareilly and it has got a vast area. There has been continuous encroachment at this station. Time and again I brought this point to the notice of the Department of Railways that this Railway Station is not being utilised properly. Hence it should be utilised properly to construct there railway colony or a commercial complex or to undertake such a work in this direction so as to utilise the land properly otherwise that land would be encroached upon in next ten years and the Railway would have nothing there. In this regard the Railway should formulate a policy as to how the railway can be saved from encroachment all over the country. One of my colleagues also suggested that either affore station should be done or some other work should be undertaken. This should

also be considered. As I have said that there is Railway Workshop and Sleeper Plant in Bareilly. Long ago it has been contemplated that a Rail Coach Factory would be set up there. This is the best location for this purpose. The Government will not have to spend any amount there. A good project can be set up there by merging these two plants.

As per a scheme of the Government railway line from Kathgodam to Agra should be converted in broad gauge line as early as possible. It wil be very beneficial because there are a number of tourist centres in Kumaun and it wil also have a directail link with agra

Besides this there is a demand for constructing two-three over bridges in Bareilly. We are asking for it time and again. There is a crossing of North eastern Railway and North Railway named Chaugala. It is located on the main raod. No decision has so far been taken in this regard. I would like that the Government should consider about. Through you I would like to say that the Railway Department should review its working and should develop an ideal system in the organisation lest the railway journey should not become beyond the reach of general public and people abandon the idea of undertaking journey by train. Today people are interested more to travel by bus than by train. The Government should also consider about it.

At last, I would like to say that inspite of important city bareilly is neither linked with South India nor with Bombay. This demand has also been made for the past several years. The Government should also consider to link Bareilly with these places. Even Bareilly is not so far linked with Kanpur. A link Express runs between chandausi Muradabad. Time and again we have requested to run this train via Bareilly. It will

take only one hour move and it will be very beneficial for the Government. The Government should consider my above suggestion and take suitable decision. I would like to thank you for giving me time to speak.

[English]

SHRI RAMA KRISHNA KONATHALA (Anakapalli): First of ail, I would like to appreciate the steps being taken to improve the Railways. Particularly during last year, Railway Budget was one of the best Budgets we had after independence, particularly the conversion, electrification, doubling of tracks, replacing metre gauge by broad gauge and all these things.

In the Eighth Five Year Plan, they have taken up 6,000 KM and that is one of the exemplary aspects and that proved the railway department and railway ministers mettle.

Compared to the last year Budget, this year Budget is something not that commendable even though all efforts are being made to present a Budget with a given parameters and given economic considerations. The railway line we have laid is not sufficient if we take population into consideration. It is unwieldy.

I do not want to go into the details of the Budget. Let me present a few points. Our railway has introduced "Own your Wagon" Scheme. That indicates liberalisation and, to some extent, privatisation also. Our Indian Airlines already liberalised and they have given some routes to the private people. Right now we have many lines which are not covered by the Indian Railways. That can be offered to the private operators and it may attract criticism. Even then, it has to be done to cope up with the needs of the people to enable private entrepreneurs to go into op-

erational lines also. For example, just now a few friends mentioned that North-Eastern part is not covered sufficiently by the Indian Railway. They can lay the tracks and, at the same time, they can operate some trains there shortly.

Coming to other aspects, our Indian culture can be seen by any foreign visitor or overselves when we visit our railway stations. Sanitation particularly, as you all know, is in a very bad shape.

That has to be looked into seriously. One will have a very bad impression of the Indian conditions when one enters the railway platform. Right now, we are having the place on wheels in the Northern parts. That can be extended to the Southern parts of the country also which can attract the foreign tourists and can earn foreign exchange also. Last year also, we have made it a point to have a public announcement system in every compartment. We have got the sophisticated electronic systems available in India. I do not think this is a difficult task. (Interruptions)

Coming to Vishakhapatnam which I represent our district is not linked up with New Delhi directly. Right now, we are have one link express whose running time is 43 hours. It is not having either pantry-car or any other catering facilities. Many of my people coming from my constituency to Delhi in this train complain that they are not getting drinking water. This is their first complaint. Through not they are provided good hygienic with conditions in the train, at least they must be provided with drinking water.

Sir, Vishakhapatnam is one of the fastest developing industrial cities having Eastern Naval Command. Headquarter of largest Steel Plant in Asia, a Port Trust and many other industries. That has to be linked

[Sh. Rama Krishna Konathala]

up with New Delhi with a superfast train. If direct train is not viable, something should be provided. Of course, I do not think it is not possible. Right now, we are having the New Delhi Bhubaneswar Express. That can be extended to Vishakhapatnam also. Right now, there is one direct link

Secondly, as my friend has already mentioned, there has to be one recruitment board at Vishakhapatnam. There is a longstanding demand that Vishakhapatnam has to be merged in the South Central Railway instead of having it in the South Eastern Railway. Right now, renovation of Vishakhapatnam railway station is on. You know, Sir, Vishakhapatnam is getting highest revenues by ore transportation and other things. There is a plan right now before the Railway Board for renovation of it costing Rs. 5 crores. I request the hon. Minister to see that this renovation plan is cleared. Anakapalli in Vishakhapatnam, in South Central Railway Zone, is the second biggest jagged market in India which is earning a lot of revenues to the Railways. I request the Minister to allot piecemeal wagons, uninterrupted wagon service so that the perishable commodities can be transported at the earliest possible time.

Finally, we have a long pending demand to have a shuttle train from Tuni to Vishakhapatnam to cope up with the demand of the commuters and employees coming from long distances to Vishakhapatnam. Electrification of Vishakhapatnam-Vijayawada line has to be speeded up. Electrification of Vishakhapatnam-Kharagpur line has to be taken up at the earliest. I request the Minister to extend the Madras-Kakinada Circar Express to Vishakhapatnam to meet the heavy passenger traffic. There is no direct

train to Varansi from Vishakhapatnam. I would like to suggest that two bogies can be attached to Govdavarri Express leaving for Hyderabad from Vishakhapatnam and can be shunted to Ganga-Cauvery Express at Vijayawada to reach Varanasi. The other alternative is to attach two bogies to the Konarak Express leaving for Bhubaneswar. From Bhubaneswar, it can be submitted to Nilanchal express to reach Varansi so that we can have direct link with Varanasi. The other point is about the inter-city express from Vishakhapatnam to Vijayawada. Right now, in the last year's budget, Tirupati-Katpadi doubling of the line has been sanctioned. But that has to be speeded up. What I heard was in 1995-96 annual plan it would be completed. That has to be advanced a little further. There is a long pending demand to have a railway line between Kakinada and Kotipalli. It has been surveyed already and it has to be taken up. The second railway line is between Kovvur and Kothagudem Bhadrachalam. It is the shortest route covering the tribal agency area of Andhra Pradesh. It is a very backward area. As you know, next movement is very well there. To curtail the naxal movement, communication system has to be developed in this area. Under Kakinada to Kotipalli railway line is under active consideration. It is covering approximately distance of 35 kilometers. It has to be taken up. Now the Puri-Tirupati train is running once a week. It may be continued to undelay to Tirupati.

[Translation]

SHRI RAJENDRA AGNIHOTRI (Jhansi): Mr. Deputy Speaker, Sir, I rise to oppose the Railway Budget. My conscious is allowing me to oppose this budget because this budget will increase burden on the poor particularly weaker section living in villages. The hon. Minister said that there is only 10 per cent increase in fare and freight.

I don't know what sort of Arithmetics he applied here But in accordance with the principles of Mathematics this increase is about 25 per cent I don't know what sort of proficiency he possesses in Mathematics but I think that he has made arrangement to compel the general public to face price hike by making this increase of 25 per cent

Mr Deputy Speaker, Sir, through you I would like to thank the hon Minister because is present in the House I would like to give some important suggestions to the Hon Minister I am sure that if the hon Minister is interested in removing corruption from the Railways and increasing the income of Railways then he will certainly pay attention to my suggestions (Interruptions)

Mr Deputy Speaker, Sir, if the Government wants to increase income of the Railway many fold and give consideration to the Public services and wants to remove corruption from the Railways, he should certainly accept my suggestion that the administration should be geared up so as to ensure that the letters received from the Members of Parliament to the Ministry of Railways should be replied to timely and suitably These letters of the Members of the Parliament will be very useful for you in streamlining the functioning of the Railways Excuse me, if you allow I can provide record in this regard Improvement had been made during four year of the Ninth Lok Sabha Hon Minister, Sir, I am sorry to say that at present the information of receiving of the letters of the Members is given by you but the information regarding as to what action has been taken on these letters and the contents of the letters of the members of Parliament is not given (Interruptions)

The Minister of Railway ( SHRI C K JAFFER SHARIEF) We reply that too

SHRI RAJENDRA AGNIHOTRI Certainly there are some Members which are influential in your opinion but from my experience I can say that if this system is strengthened in the Ministry of Railway and its records are kept it would be helpful in strengthening the Railways I would like to give some suggestions Decisions have already been taken in the House but it is not clear why leniency is being shown to implement those decisions Jhansi is an important station of the Central Railway and there is a big coach factory in this area When Shri George Fernandes was the Minister of Railways, he had made some provisions in the budget to modernise the factory but till now no funds have been received to modernise that factory and houldies have been created to release the funds as a result of which efficiency of the factory declined Railway is suffering a heavy loss The second thing is that the workers should have participation in the management of the Railways This demand is being made for several years It will strength the railway and the workers would work honestly For this it is essential to constitute unions on the basis of election There are important Railway Stations and the passengers have to wait for hours to take another train The Government should provide a small chemist shop at those railway stations so that passengers may buy medicines and there should also be dispensary on such railway stations I have read such news in the newspapers that due to lack of such facilities the passengers are unable to save his life

SHRI C K JAFFER SHARIEF For your information I would like to say that you can ask for a doctor on any stations, and doctor would be made available



**SHRI RAJENDRA AGNIHOTRI:** This system of the Railways is not effective, Jhansi is an important station. I know well about the arrangements made on that station. Sometimes I have to take the patient to the district hospital. So I am seriously raising this demand. District hospital of Jhansi should be modernised and more funds should be allocated for it.

The Judgement pronounced by court in the case of labours should be accepted so that justice may be honored in the Railways and the labourers may also get justice.

I would like to raise some issues related to my constituency. Railway tickets for state capitals and for Delhi should be issued at the station where the superfast trains halt. Jhansi is a very important railway stations where superfast trains halt but tickets for state capitals are not available at Jhansi Railway Stations. Lalitpur station, which falls under central Railway, connects many districts of Madhya Pradesh. A retiring room should be constructed here with the facility of at least five berths because this is the district that connects many districts of Uttar Pradesh and Madhy Pradesh.

Talabhat is an important place for both Uttar Pradesh and Madhya Pradesh. It is the demand of the general public of that area that a stopage of Bombay G.T. and Punjab Mail should be provided there. The bi-weekly train between Gwalior and Hawrah should be made to run daily in public interest. 25 kilometer railway track has been constructed between Kanpur and Jhansi. The Government should initiate to link this line with Etawah. It is very essential in the interest of both the Railways and the people. Jhansi-Kanpur railway line is very important from the point of view of trade. This line is also important because it connects South india with Eastern state. This line should be

doubled and electrified. Similarly rail line, passing through, Manikpur station of Jhansi should also be doubled. Passengers from South India and Eastern state will benefit from it. Daily commuters travel on Jansi, Salitpur and Gwalior section. They face a lot of problems. I would like to submit that a fast passenger train should be run between Bina and Gwalior Keeping in view the office time so that inconvenience being faced by the daily commuters in traveling in main train may be over.

**SHRI V. KRISHNA RAO** (Chikkaballapura) : Mr. Deputy Speaker, Sir, I whole-heartedly welcome the Railway Budget for the year 1993-94. This is an epoch making budget. I congratulate the Hon'ble Prime Minister Shri P.V. Narasimha Rao and the Railway Minister Shri Jaffer Sharief. The people of India have expressed their satisfaction over the Budget.

Conversion of Narrow-gauge and Meter-gauge into broad-gauge is the major achievement of Shir Jaffer Sharief. In fact I am proud to call him as the "MAIN OF THE CENTURY". In fact Mr. Jaffer Sharief had proved his worth as a Railway Minister when he was the Minister of State. It is he who set by an Axel Plant in Yelahanka (Banglore). He has completed many other important railway projects. I, therefore, prefer to call him as Ghototkacha of Maya Bazar. Mr. Sharief is a revolutionary Minister.

I shall confine myself to some of the problems of Karnataka due to paucity of time.

The construction of new railway line between Manglore and Udapi has already been completed. In fact, the entier Konkan Railway project would be completed within the Scneduled time.

917 Rly. Budget, 1993-94 CHAITRA 9, 1915 (SAKA) (Rlys.), 1993-94; and Suppl. 918  
Gen. Diss.; Res. re. approval of 3rd Report of R.C.C.; Dem. for Grants  
Dem. for Grants (Rlys.), 1992-93

The railway line between Chitradurga and Royadurga has to be completed as this is a very important line in Karnataka. Hubli and integral part of Karnataka. Strangely, this has been included in the Central Zone of the Railways. Some parts of Karnataka are included in South Central Zone. Therefore, it is very essential to set up South-Western Zone in Bangalore. In fact we are demanding for this Zone for the last one decade.

Mr. K.H. Maniyapa has already mentioned about the narrow gauge line between Yalahanka and Bangarpet. This has to be converted into Broad gauge immediately. This is very essential for transporting potato, Fruits and vegetables are grown Translation of the speech originally delivered in Kannada. abundantly in my area. There agricultural procedure have to be transported to Shimila, Rangoon and many other places. The Ministry has already ordered to conduct survey. I wish that the survey would be completed early and the actual conversion work may be taken up at the earliest.

Meeraj-Bangalore gauge conversion work is also pending for the last several years. We have raised this matter in the Parliament several times. Several representations have been sent to the Hon'ble Minister. I hope that this would be completed within a period of two years.

Bangalore city is one of the fast developing cities in Asia. Metro Railway is very essential to Bangalore to avoid vertical growth and pollution.

I congratulate the Hon'ble railway Minister for introducing Rajdhani express between Bangalore and New Delhi. It is too costly to travel by this train. Hence I request the Hon'ble Minister to importance some ordinary berths also such that common people can avail the benefit of Rajdhani

express. This express train should be made a daily train.\*

I urge upon the Hon'ble Minister to set up an Axel Plant and a Coach Factory in Kolar Gold Fields. In KGF many people have lost their jobs and industrial centres are diminishing. Hence it is high time to set up an Axel Plant and a Coach Factory. I also request the Minister not to increase the rates of season tickets.

Catering Service is not at all satisfactory in the train. Here in our Parliament House we get good food at subsidised rates. Shri Jaffer Sharief is a very liberal and hospitable person. My request to him is that his hospitality should be reflected in the Catering Services in

PROF. RASA SINGH RAWAT (Ajmer):  
Mr. Deputy Speaker Sir, I raise to oppose the Railway Budget presented by the Minister of railways. In fact, Railways are life-line of the country. On this occasions, I am reminded of a couplet which I would like recite while saluting hon. Jaffer Sharief.

'Bulbal ki jindgi Hai, Chaman ki Bâhar Par.

Hindustan ki jindgi hai, Railway ki Raftar Par.'

In fact, railways are very important for the nation. They also fact hafts revenue. There is no doubt about it. But the hon. Minister has put additional burden on the travellers by raising the price of platform ticket and by raising the passenger fare - 10 per cent on the journey beyond 100 kilometers and 25 per cent for travelling in sleeper class which is indeed agonising and painful. I think the hon. Minister of Railways is a very sensitive person, so he will be able to understand the agony of the people. There

is already an increase in cost of wheat, cooking gas, kerosne oil, sugar etc. for general public and with an increase in passenger fare how will they be able to support their lives properly.

Railway are cheap mode of transport for the poor because bus fare is already to much due to hike in price of petrol. That is why the poor prefer railway jouney to bus-journey. I would, therefore, like to submit to you that you should take the pain of reconsidering it.

The rise in the fare of monthly season tickets is also pinching. Another pinching thing is the raise in charges of reservation done through computers. The most troubling thing is, however, the fact that the concession in freight on items like food-grains pulses, sugar, diesel, palm-oil etc. granted earlier has been withdrawn. It appears that there is some pressure some where from the International Monetary Fund or the World Bank. Nevertheless, the hon. Minister of Railways has been sympathetic towards Rajasthan. Some of our colleagues where just saying that attention has not been paid to Rajasthan. Rajasthan has been bletent by neglected for the past 40 years, but ever since the hon. Jaffer Sharief Sahab has assumed office in the Ministry of Railway he has paid attention to the backward state like Rajasthan. As such through you, I would like to extend special thanks to the hon. Minister on my behalf and on behalf of the people of Rajasthan for paying attention to the conversion of metre gauge line into broad gauge which he might have done from strategic angle or with a view to removing backwardness of the state or for the sake of connecting the capital.

Sir, under the provision of new Budget

he has started a new superfast train between Agra and Jaipur. I would like to request that this train service should be extended up to Ajmer because lakhs of travellers come to Ajmer from Uttar Pradesh. There is only one train on that line for the post 40 years. Dargah Sharif is also there in Ajmer and Pushakar raj is also situated nearby. There is only one train. Ahmadebad Agra Fort. There is so much rush in that train that the pasengers have to gace lot of trouble. So, it would be better if the running of that train is extended up to Ajmer. There is, however, one more superfast train. If this train is extended to Ajmer then expenses on running that train will come down and earning will go up and moreover, travellers going from Ajmer to Uttar Pradesh will get a great comfort.

Sir, in this context, I would like to add few more points. This Congress Government claims to have brought down the rate of inflation by 7 per cent but it has raised both the fare and freight. It appears to be Contradictory. If the rate of inflation has come down by 7 percent, then Railways should have adequate resources of money on its own. Nevertheless, through you I would like to suggest that efforts should be made to strengthen the capacity of internal resources and the problem of pilferage wastage, and wide-spread corruption at every level should be tackled strictly.

Sir, three slogans are written on railway-stations-safety, security and punctuality. If the hon. Minister evinces personal interest in all the three and if the authorities of the Railway Board also evince personal interest in all the three slogans and if the hon. Minister issues directives to the Railway Administration to work honestly for these three things, then I think there will be no scope for petty complaints against Railways and they can be re dressed properly.

921 *Rly. Budget, 1993-94* CHAITRA 9, 1915 (SAKA) (Rlys ), 1993-94, and Suppl 922  
*Gen Diss., Res re approval of 3rd Report of R C C., Dem for Grants*  
*Dem for Grants (Rlys ), 1992-93*  
 Sir, a poet once said-

Bhartiya Rail yeh Karati hai sab se mel,

Aur Janata karti hai is mein Dhakham  
 pel, Ajeeb<sup>1</sup>

Isaiye Mantri ji mat Karen isase khel

I would, therefore, like to submit that these points should be considered seriously because the railways are the greatest means for the unity of the country. I would further like to draw the attention of the hon. Minister to various examinations conducted by the Railway Service Commission. Question papers generally leak out before the commencement of the examination. Moreover, the invigilators are themselves engaged in unfair means. Candidates are themselves engaged in unfair means. Candidates from many states come to Ajmer, Ratlam and Bombay to take examination. The Railway should try to improve its administrative system. There is generally no facilities for the candidates at the places where examination are held. So they have to face a lot of problems.

Sir, the Speed of 'Chetak' Train that runs between Delhi and Udaipur is quite slow. The Chetak horse of maharana Pratap used to run so fast that its name is immortal in history. But this Chetak Express, train takes full 24 hours in reaching Udaipur from Delhi. Sir, the name of this train should justify itself. I would, therefore, like to say that efforts should be made to accelerate the speed of this train. This train runs at snail's pace which is not worth its name.

Sir, through you, I want to attract the attention of the hon. Minister towards some problems of Ajmer. There is an apprehension that the Loco and Garrison factory which is situated there, where engines are

repaired and bogies are manufactured and repaired, may be shifted. The work of gauge conversion from metre gauge into broad gauge, I feel would be taken elsewhere also on a war footing and it will also be taken up from rawan onwards and this work will be completed within two-three year's scheduled time. But you will have to modernize the factories there. You should not shift these factories to Jadhpur or elsewhere under political pressure. You know, Ajmer is a railway city, where Khwaja Saheb's Dargah and Tirhraj Puskar are located.

The moghul kings also made it a point to visit Ajmer, the historic city. The infrastructure required for broad gauge should be provided there and the bogies and the engines should be manufactured there and work relating to their repairs should also be undertaken by these factories. Besides the work regarding metre gauge line should also be undertaken from Ajmer to Chittor (Interruptions). Sir, my colleagues are asking me to recite a couplet.

Sitaron Se Aage Jhan Aur Bhi Hein  
 Abhi Jaffer Saheb Ke Imtihan Aur Bhi  
 Hein

Talash-e-Yaar main Jo Thokare Khaya  
 Nahin Karte

Manjile Maksud Ko Woh Pahuncha  
 Nahin Karte

I specially want to thank him for taking the revolutionary steps of gauge conversion on a large scale throughout the country against heavy odds and all sorts of problems. I would say

\*\*Khudi Ko Kar Buland Itna Ki Har  
 Tagdeer Se pehle,

Khuda Bande Se Ya Puchha Bata Ten  
 Razar Kya Hai

Good help those how help themselves  
 God help those who believe in these

[Sh. V. Krishna Rao]

lines:

"Hariya Na Himmat Bisariye Na Ram  
Age age Barthe Jaiye Sidh Hoga Kam".  
"Himmat Marda Madade Khuda"

The conversion of Chittor-Ajmer Rail-  
way line should also be done in near future.  
Kota has been linked to Chittor but it will be  
more useful if historical place like chittor is  
linked to Ajmer.

I have already attracted your attention  
towards loco and Garrison. There is a  
dispute among Railway Unions. If you carry  
an objective survey you will come to know  
that Railway employees Association, affili-  
ated to B.M.S. is the most powerful and  
largest union. But so far you have been  
avoiding this fact. High officials often invite  
the office bearers of a recognised union for  
discussion but the office bearers of the  
union related to Western Railway employ-  
ees Association are never invited and they  
are ignored.

I would request you to issue directives  
to your officials in this regard that they  
should be more responsive to the problems  
of Railways and welcome any suggestion or  
any reform in railway factories from any  
Railway Organisation or Union. Their prob-  
lems should be heard and a solution found  
to them. Scrap, worth crores of rupees in  
lying in Railway factories at Ajmer, besides  
machines worth crores of rupees are also  
lying idle there. Mechanics and operators  
for these machines are not available.  
Economy drive should be undertaken in  
Railways and a beginning in this regard can  
be done with the spare parts being manufac-  
tured by small scale industries... (*Interrup-  
tions*)

Mr. Deputy Speaker. Sir, I have been

sitting here since 8 O'clock in the morning  
and 19 hours have passed. I would like to  
conclude my point in two minutes.

Working regarding computerization  
should be completed in Ajmer at an early  
date. You have done remarkable modern-  
ization as well as renovation of the station,  
but with that, facilities should also be pro-  
vided for its computerization.

During Pushkar festival lakhs of people  
visit Ajmer, if a Yatri Nivas like in other cities  
is also provided in Ajmer, it will certainly  
facilitate the railway passengers visiting  
Ajmer. Kindly carry out surveys in respect  
of following routes, Ajmer-Pushkar-Merhta;  
Ajmer-Roonagar-Kuttaman-Makrana;  
Ajmer-Nasirabad-Devli-Kota and Ajmer-  
Beawar-Bhim-Kamlighat, as will further add  
to the facilities.

If you could provide a Railway agency  
in Durgah Sharief, which is far off from the  
station, it will facilitate the passengers. This  
facility has already been provided in Pushkar.

Members can avail of Railway passes  
for their spouse when they come to attend  
the session or while going back at the end of  
the session. But suppose they have to come  
alone and suppose if his wife wants to come  
later over here then she does not have a  
pass facility. Therefore, I request you to  
kindly issue separate passes for the spouse  
of the sitting Members, so that if they wish to  
travel alone even before or after the session  
they may do so. Through you, I want to give  
this suggestion to the Government.

There are Railway Mandals. Ajmer  
Mandal was formed, another was at madar  
near Ajmer and further ahead Jaipur Mandal  
then from Ajmer to Khandwa, Hathundi at  
another mile and thereafter Ratlam division  
starts. The formation of division in Ajmer

925 *Rly. Budget, 1993-94* CHAITRA 9, 1915 (SAKA) (Rlys.). 1993-94; and *Suppl. 926 Gen. Diss.; Res. re. approval of 3rd Report of R.C.C.; Dem. for Grants*

division is faulty. Western Railway has its headquarter in Bombay but one sub-headquarter is established in Ajmer. Similarly for unknown reasons during the British period when B.B. & C.I. Railway was operational, its headquarters were at Bombay and but another office was located in Ajmer. Half of Ajmer is surrounded by railway property. By establishing a zonal headquarter there, this railway property can be used in better way. You had earlier introduced a new train between Ajmer and Marwar junction. This train was very useful for the villagers but there was no engine available for it on permanent basis as a result of which is started accumulating losses. The officials discontinued this train deliberately. You should restart this train from Ajmer to Marwar junction. It links Districts Ajmer, Pali and Udaipur. If this train is restarted it will facilitate the passengers going to small places falling in between.

If a bogie is attached from Ajmer with Marudhar Express which runs from Jodhpur to Lucknow, it will reach Jaipur and there will be no need of changing a train for going to Lucknow. The hon. Minister should give attention to it.

Beawar is the largest wool market of India. The population of this city is more than one lakh. If you could provide a halt of the Suprefast train for two minutes there, we will be thankful to you. The Marwari people living in Madras and Bangalore will be thankful to you.

Nasirabad is the biggest cantonment, if it Pink city Express running between Delhi and Jaipur, the Garib Nawaz Express from Jaipur to Ajmer and Udaipur Link Express from Ajmer; is stopped for minutes at Nasirabad it will facilitate the army jawans.

The largest market of marble is at Makrana. If a two minute halt of Pink City is

provided at Kishangarh, it will facilitate the powerloom, Handloom weavers and marble businessmen.

Please withdraw the raise in the passenger fare, freight charges and monthly season tickets in larger public interest.

With these words, I thank you for providing me time to speak.

[English]

SHRI SANT RAM SINGLA (Patiala) : Mr Deputy Speaker, Sir, I am grateful to you for giving me an opportunity to speak on this occasion.

I raise to support the budget Presented by our Railway Minister.

Many hon. Members from the other side have criticised this Budget. Their main criticism was that this Budget is anti-people. It is a derailed Budget. It is a directionless Budget. Some hon. Members even said that it is under a foreign pressure. It is under the shadow of IMF. But there was no weight in the arguments they advanced in support of their view point. The hon. Railway minister has in fact tried to take the railway from its old traditional system to a modernised system. He is conscious that they country is to enter into the 21 century and the railways should be geared up and be modernised enough to keep pace with the 21st Century.

The provisions like gauge conversion of 6,000 kilometers and insurance scheme for the persons who die in train accidents, terrorist attacks, bomb blasts etc. are very laudable steps. Similarly starting of new trains, extension of trains, increasing the frequencies, computerisation of passenger reservation upto 80 per cent and new line

projects, track renewals, railway electrification are some of the important feature of this Budget.

Above all, the Konkan Railway that has been recently inaugurated by our Prime Minister will help bringing about revolutionary change in that region. All these steps go to show that this Budget is not a directionless Budget; it has a particular purpose, a particular direction i.e. it intends to modernise the total railway system of this country.

I want to humbly bring to the notice of the hon. Minister that in the Budget, except conversion of Fazilka-Katakpura from meter Gauge into Broad Gauge, Punjab does not figure anywhere. No provision has been made for new railway lines electrification of the Railway, New trains computerisation of passenger reservation has been made for Punjab. I fail to understand why the Railway Minister has skipped and ignored Punjab completely.

You know our National Anthem starts with Punjab. Punjab is the sword arm of India. Punjab is the bread basket of India. Punjab has great importance religiously, Culturally, geographically, politically and historically place of pilgrimage for the people of all faiths and religions centre. Thousands of people from other countries visit Punjab. Anandpur Saheb the birth place of Kahalsa and is an important place of pilgrimage. People from all over the world come to Anandpur Saheb at Amritsar to pay their obeisance to the great Guru similarly in Amritsar Gurudwara Haridandir Saheb is a place of worship. Similarly in Sirhind there is a grave of Peer Muzaddad Alfasani which is even visited by people from Afganistan and is recognised second to Mecca.

Moreover Punjab is a border State. As a border state, from the security point of view. from defence point of view. Punjab should have been given more importance. Punjab should have been given more importance. Punjab should have been given more railway lines and more railway trains.

We contribute substantially to the national stock of foodgrains. Similarly we also earn for the country crore foreign exchange from export of industrial goods. Ludhiana, Jalandhar Amritsar which are important centres of industry export articles and earn foreign exchange for this country. I fail to understand why all these aspects have been ignored.

Chandigarh is the capital of Punjab, but You will be surprised to know that not even a single town of Punjab is connected with Chandigarh by rail.

I want to tell you something about my own parliamentary constituency, Patiala. I want to bring to your notice that it was the capital of the erstwhile State of PEPSU. even today it is the second capital of Punjab. Almost half of the offices of Punjab are located in Patiala. ate Shri Rajiv Gandhiji selected for Northern Cultural Centre. National Institute of Sports, a very important institution, is located over here and students from all over the country come to get training from here. DCW workshop is also located at Patiala.

Patiala is also selected as one of the satellite town under the Capital Region Plan, in order to disperse the Pressure of population on Delhi. Patiala is also the Centre of Malwa Belt. In spite of all this in spite of the importance of Patiala, it is totally neglected in the budget. I would humbly requested the Railway Minister that some new

railway lines should be laid in this region. For the last over 40 to 45 years our people have been clamouring and requesting every time that Patiala should be connected with Jakhai via Sanana-Ghagga-Patran-Moonak which will cost roughly Rs.95 crores. With this rail link this. the entire region will be very much developed in terms of trade and Industry. Similarly, New Railway line between Kurukshetra to Dhuri via Somana Ghula railway which costs roughly Rs. 115 crores would help developing this area. But till this date no steps have been taken in this direction.

Chandigarh to Rajpura, Chandigarh to Sirhand and Patiala to Sirhand these are some of the new railway lines which should be laid in order to develop this region. It will be of some relief to people of Patiala region if two or three trains are diverted. Amritsar Dadar Express should be diverted from Ludhiana to Rajpura via Dhuri and Patiala, Mori Express should also be diverted on its original route, i.e., Ludhiana to Rajpura via Dhuri-Patiala. Both these trains would be of great help to this region.

Since Patiala is declared as a satellite town under the Capital Region Plan, Shatabdi Express from Patiala to Delhi should be introduced immediately.

As request was made earlier by late Shri Yash, Member of Parliament from Jalandhar, to start the Shatabdi Express from Jalandhar to New Delhi, and the hon. Minister agreed to it, but the train has not been started yet. So, it may kindly be introduced immediately.

There are central small demands which do not cost anything to the Department, but they can be of great help to the people. Take the case of Rajpura. Rajpura is a junction which is on the Ludhiana-Ambala

rail route. If a stoppage of two minutes both ways for Shan-e-Punjab (Amritsar-New Delhi) train is provided at Rajpura, it will be of great help not only to the people of Pujpura. But also to people belonging to Patiala, Nabha etc. I made a request to the Department in this connection and it was agreed also, but I do not know what is the difficulty in implementing it.

Another stoppage of two minutes should be provided to Ludhiana-Delhi (Via Saharanpur) Superfast train at Rajpura on both ways. It will help the people of Patiala, Rajpura and Nabha. Particularly the businessmen and the labourers of Rajpura who are to go to Muzaffernagar and Saharanpur in connection with trade and employment.

These are all small demands which should be agreed by the Minister.

I want to tell you, Sir, That the condition in Punjab has greatly improved. It is under the leadership of Shri P.V. Narasimha Rao and Sardar Beant Singh, the Chief Minister of Punjab, that normalcy has almost been restored. There is total peace in the State today. At present the trains on branch lines stand suspended in the State. The people are experiencing great difficulty. So, I would request that all these branch line trains should be restored. They should not have been stopped earlier. Suppose there is a bomb blast in bus, do we stop running the bus services. Recently in Bombay, so many bomb blasts took place including one in the Stock Exchange. But we did not close the Stock Exchange. So, I do not find any justification for trains being suspended if some mishap takes place.

There is a need of Railway bridge at Rajpura and Suman. I would request the hon. Railway Minister that attention should be paid to all these things. I am great full to



[Sh. Sant Ram Singla]

the Railway Minister for broad gauge conversion of Fazilka-Kotakpura from meter gauge. Though this work has been completed, has not been inaugurated so far. I request him that it should be inaugurated immediately in order to avoid inconvenience to the people.

At present, senior citizens above the age of 65 years have been given 25 percent rebate in fare for a distance of 500 kms or above. It is requested that this rebate should be given for a distance of 100 kms or above. They should also be given these concessions in second class AC Chair and first class because it is easier for them to travel in these classes as 2nd class is always over crowded.

At the end, I will request that Punjab should be given due share in the Railway Budget. The hike made in the passenger fare and freight charges should be withdrawn as it is going to affect the poor people.

**SHRI DWARAKA NATH DAS** (Karimganj): Sir, I am thankful to you for giving me time to ventilate my views on the Railway Budget.

At the outset, I oppose the Railway Budget for 1993-94 because it is simply a photo copy of the previous one without any innovation. The concerned Ministry has to place an annual Budget on the Table of the House and it has done it faithfully nothing more, nothing less.

The hon. Railway Minister has claimed that originating passengers increased by about 5 percent and passenger kms. about 6.4% and freight traffic over 6 percent but these need not have been mentioned because the same are automatic and will be automatic. Therefore, nothing really is added

to the credit of all Railway Ministry. It is stated that market borrowings by Indian railway Finance Corporation to supplement the Railway plan are becoming increasingly difficult and expensive. But I would say, borrowings have never been difficult particularly in the case of Railways provided the Corporation acts in a judicious way. However, setting up of Capital Fund is a welcome move to meet part of the capital requirements for Railways. Rail transport is after all a business. It is not running on no-profit no loss basis. So, the proposed committee of experts may be set up to suggest ways and means to make Indian Railway rural oriented. Drinking water supply, lighting, catering service cleanliness etc., are taken care of all the superfast trains but in the rest of the trains, it is being neglected, particularly in the passenger trains.

Booking and transportation of Goods is in the worst condition in the Railways. Nobody knows when the same would reach their destination. There is every likelihood of their being damaged and subjected to theft by wagon breakers and as a result, freight traffic is fast being replaced by surface transport. Hon. Railway Minister would have done better if he would show the amounts of compensation open annum in respect of freight traffic due to theft, damages etc and the sufferings of the person who booked their goods by rail traffic.

I have nothing to comment about the increased passenger fare because it is all the same to the rural rail users as they have net work of road transport covering remote corners and, as such, rail comes of little use to them.

The present Railway Budget has made strenuous efforts to offer amenities to urban terminals like extension of run of train, introduction of new trains, frequency of trains

etc. to please the middle and upper class rail users. I think there is a clear understanding between rail and road transports that the urban India be covered up by the former and rural by the latter. Whenever the question of frequency of Trains, new construction of railway line in rural areas arises, the ready-made answer is lack of patronisation and so it is simply avoidance of reality.

North Frontier Railway Services towards Delhi and vice versa are not at all to the mark. Trains are always running late and amenities to the passengers are less compared to other super-fast trains.

Holiganism seems to be common features in superfast trains. It sometimes causes inconvenience to insultation to long-run passengers.

Provision of reservation in superfast trains is not conducive to passengers. In 72 seater three tier second class coaches with equal number of berths, short-run passengers are allowed during day time causing serious inconvenience to the regular passenger. I would suggest that the rate of reservation should vary on length of journey and not on number of nights short-run passengers must not be allowed in such coaches.

In Railway Budget 1993-94, practically nothing is said about Assam except broad gauge from Lunding to Dibrugarh which was in previous year's budget, new construction from Amguri to Tuli and frequency of trains from Guwahati to Dardar. It is the only State in India, in spite of ample scope of expansion, remains neglected in Railway Budget every year. Assam has no share in laying down of 297 Km of new railway line, and electrification on any rail link although there is provision for 500 Km of electrification of railway line in the Budget. The speed limit of so-called Barah valley Express and

Cachar Express remains confined within 20 KM per hour because of augmented railway track in hill section from Lunding to Badarpur

04.00 hrs

It takes almost 24 hours to reach Guwahati from Silchar to cover a distance of 380 kms. only. The cum-traffic survey for the alternative B.G. Railway line in lieu of the existing Badarpur-Lunding Hill Section, from Lanka to Chandranathpur Station had already been done in 1974 but no budgetary provision has since been made. Balanced growth of railway network is absent in Assam and particularly Break Valley has to remain content with only new construction like Badarpur-Bhairabi line. Besides, back-dated railway stations, along with platforms, trains with worn-out coaches and engines on unaugmented tracks are the common features of this Valley. Furthermore, amenities to passenger are hardly looked into.

Sir, in the end, I should say about the demands of the people of southern Assam which are: (i) extension of railway line from Dallahacherra to Rampur in Karimganj-Dallahacherra Branch Section; (ii) improvement of Lunding-Badarpur Hill Section as an interim measure till B.G. is constructed; (iii) upgradation of Badarpur junction into Railway Division; (iv) reinstatement of the dismissed casual railway employees of the 1980; (v) job-priority for the Scheduled Caste and Scheduled Tribe youths; (vi) one regular express train should be introduced from Karimganj junction to Guwahati because of constant demand from the public; (vii) construction of either fly-over or bye-pass on the level-crossing in the main entrance of Karimganj town and (viii) One Rajdhani express should be introduced from New Delhi to Guwahati at least thrice a week.

Finally, I would like to submit that the

[Sh. Dawarka Nath Das]

Government's decisions.

Rail Budget for 1993-94 has failed to fulfill the hopes and aspirations of the people of Assam. So, as a representative of the people of that area, I strongly oppose this Railway Budget.

With these words, I conclude my submission.

Thanking you, Sir,

SHRI SUBASH CHANDRA NAYAK (Kalahandi): Mr. Deputy-Speaker, Sir, I rise to congratulate the railway Minister for presenting this Railway Budget for the year 1993-94.

I congratulate this Government on behalf of the people of Kalahandi on account of the sanction of rupees one thousand for starting of construction of the rail line from Junagarh to Lanjigarh Road made in the Budget provision of 1993. I further request the Government to provide more funds for completion of the above work.

Sir, the hon. Prime Minister of India has decided to visit Kalahandi district in the near future. Therefore, the Department is requested to take the work as per the budget provision so that during the time of the Prime Minister's visit, the foundation-stone laying ceremony can be performed.

In spite of several demands before the State Government, the over-bridges of Kesinga and Narla Road have not been started yet. He said that both the places are the gate-way and leading business centre of Kalahandi. There is heavy traffic in these stations. In view of the above, I requested the Centre to take the work accordingly for completion of long standing demand of the district without waiting for the State

The railway stations of Narla Road and Kesinga require extension urgently due to heavy traffic. The Hirakud Express running from Sambalpur to Nizamuddin may be extended up to Rayagada. As a result of this, the people of Kalahandi, Koraput and adjacent Andhra region will be highly benefited.

The speed of Chhatisgarh Express running from Delhi to Balapur via Raipur may be accelerated as the passengers are facing lot of problems due to late and slow running of trains. Steps should be taken urgently to avoid delay in between Delhi and Raipur. Proper care should also be taken to avoid the problem of lighting and water facilities in 1st AC. The survey work for double line between Lanjigarh Road to Titilagarh may be taken up. To check the unfair activities in railway stations namely, Kesinga, Narla Road, Kandel, Rupra Road and Lanjigarh Road sufficient RPF personnel should be placed and steps should be taken to open one GRF. Police station in Kesinga railway station

To release the foodgrains from FCI god, Kesinga, sufficient wagons may be provided to Kesinga station for quick delivery. This is a most genuine problem of the district faced by farmers and mill-owners. As a result of which, the FCI Kesinga will be capable to purchase more rice and other foodgrains from the district.

Steps should be taken to provide stoppage of Link Express at Lengigarh Road. This is purely a mining area and forest goods bauxite and other mining materials are available in plenty. At present Samata Express is running only once a week. Necessary action may please be taken to run the train twice a week. The office of the Chief Con-

937 *Rly Budget, 1993-94* CHAITRA 9, 1915 (SAKA) (Rlys), 1993-94, and Suppl 938  
*Gen Diss, Res re approval of 3rd Report of R C C, Dem for Grants*  
*Dem for Grants (Rlys), 1992-93*

struction, Calcutta may be transferred to Onssa The office of the Southern Railway Zone may be functioned in Sambalpur district of Onssa for the greater mater interest of railway department as will as the public

At there is no advanced and large in dustry in kalahandi district action should be taken to established a rail coach manufac tuning unit or other large scale typd of railway Engineering Works or industrial establishment in district

In Onssa there lies the holies place of Lord Jagannath temple at Pun In the State of Gujarat there lies industrial and technolo gical fields like cotton mills which provide employment to a number of poor people of Onssa To Facilitiate their travel one mail express train should be operated from Surat to Pun via Bajaynagar and Titilagarh

Establish health care unit and hospital by the rail department

Introduce a new passenger train from Rayagarh to Sambalpur

Extend the Samaleswan Express train upto Reyagada which presently operates from Titilagarh to Howrah

Construct complete roofs on the new platforms that are currently under consider ation from Kesinga to Lenjigarh Road, S E Railway

Construct new houses of postal de partment in the railway stations

Construct one police station in the rail way stationj

Establish the RPF station and its Head quarters

Expend the overbridge facility in the railway station and construct another new platform

[ Translation ]

I am sitting here since morning, Kindly allow me to speech for two minutes

[ English ]

A small natural stream lies towards the down portion of kesinga Railway Station As a result during every rainy season the water from this stream flows into the houses of may local inhabitants thereby causing heavy loss of property Taking advantage of this stream a number of anti-social activities and theft prostitution etc are tak ing place thereby hampering the image of the railway station So if one side of this stream is constructed with stone wall the increase in the theft of the commercial articles of the goods site can be checkod Action should be taken to expedite those things

Talking about the main problems of the local inhabitants it is the most unfortunate fact that there is continuous irregularities on electnucity supply along with regular power cust In order to eradicate these problems arrange to establish a generator from the rail department for the benefit of the town peopie

Arrange for daily operation of the Samale Express which is at present running weekly

Active work is being undertaken to convert the single in the double line There exists one very old rail bridge over the Tel river in my district Apart from this one new double line should be constructed having a facility of bridge

To provide employment for the local youth of Kalahandi district in the railway department provision for them should be kept on priority basis. One employment interview centre should be opened in this station.

The Town of Kesinga is a big business centre. So, the goods site should be expanded to accommodate the in-coming temporary booking articles.

Arrange to construct a ticket room and dormitory in the recently constructed quota secondory platform.

The ticket reservation quota should be raised for travelling of pasengers.

MR. DEPUTY SPEAKER: Mr. Nayak, this is not fair. Your name was not in the list, but still, I caled you to speak. You should conclude now. This is a very odd hour; you should not lose your patience. All along you were waiting; you understand the limitation of the time and conclude.

SHRI SUBASH CHANDRA NAYAK: The departmental land of this division which is remaining idle should be given on lease for the welfare and appointment on telephone attendance in the railway station.

Sir, lastly I hope that the Government of India as well as the railway department will take effective steps in solving the genuine needs of the people of the backward district of Kalahandi in Orissa. I once again thank you for having given me a chance to speak for my Constituency.

SHRI SRIKANTA JENA (Cuttack): Sir, thank you every much. At this moment, I must congratulate you that today we are

MR. DEPUTY SPEAKER: The credit goes to the whole House.

SHRI SRIKANTA JENA: This, I thank is the first time that we are sitting up to this time. I do not know how much time we will consume. Mr. George Fernandes is there. He will be the main speaker today.

SHRI GEORGE FERNANDES (Muzafferpur): What about Mr. mani Shankar Aiyar?

SHRI SRIKANTA JENA: I do not know whether Mr. Mini Shankar Aiyar will participate or not. Mr. Ram Naik is there.

The problems is that the staff are also really facing serious problems because since morning they are on their legs and they are working round the clock.

About the railway budget, I wil not go into any detailed deliberation.

The Minister of Railway (Shri C. K. Jaffer Sharief): You can discuss with me in detail.

SHRI SRIKANTA JENA: I will certainly discuss with the hon. Minister in detail. But I wil mention only about the plight of our State, that is, Orissa. Since Mr George Feranandes is going to participate, I will request him also because he knows the details about the problems of railway so far as Orissa is concerned

As you know, South Eastern Railway gives the highest revenue to Indian railway. And South Eastern Railway gets maximum revenue from the State of Orissa. But Orissa gets minimum from the Indian railway. Till today, Orissa has been neglected in a way that Onssa stands at the lowest level of the

Indian railway. If you look at the railway map Orissa's rail line in the lowest in the country. If you look at the total recruitment in the Indian railway, Orissa's representations is the lowest. If you see the electrification, Orissa stand at the lowest level. If you see modernisation, Orissa stand at the lowest level.

In any activity of Indian railways, Orissa stands at the lowest level through we contribute the highest revenue to Indian railway. This is the plight of our State.

It was brought to the notice of the hon. Minister many a time last time also, the Prime Minister intervened while the hon. Minister was replying to the railway budget that the neglect that has been there towards Orissa will be disrupted and railway will try its best to compensate whatever neglected has been done in the past. That is why I will only request the hon. Minister at this hour that he must look at the problems that Orissa is facing. The allocation which has been made in the current year's budget is really not sufficient.

About the new lines, I think, the Talcher-Sambalpur rail line has been included and is supposed to be completed by 1993-94 but it has now been extended to 1994-95. Today, I have an apprehension that will not be completed by 1995 also. The way the things are moving and the work is being done, I think, that will take another three or four years to complete that link also.

We all met in the Consultative Committee meeting. We demanded that at least the Khurda-Bolangir railway should be given the top priority so that western Orissa and the coastal Orissa can be linked. It goes through the most backward region of the State. I hope while replying to the budget discussion, the Railway Minister will keep it in mind.

He will positively respond to this demand that Khurda-Bolangir will be included and the work started immediately.

At least some token grant can be given to this particular project. Apart from it, as far as gauge conversion is concerned, Orissa is not getting anything. Therefore, I request that the Rupsa-Bangriposhi line and the Gunupur-Nayapada line may please be given priority. The hon. Minister of Railway knows the problems of our State and I hope he will take care of it. I would request George Saheb that while participating in the debate, he should also mention about the problems of Orissa. I say this because when he was the Minister in charge of Railways, he tried his best to help the State of Orissa and he also knows its problems. Thank you.

SHRI MANI SHANKAR AIYAR (Mayiladuturai) : Mr. Deputy Speaker Sir, I have, what I think, the unique distinction of representing a constituency which does not have a district town, but has as many as two railway junctions. And yet, the only use that the Railway is making of my constituency is to pass through it. I think I would be entitled to request the hon. Minister of Railways that since Mayiladuturi and Kumbhakonam are both major railway junctions, some activity of the railway, in addition to merely running the trains through them, should take place. There is a serious attempt being made to undertake an element of industrialisation in that area and without a major push from the public sector, I don't think we are going to be able to bring about that industrial revolution. I would request the hon. Minister of Railways to consider the possibility of establishing a major railway engineering undertakings in that area so that it gives a fillip to the industrialisation of the constituency.

The second thing that I would urge upon the hon. Minister of Railways is that at

[Sh. Mani Shankar Aiyar]

this juncture in the life of the nation, every Department, not merely, the Ministry of Home Affairs and the Prime Minister's Office, but every Department has to see what contribution it can make to strengthening secularism in India. As no one knows better than the hon. Minister of Railways himself, there is no single example in the whole country, of how people of different religious communities can live together in perfect harmony then my constituency and its adjoining constituency. Because it is there that we have Nagore Shareef which is the South Indian equivalent of Ajmer Shareef, it is there that we have the Vaideeshwari Kovil, one of whose most faithful adherents in none other than our hon. Minister of Railways himself; and it is there that we have the Church out Celankanni, which is generally regarded by the Catholic community of India as the roots of Asia. And yet, you have to be a truly intrepid traveller to be able to visit Vaideeshwari Kovil and then Nagore Shareef and then the only Shani Temple in India at Tirunallar and then the Church at Velankanni, because the Railways have not really made the arrangements that are necessary to take the people of India to see how members of different religious communities can live together in the kind of extraordinary harmony that the District Nagapatnam Quairi Millat demonstrates in our land. So, I would like the hon. Minister of Railway to consider whether by strengthening the railway system in that area, he could not make a distinctive contribution to the preservation of the secular ethos of our land.

I would also like to draw the hon. Minister's attention to the fact that he has under consideration the Place on Wheels Scheme for Tamil Nadu. At the moment there is a railway line actually in existence between the old Danish Fort at tarangambadi

or Tranguebar and the Railway Junction of mayiladuturi. For some reason, I am not able to try to understand why the railways have decided to close down that branch line from Mayiladuturi to Porayar near Trangambadi at just the time when the railways on the other side is planning to bring in the Place on Wheels

Now, Sir, since Targngabadi has been declared by the Union Department of Tourism and the Tamil Nadu Government to be a special tourism area and sanction has been accorded for the building of a Heritage Hotel at Tarangambadi which is going incorporate Danish Fort and since the particular concern, that is building the Heritage Hotel is the same one that built the hotel around Port of Aguada at Goa has proclaimed that the Danish Fort at Tarangambadi is going to do for tourism on the Coromandal Coast in the 90s, what Port of Aguada did for tourism to the Konkan Coast of the 70 and 80s. It seems to be the peculiarly in apposite time to close down that branch line between parayar and Mayaladuturai. This is the moment to open up, utilise it, upgrade it and ensure that the Palace on Wheels stops for lunch at the Heritage Hotel and then goes down to give a living demonstration of what real secularism in real India means taking them past Nagore Sharief, the Velankani Church, and Shani Temple at Tirunallar. We have got all these things and we can show our people and the people of the world what it means. So, it is not merely the Ayodhya syndrome that remains the example of the destruction of secularism in this country. There is another request that I would wish to address to the hon. Minister of Railways particularly in his capacity as a Kannadiga. It is in your hands Sir, to turn off the tap of Cauveri and starve Cauveren Delta of water and thereby wreck agricultural prospects of Tamil Nadu, Tanjavoor and this country. It is also in Your hands as an upper riparian to

ensured that justice comes after the Cauveri water Disputes Tribunal gives its final award and ensure that water continues to flow down Cauveri.

In the last two years, we have had a demonstration that even if Karnataka is a bit reluctant to give us water, God Himself intervenes and gives us water. We have had two bumper crops in succession. Now, the crop has been so successful that the Railways is unable to move this crop. It is clear that the progress of agricultural technology has had the consequence of increasing even in the normal year agricultural production, particularly, rice production in the Cauveri Delta to the point where the old narrow gauge system that you had is incapable of coping with the quantity of agricultural production in that area. Now, when you combine the fact that the grand anicut canal is coming through the drier part, non-delta parts of Tanjavoor district and therefore, there is going to be additional good production in those drive parts to the West and the South of Tanjavoor district, when you add it to the traditional rice production in my part of the district which is the Mayiladuturai constituency, you will find that it is impossible for the railways in its present condition in that area to cope with this increased agricultural production. Since it is essential for us to reach about 230 million tonnes of output of good grains by the turn of the century to feed the growing Indian population I think it is essential for the railways to study in depth what are the upgraded railway requirements of that area.

The Tamil Nadu Civil Supplies Corporation has indeed already undertaken such a study establishing conclusively that it is not enough for you to upgrade into broad-gauge on that bit of the railway line serving the South that goes from Villupuram to Jayakondam and on to Tiruchchirappalli

but also to consider doing the something on an urgent crash basis for the line as it extends down to Mayiladuturai going on to Kumbakonam upto Tiruchchirappalli and indeed to consider what you can do in this regard from Nagapattinam to Kumbakonam because only then will the increased food production that is inevitably in consequence of the agreement that I hope my home State and your home State will arrive within the next few months will result in such an increase in the agricultural production that the railway must not at that point then fail flat on its face not being able to cope.

Consequently, to sum up, for this rather narrow and chauvinistic presentation of my interest in the railways (1) we need a contribution from the railway to the process of industrialisation which is rampantly in progress in the Quaid-e-Millet district but which requires a public sector injection and for which I cannot think of a better department than the Department of Railway, because your Department has been associated with my constituency for over 100 years; you used it just for 100 years. Now, I request you to give us something in return. Secondly, it is essential that you move into broad-gauge line in that area without which railway will not be able to cope with the increased agricultural production in the offering. And thirdly, that you must take into account the immense tourist potential of the area and make it possible for the railway touring in passengers into their area, because it will not only bring us much needed and percussive way to teaching the benighted people of the North how it is that we in the South live in perfect religious harmony among all our different religious communities.

Thank you

MR. DEPUTY SPEAKER : As per the list, all hon. Members have spoken except two.



[Translation]

SHRI RAM NAIK (Bombay North): Good morning to the hon. Deputy Speaker, to waking members and also to the members like Shri Sultanpuri who had a short sleep in their chairs. Perhaps, we are going to set a new record in Parliamentary history. I was asking my senior colleagues about the earlier record who told me that earlier the House has worked maximum upto 4.00 a.m

SHRI MANI SHANKAR AIYAR: Earlier record is of 3.58 a.m.

SHRI RAM NAIK: That is all right, but now it is 4.35 a.m. I will be brief in my speech and after that Shri George Fernandes, who has enough material to speak upto 9.00 a.m, if he desires so that will be a record for the Guinness Book. I was just joking and do not think that he will do that. It is a sort of injustice being done to all of us and to the staff members who are working with us. All of us are sitting late here to discuss the role which the Railways can play in making efforts to remove injustice being done to the people of India. When I look into it I find it a great injustice. The Railway Minister has vigorously attacked the interests of common people. It is a cruel attract. I think hon. Minister will give reply to the discussion in the second session of the sitting of the House today. He should try to lessen this cruelty by making appropriate changes in it so that the common people may believe that something has been done for them.

First of all we will have to see that what is the actual place of railways in our economic life. Is it a commercial organisation? If it is so, we will have to think over it in those terms. And if it is a means of economic development and to provide an infrastruc-

ture for economic development, then we have to think over it in other terms. I, myself believe that railway is a means of economic development and from that point of view we should think over it.

The Railway Minister presented the Railway Budget on 24th February. We are making history by sitting too late in the night of 31st March to discuss railway Budget. There is no proper planning which is visible from Budget speech of the Railway Minister. He has stated in his speech that during last one year railways has earned maximum revenue by record transportation of goods and carrying a record number of passengers. It is self-praising but I regret that I cannot do that. Not for the sake of criticism but I would like to quote para 10.2 of the resolution made last year by the Railway Minister in which he said:

[English]

"Sir, in my last Budget speech I had indicated that a Committee of Experts would be set up to make recommendations to bring about the changes in managing ethos so that rail transport becomes a way of business."

[Translation]

It was decided last year to set up an Expert Committee. What you have done in the last one year?

[English]

"I wish to inform the House that a Committee of Experts is being set up shortly to conduct a detailed study and give recommendations on the necessary organisational and structural changes."

949 *Rly. Budget, 1993-94* CHAITRA 9, 1915 (SAKA) (Rlys.), 1993-94; and *Suppl. 950 Gen. Diss.; Res. re. approval of 3rd Report of R.C.C.; Dem. for Grants [Translation]*

You were not even able to set up an Expert Committee in one year and now you are talking about the improvements in the railway. He is saying that an expert committee will be constituted but he has not done that. Your performance has not been good.

Another thing which you have said in your speech is directly related to me. You have stated that before conducting study, the Advisory Committee of Railway Ministry constituted three study groups. I was convener of one of the study group relating to Finance and store. In a way I was entrusted a responsibility and for this I am TB's Aim thankful to him. My report is ready and I will officially present it in the House today at 11.00 a.m. Being the convener of this study group I got an opportunity to study the financial resources of the Railways. I, definitely, got more knowledge about the financial resources but what I found is that the view point of the Planning Commission about the railways is not fair. If they consider it a main force for the development of the country they should have paid more attention towards it. Planning Commission allocated 75 per cent funds for the railway in fifth Five Year Plan but later on it reduced it to 58 per cent in 6th Five Year Plan, 42 per cent in 7th Five Year Plan, 19.8 per cent in 8th Five Year Plan and for the year 1993-94 it is just 14.7 per cent. What I mean to say is that the planning commission is not paying adequate attention towards railways. I believe that it is all due to faulty system of the Government and it is the duty of Parliament to make improvement in it. We should pay attention towards that. The hon. Minister should take responsibility for it and being the Members of Lok Sabha whatever help we are able to do, we would definitely do that and I think without bringing a change in the system, we cannot set it right.

Now you have set up a Railway Finances Corporation to collect more funds for the railways. Now railway security scam has take place, last year there was Securities Scam. Our hon. Finance Minister has repeated it time and again not only in India but all over the world that.

[English]

"This scam is being blown out of proportion"

[Translation]

It was a coincidence that I was also in London in connection with a Parliamentary Conference, when our Finance Minister gave his speech in London and later on in a press conference, when he was asked by a journalist, he said,

[English]

"This is being blown out of proportion.."

[Translation]

The railway Ministry issued tax free bonds of Rs.1200 crores at a higher rate of interest of 10.5 per cent instead of 9 per cent but the total contribution received by the railways from the market was only 10.5 crore. Those who are saying that it is not the result of security scam but you can very well judge the impacts of the scam on it. The people who have money are not making any investment in it because they think that their money will not be properly utilised by the Government and the Finance Ministry is also not providing the facilities which should have been given to Railway Ministry. There is a reason for it. We should keep it in mind that if we want to make improvement in railways and if we are not able to provide adequate finance to the railways it means.

[Sh. Ram Naik]

That we will be starving the Railways of finances. Then if we say that train is not moving, then how that can move without coal, diesel or electricity. I think we need to pay attention towards this point also.

Secondly Finance Ministry is also giving step-motherly treatment to Railway Ministry as if the Finance Minister has nothing to do with it. We are realising that Budgetary support which the Railway Ministry should get is constantly reducing. If we look at the figures of last three years we will find that in 1991-92, Budgetary support of Rs. 1756 crores was given which was 33 per cent of total railway funds and for the year 1992-93 budgetary support was Rs. 1935 crores which was 34 per cent but during the current year it is just Rs.960 crore which means 15 per cent of the total Railway funds. It is the duty of Lok Sabha to exercise a check over the Ministries be it Finance Ministry or Railway Ministry. Sudden fall in the budgetary support from 34 per cent to 15 per cent is not good for financial health of Railways. So long as we do not make changes in it we cannot make any improvement in railways.

As I have mentioned it at the outset that if we want to run railways as commercial organisation then the railway ministry should tell the Government accordingly. Railway is transporting some items of goods on subsidized rates. I do not want to give details of those items to save time. As I know last year there were 29 items of goods on which the railways have provided subsidy and on account of that it received Rs.323 cores less on freight charges. If the Government intends to make it commercialised, an amount of Rs. 323 crores would be paid to the railways if it is done, the financial health of the railways can be improved to a great extent. As I have mentioned earlier that

being a convener of a study group I got an opportunity to study financial resources in details. I am stating these facts before the House so that we may bring about necessary changes to facilitate more improvements in the Railways

Now I shall make my submission about the metro-railway in Bombay. It is my fourth consecutive speech on railway Budget. I have been making speeches on railway budgets every year for the last four years. Shri George Fernandes is sitting beside me. I made my first speech on railway budget when he was the Railway Minister. At that time I humorously remarked that once Shri George Fernandes sat on Satyagra on railway track at Dadar station against the hike in fare. I also gave that photograph to him. I have been repeatedly saying the same thing for the last four years but it seems that we are hitting out heads against a dead wall which does not move. Nothing is done for the people of Bombay I do not get tired so soon but it has started frustrating me. If a cool minded person like me get frustrated it is very difficult to say about the reaction of the people of Bombay. Things have come to such a pass.

That is why the hon. Minister of the Railways needs to be more kind to the people of Bombay. For that, the foremost thing that has to be done is to make the suburban railway an autonomous corporation. About one crore people in total travel daily from one place to the other throughout the country, out of which about 50 lakh travel daily in Bombay alone. Will it do if the Government takes no initiative for such a large number of people travelling there. The Government introduced nine more trains, out of which four are superfast trains and three others. For whom the Government is doing all this. The citizens of Bombay make such a great contribution to the exchequer

of the country and the Government has also released it. The hon. Minister of Finance has stated in his statement that the loss occurred due to the bomb explosions in Bombay was worth more than ten thousand crore rupees. What does the Government propose to do in Railway services for Bombay citizen who contributes to raising huge wealth for the Government with his hard labour. Trains are important role in Bombay as arteries are in our body and the Government has no new programme to launch in this connection. The Government is doing so because it adopts discriminatory attitude towards this city. I would like to place before the hon. Minister some detailed figures about the metropolitan cities. He must be knowing that there are four metropolitan cities—Delhi, Calcutta, Madras and Bombay. The total funds allocated to Delhi have been Rs.25 crore and that allocated to Calcutta is Rs.125 crore though the total percentage of commuters in suburban traffic there is 17. Madras has been allocated a sum of Rs.19 crore while the percentage of commuters there is 7. Amount all these metropolitan cities Bombay is the place where the percentage of commuters is 76 but a meagre amount of Rs.26 crore has been allocated to it. Is it not a step-motherly treatment to allocate Rs.125 crore to Calcutta and Rs.26 crore to Bombay, the Government should keep this fact in mind and do away with discrimination. It has been repeated again and again in the Budget as well as in the speech of the hon. Minister that Railways suffer a heavy loss in the suburban traffic service. The Government says that it incurs loss but we don't say so. When Shri George Fernandes was the Minister of Railways a status paper was published giving figures for 88-89, a copy of which is also available with the Government. It showed a profit of Rs.45 crore to the suburban railways of Bombay which included Western and Central Railways where as Calcutta suffered

loss of about Rs.96 crore and Madras suffered loss of Rs.26 crore. Thus the total comes to about Rs.12 crore, and the entire burden falls on the commuters of suburban services in Bombay who constitute about 76 per cent of the total travellers.

Sir, I would like to know as to why the Government does not pay any heed to provide justice to citizens of Bombay. Last year Shri George Fernandes had submitted and now I would like to repeat that it is extremely inconvenient to travel in the crowded trains of Bombay. As per the Government figures itself the trains having capacity of 852 passengers carry 852 passengers in sitting and 876 in standing thus making the total of about 1728 passengers. In case, there is more crowd, the total number may rise to 2592 and during the office hours what has been called super dense crush load's it may reach 3408. The total number of passengers thus go up by four times that means 10 persons standing in the space of one sq. mt, and the Government cannot imagine the plight of the passengers traveling in this manner for hours together. I would also like the hon. Members to come to Bombay and have an experience of travelling in local trains for seven days, anyone of the hon. Members may dare to get on a local train on Churchgate-Vihar section between 9 AM to 9 30 AM. regularly for seven days and then recount their experience as to how 9 man in Bombay lives there. They are after all human beings and contribute most to the income of the nation, and the Government is doing nothing for them. I would like the Government to give up such an discriminatory attitude. The Government should make the suburban railway an autonomous cooperation only. Then it will know whether there is profit or loss on this section. The hon. Minister's Budget speech states that subsidy will not be given. I fail to understand on what basis

[Sh. Ram Naik]

the Railway Board officials have convinced the hon. Minister about it, and that how it is wrong to give subsidy.

Sir, now on the basis of the figures available with me, I would like to state that British Railways give 20 per cent subsidy suburban travelling whereas Switzerland gives 35.7 per cent subsidy, German Federal Railways give 51 per cent subsidy and French National Railways given 49 per cent subsidy and as compared to these countries Indian Railways give only 2.2 subsidy. (Interruptions)

SHRI C.K. JAFFER SHARIEF: Bombay is out Switzerland.

SHRI RAM NAIK: Have you seen the conditions in Switzerland.

SHRI C.K. JAFFER SHARIEF : Bombay's share has been given to Bihar.

SHRI RAM NAIK. I would not like to associate Bihar with it. My submission is that the cow that gives milk should be feeded properly. If something is not done for Bombay, then the development in Bombay may be hampered if the anti social elements began to do something anti-national. Even today, if a train becomes late just by 2-3 minutes, there is utter confusion. The hon. Minister may personally witness the situation along with me without informing any railway officer. Therefore, the entire concept with regard to planning and financing the suburban railway should be changed and the funds for such an initiative should be allocated in this Budget itself, only then it would be possible to do something concrete

Before I conclude I would like to submit that the Government have put an additional

burden on season ticket holders. Fare had been increased to a great extent a few days back. The figures gathered after this increase reveal how much revenue does the Government earn. As per the revised estimate of 1992-93, the net revenue comes to about Rs.2245 crore, and the source of this earning is the increase already effected in fare. Yet, the Government continues to increase the fare. It is not justified on its part. If there is profit the Government should think as to how the expenses can be curtailed, when the Government is earning a good amount of revenue, it would be unjustified to put a burden on people by increasing the fare. Therefore, I would urge upon the Government to withdraw its decision that puts burden on the passengers of second class as well on the season ticket holders. If the Government withdraws the proposed increase, it would seem that it may do something in the interest of common man or middle class people.

I would also like to point out that no project has been proposed for Bombay. When Shri George Fernandes was the Minister of Railways a status per. "Suburban Need for new incentives" was published in which projects worth Rs.2000 crore were shown. Some facilities will have to be provided to the citizens of Bombay, if the Government want that they should travel without inconvenience which is tolerable, then planning will have to be made for using that amount of about Rs.2000 crore. However, the Government has not allocated funds for even a single project. The amount of Rs.17 crore allocated in the Budget is for the on-going projects. No new project is there. It had been decided to launch "Satyagraha" at all the suburban railway stations in Bombay on 13th March. But in view of a series of bomb explosions that took place on 12th March, we decided to postpone that 'Satyagraha'. The hon. Minister

957 *Rly. Budget, 1993-94* CHAITRA 9, 1915 (SAKA) (Rlys.), 1993-94; and Suppl. 958  
*Gen. Diss.; Res. re. approval of 3rd Report of R.C.C.; Dem. for Grants*  
*Dem. for Grants (Rlys.), 1992-93*

must be remembering that we have withdrawn our agitation in view of these incidents but the anger in people's mind had not assuaged. Therefore, I would like the Government to withdraw the increase in fare so that people are convinced that the Government wants to do something in their interest.

I have given three suggestions, the Government may please try to accept them. There is a two-line railway track from Borivali to Vihar. There has been a demand for the last 10-12 years make it four-line track. This work should be taken in hand and at least one or the other token provision should have been made in this Budget.

05.00 hrs

On the same section, i.e., Borivali to Virar, a new over-bridge has been constructed near Vasai with an expenditure of about Rs.40 crore. That project was proposed to be completed by August, 1992 and we have seen that the work has been completed. But we do not know whether the Railways have started using it not. People have doubts whether does it have any structural defects. The General Manager of Railway told the correspondents that the new bridge would begin to be used from August, 1992. What happened to it, people have doubts, that is why I have informed you about it. A line has been laid to connect Vasai with Central Railway. Few trains including goods train run on that line. This track should be kept open for suburban traffic, and trains should be run atleast during the day to facilitate the travelling people. My next demand is that Virar is 60 kms. from Bombay. But the people who come to Bombay to work come there even from Palghar and Dahanu. There is a big project of Tarapur Atomic Energy at Vasai and people in thousands come there daily. A shuttle service for them runs from Dahanu and Virar. When Shri George

Fernandes, was the Minister of Railways, two shuttle services were started but five additional trains are required to be pressed into service there and a decision to this effect should be taken at the earliest. Why does the Government not start four more shuttle services. What is the need to attack all the AC coaches. There is a ray of hope in it. There had been a long standing demand to extend the Dahanu-Virar shuttle service to Borivali-Andheri. It would facilitate the traveling people.

It is very often stated that electric lines keeps on changing from DC to AC and vice-versa on the railway track at Virar and so the electrical locals are not run beyond Virar. Regarding the technology improvement, it has been stated at page 16.

[English]

"Designs have been finalised for design multiple units which can be run with high fuel efficiency and faster acceleration in any combination from three to nine coaches. These units will have the capacity to achieve the same transit system as Mail/Express trains and can be utilised on branch lines and in non-electrified suburban areas around the city."

[Translation]

I would like to demand that the electrical units, which have been developed, can be utilised for Dahanu, Virar and Borivili. I would like to request that as soon as they are manufactured, they should be utilised for Dahanu and Borivili sector. There is already a platform at Borivili. So diesel locomotive should be put to use as soon as it comes. I have a lot to say, but then, Shri Fernandes will speak upto 9 p.m. and that I do not want. The increase made in the suburban train fares should be withdrawn.

At the same time fares for second class in long running trains should also be withdrawn. The computerisation charges have also been increased. Computers have been introduced to increase the efficiency and to issue tickets faster.

**THE MINISTER OF RAILWAYS SHRI C.K. JAFFER SHARIEF :** The people are not required to stand in queue.

**SHRI RAM NAIK:** If anyone asks for manual tickets will be given? When you provide one service, why do you charge separately for it? At Borivaili, we get reservation ticket for Delhi, but return ticket is not issued from there. So, you should withdraw this increase.

Kirtan was being held at a place. Different musical instruments were being played and it went on for till two and half hours. After some time, the kirtan party felt that it has been very late, as all the people have gone except one person, who was still sitting there. They told him that he was the true devotee as he was still sitting there. But then a man from their group said that he was not a devotee, but he was sitting there to wind up durries. This kirtan which is taking place here should also have some results. Thousands of rail passengers should get some benefit out of this discussion which is taking place here, otherwise we will resort to agitation. So I request you not to act like this.

**SHRI SURAJ BHANU SOLANKI [Dhar]:** mr. Deputy Speaker, Sir, I welcome the rail budget of 1993-94. Now, it is 5 O' clock in the morning and the stars also went to sleep. What should I say on the Budget. The entire night has passed and now my turn has come. While welcoming this Budget, I would like to express some regrets also.

Dhar is my constituency. It will be better if I confine my speech to it only. Already so many hon. Members have spoken and all the problems have been covered. This will be convenient for the railway Minister and he will be able to reply properly. There are two districts Dhar and Khargoun under my constituency.

In the last 40 years, no efforts have been made by the centre to provide rail facility to these districts which are tribal dominated areas. I am not saying what has been done in these 40 years, but would like to submit that in this 32nd year of my life, I have got an opportunity to present the problems of my area before the hon. Minister during this railway budget. I have written to him several times and met him also, but no attention was paid in this regard. Recently an effort was made to bring Dhar district in the railway map of our country and to link it with 316 kms. long Indore-Dahod-Maksi line. Earlier this project was to be started by Shri Madhavrao Scindhia and the name given to the project at that time has been changed now. May be there is some convention that any scheme introduced by a Minister is dropped as soon as he goes out of power. I would like to submit to the hon. Minister that as the word 'sharief' is also there in his name, he is listening to me. Our hon. Prime Minister wants that the work on the schemes approved recently should be completed first and no new schemes should be announced now. The hon. Minister must have understood the indication given by the Prime Minister. So, in regard to the recently approved railway lines I would like to know whether more funds would be provided or efforts will be made to complete them at the earliest? The speed with which funds are being provided to this project i.e. Rs. 1 crore in a year - it appears to me.

\* Naam Goom Jayega. Chehra Yeh

Badal Jayega,

Meri Awaaj Hi Pehchan Hai, Gar  
Yaad Rahe'.

If the hon. Minister has to provide funds only, whether he will allocate some more funds to this project during his tenure, because, during the 11th Lok Sabha, when he will face the public he will have to reply them.

Mr. Deputy Speaker, Sir, Madhya Pradesh has also got some facilities out of the new railway schemes provided to the southern railway. Bhopal has also got some facilities. Indore is a big city closer to my constituency and it is a business centre also. It will be good, if it is provided some special railway facilities. Recently a demand was made to run an Integrity Express from Bhopal to Indore. May be the hon. Minister has made efforts in this regard or as usual, he has tried to make us understand this is a long-standing demand. It would be better if the hon. Minister gives an assurance in this regard. The residents of Dhar and Khargoun districts will have to beg before Shri Shanef whenever they are requiring to come to Delhi -

"de data ke naam, tujhko allah rakhe"

It would be better if such a situation does not arise in the railway.

Mr. Deputy Speaker, Sir, I would like to repeat another demand put forward by some Members of the Opposition. During the session, this spouses of the Members are allowed onward and return journey from their constituencies to Delhi and vice-versa. This facility should be extended for the entire year and from every place to any place. Because, the Members who live in Delhi or go to any place to take part in any

demonstration and are jailed, their families could meet them. I will talk to Shri George Fernandes about it. I am telling you something practical. I had been in the opposition also. Through this system, the Member can atleast meet his family members.

Mr. Deputy Speaker, Sir, I do not want to go into issues of increased fares and freight charges or the facilities provided or withdrawn to any city. But computers should be given priority as they are an essential part in modernisation of railways. This will make the work of railway employees convenient and the passengers will also benefit from this system. We will also get the opportunity to reduce the number of complaints received daily.

Mr. Deputy Speaker, Sir, it is now 5.15 a.m. There is very little time and I would like to submit a few points about my constituency. I would like to request Shri Jaffer Sharief that.

'apne hathon ki lakiron ka samundar  
dekhun,

laa tere hath ki main apna kukaddar  
dekhun.'

What I want to say is that priority should be given to my constituency. Allocations should be increased and the facilities which have not been provided to the area for many years, should be provided in the coming years. I used to be a pilot earlier. Now, when I have entered politics, I have to travel on roads and by trains. The hon. Minister should pay attention in this regard and the allocation for Indore-Dahod-Maksi rail line going through Dhar district should be increased. With these words, I welcome the Budget.



**SHRI GEORGE FERNANDES** (Muzaffarpur): Mr. Deputy Speaker. Sir I cannot support this Budget inspite of my willingness to do so. We may try to project inside or outside the House that the Railway is a sparate organisation but in fact it function like any other Government organisation. It is a part and parcel of the Government because for the allocation of funds Railway comes before the Parliament like any other Department of the Government. It is not possible for me to support this Budget because the intention of the Government is also not good as far as Railways is concerned. I am happy to learn that the hon. Minister of Railways also admit this fact as he is nodding his head.

Mr Deputy Speaker, Sir, the hon. Minister of Finance had presented the Economic Survey in the House the very day the hon. Minister of Railways had presented this Budget. This economic survey is prepared by the Economic Division of the Ministry of Finance. Three pages have been devoted to Railways in this Economic survey. I would like to quote three sentences from it.

[English]

"There has been a progressive decline in the share of freight earned by the railways. Since rail trasport is more energy efficient and environment frinedly, the decline in its share of feight needs to be revered by means of higher efficiency, lower, costs and a competitive mangement of the railways Improvement in railways can be achiveved by increasing the productivity of the existing activities as well as augmenting the investment."

[Translaton]

This is what they preach and practice.

The Government has allocated only. Rs. 960 crore to Railways this year whereas its plan for this year is of Rs. 6500 crore. The entire progress of the Railways is restricted to Rs.6500 crore. On the one hand, the Government accepts the need of 'augmenting of investment' while on the other hand, it allocates only Rs.960 crore. So, the intention of the Government is not good. The hon. Minister of Railways has put a burden of Rs.2000 crore on the people by way of increasing both the freight and fare rates. Now the hon. Minister can say that he had no other wayout except increasing the fare. I would not like to enter into any controversy. But in a capacity of a former Minister of Railways I am of the opinion that the Government had other alternatives also but they did not muster courage to explore those alternatives.

I would not like to discuss all those alternatives. But I would like to state that three years back when I was the Minister of Railways, I had discuss many plans of mobilising the resources. One of such alternative was the railway land. When I talk of railway land I do not mean by the land which is lying unused opposite the railway stations or the land on which people have built their houses. The persons who have allowed these people to construct their houses on such land or have entered into deal with then are making merry. I am not talking about that land.

I had used a word 'air space'. I think that thousands of acres of land above the rail tracks can be obtained as air space in the metropolitan cities like Bombay, Calcutta, Madras where sub-urban trains operate. Now the question anses as to why no efforts have ever been made to use this 'air space'? Why the work of constructing houses/buildings by the persons willing to do so on the air-space has not been undertaken?

This thought is not a novel one. It is well recognised and accepted one. When it was debated all over the country, why it was not implemented by the Government? Had the Government implemented this in Bombay alone, it would have fetched Rs. 2000 crore from there alone and the problems of Bombayites would have also been resolved to a great extent. And in that case the Government would not have to put fresh burden of even one paise on the people. Therefore, I do not support this Budget because the Government did not adopt the alternative which was available and put an additional burden of Rs. 2000 crore on all people. We Members of Parliament escape from this burden because we are entitled to travel free of cost by train. The Government officials and railway officials do not have to bear this burden. Moreover this burden is not an ordinary one.

Just now Shri Ram Naik has said that this burden is increasing every year and this increase at the rate of 10 or 12 per cent per annum doubles the fare within 4-5 years. Such is the position. In my opinion, the railway fare has increased nearly three-fold in last 10 years.

THE MINISTER OF RAILWAYS [SHRI C.K. JAFFER SHARIEF]. It was you who encouraged us to raise it.

SHRI GEORGE FERNANDES: No, it is not the matter of giving encouragement if other alternatives are available and we do not intend to avail of them and the Government goes in for easy alternatives, then complaints are bound to be made. Other alternatives did exist there.

Now, I do not know how much information does the hon. Minister of Railways has? There are book-stalls on nearly one thousand railway stations and there are also tea-

stalls or light refreshment stalls at about seven or seven and a half thousand railway stations, barring a few very small railway stations of small villages. In metropolitan cities like Bombay or Delhi and in other such big cities and big junctions there are restaurants also.

05.25 hrs

[SHRI RAM NAIK *in the Chair*]

I would like to know from the hon. Minister when the rent for book-stalls, newspaper stalls or refreshment stalls, tea-stalls was last fixed? How many years back their rent was fixed? Mr. Chairman, Sir, if we go to Bombay V T., Dadar and Bombay central railway stations and try to find out, the rent of such stalls of these stations, we will find that the rent of each of these stalls was fixed at Rs. 500 some time back. Now these stalls are sold by contractors to sub-contractors and by sub-contractors to other people at a premium of Rs. 20 to 25 thousand or more. I do not know whether this situation has improved a bit during the last two or three years. If we assess the rent of these stalls at market rates and revise the rent accordingly, I do feel that the deficit will be made good, to some extent, if not fully. The money that goes in the pocket of those people who use public places of railways for building houses etc. would have been gone to proper authority. Moreover, what I have said about refreshment stalls, is true about book-stalls also.

Mr. Speaker, Sir, I had a unique experience during my short tenure as a Minister of Railways. We used to bring out a monthly newspaper named "Pratipaksha". Once there was a long discussion on it in this very House in 1973. We used to publish hardly 2000 copies of the paper. At that time its editor was a young P.H.D. scholar from the

Jawaharlal Nehru University. One day, after much insistence he succeeded in obtaining an appointment from me and came to my house and told me that the A.H. Wheeler had invited him to dinner and talked a lot with him regarding the paper "Pratipaksha". They expressed surprise at the fact that only 2000 copies of such a good newspaper were being brought out. They then suggested the editor to publish at least 75,000 copies from next month onwards and they would purchase all the copies. It is evident that they wanted to strike a deal with us and I then asked that young chap that he did not know as to what sorts of people can create what kind of troubles. Thus, the matter ended there. Mr. Chairman, Sir, I have stated all these things simply to know from the Hon. Minister as to what rent is being paid by the A.H. Wheeler who have nearly 300 stalls. I also want to know as to when this rent was fixed and what were the terms and conditions. I also want to know the facilities being provided by them to their employees? I also want to know whether they are paying them salary, or have engaged them on contract or commission basis? They are engered in loot. They would not spare anybody not even those who are sitting in the Rail Bhawan or who are working on their shops. They are prepared to even purchase 75 thousand copies of your newspaper. They would sell these copies in waste but would pay you the full price just to bribe you. Mr. Speaker, Sir, thus, it may be termed as a problem or weakness of the Government Or it may be interpreted that the people in Government are opportunists and take side with these who exploit the poor. So Mr. Minister, I am sorry that I could not support your Budget as you have exploited other sources while knowing the problems of the railways.

There is one more area on which you

should take strict measures. Every year people express this type of anguish on rail budget in-side and outside the House as they are doing just now. Mr. Rambhau has said that he has become frustrated. people of Bombay are frustrated can you think what will be its out come? I can understand the frustration of people, as this type of things happen every year. Today we are sitting in the House upto 6 to 6.30 p.m. This speaks the importance of railway in the life of common man, hon. Members elected to this House and people in their constituencies. We are not sitting here to set any new record. There was no other alternative except sitting here. This also indicates the importance of railway in the life of common man.

The railway which is closely connected with common people, is not running in loss. I feel very sorry when newspapers write front page articles before the budget that railway is running in loss. So it has to raise Rs.2 crore from people. Railway is not in loss, it is making a lot of money. The social cost has been estimated at Rs 2200 crore. This amount should have been provided from general revenue and not from earnings of railways. The social cost could be more than Rs.2200 crore. The burden of social cost by way of giving concessions in freight charges on salt, food-grains and other necessary items and giving free passes to some people should not be put on the railways. This concept of social cost is prevalent all over the world and not in India alone. In foreign countries, like America it may have some other terminology By providing this from general revenue, a sum of Rs.2200 crore would have been credited to railway earnings and there would have been no need to put a tax burden of Rs.2000 crore. The Government should take a decision on it.

The point of social cost is nothing new for India. Every railway in the world gets subsidy from the Government. International Monetary Fund and World Bank tell India to stop subsidy but in their own countries they provide large sums on subsidy. Japan provides subsidy of Rs.3.5 lakh per hectare of land for growing paddy. Where as it asks us through International Monetary Fund and World Bank to stop subsidy. Our Government should think over its responsibilities. In principle, I agree that concession on freight charge on fodder, salt, rice and 12 things you have listed is correct, but its responsibility should not be restricted to people availing train services.

Banana is transported at concessional freight charges but eaten by rich people. The rail fare is paid by the poorest of the poor people who travel by train sitting on its roof. After paying fare for second class if he does not get space in the train, he travels on the roof of the train. If this money is spent providing fruit, chicken to rich people, it is not a justice. So you please do not add the amount of Social cost in the balance-sheet of the railway. This should be provided from the general budget of the Government. This is done in all the countries of the world. Why do you fear about it and why a discussion on it is made under compulsion. The poorest of the poor in the country would provide subsidy to decorate the table of rich people and to arrange milk and butter for them at cheap rates. When the Government implements built-in-subsidy it is the poor who subsidies. As a matter of fact the Government should give subsidy from its own Budget as it has been done in Germany and other countries in Europe.

It is said that our railway is earning profit. I can give you the figures of the amount of profit for the current year. After giving interest to the Government, without

adding pension fund of the department, the profit for the current year comes to Rs.4640 crore or 3300 crore. What is your development fund or capital fund? You save money on whatever account you like but the Government provided you Rs.960 crore out of which you want to collect Rs.900 crore through sale of bonds. It is a well known fact that this money cannot be recovered during this year. Neither you are going to get the money of I.R.F.C., it is not because people have no faith. As you have said all these bonds have never reached the common people. These bonds are taken by financial institutions and banks and later put on speculative activities.

Today bank and financial institutions are facing the problem of liquidation. So you are not going to get the desired profit. If you subtract the amount of Rs.900 crore and Rs.960 crore which you have got from the Government as budgetary support you are earning a profit of Rs.3 to 3.5 thousand crore. So far a decision has been taken to raise a profit of Rs.2000 crore. By doing so the Government has shirked its responsibility. This is the reason why you are required to collect this Rs.2000 crore from the common people. Mr. Minister, you have corrected your speech of last year you had said last year that the catering department would be privatised. The year you said that this idea has been abandoned. We would continue with the earlier practice of having the departmental catering and try to provide better food to people. I have a fear in my mind that the railway budget support has gradually been decreasing for the last 3-4 years. Is it not the conspiracy of the International Monetary Fund which is trying to stop budget any support to railways completely in coming 2-3 years. If the budgetary support is stopped once and Railway is asked to develop itself by its own funds then it will not be privatised. The hon. Railway

[Sh. George Fernandes]

ments in the country.

Minister perhaps does not know that decisions are taken at several places. Some decisions are taken in Washington and implemented here. So the hon. Minister perhaps does not know about it. Certain people think that railway is a large concern and it cannot be privatised. For this I can say that in Indian railway was introduced by private people and then the English people constructed it. Today the same thing may take place again as there is a maximum that "The wheel has rolled a full circle".

It will be dangerous if after completing a full circle railway slowly becomes a private structure. So today I would like to have a clear assurance from the hon. Minister that Indian railway will remain a public organisation and it will not be privatised. No pressure from World Bank and International Monetary Fund will be put on it. I would like to hear this from him.

I would not support your budget for one more reason and that is the system of development. I do not agree to your views. When you took up the work of gauge conversion last year in hand I had protested against it both privately as well as in public. I will not relate you all the reasons but the main reason is that railway is a Government industry. It should not be seen by the singular aspect of improvement, modernisation and computerisation. Under the present situation railway could be an important section for generating additional employment. You have no other powerful measures except this. It would have been in better had you started the work of laying of 1000 k.m. new railway line. By taking up gauge conversion you want to show that you are doing a big work and you are firm on your decision. By constructing 1000 k.m. new railway line you can generate 7 lakh employ-

I would like to urge even today to decide in favour of the construction of 2,000 kms of new rail track each year. It should be kept in mind that unemployed suffer the most whether it be the Bombay riots or tension in any part of the country for whatever reasons and then it will be proper to talk of secularism and non secularism. If we do not take note of the reality and simply get entangled in the game of one upmanship then problems will be very difficult to identify.

05.43 hrs

[MR. DEPUTY SPEAKER in the Chair]

Why are you shy of laying down 2,000 kms of rail track each year when on the other hand Britishers during their rule each year used to construct 1,000 kms of rail track. This is being reiterated time and again, but I do not understand the bottlenecks in this task? I fail to understand why laying down of new rail tracks is not being considered prudent in India, while the U.S. President, Mr. Bill Clinton, during the campaigning promised construction of new rail tracks for generating employment to bolster the country's economy. The U.S. President, Mr. Bill Clinton, of the world's most modernised country, during the election campaign promised generation of employment avenues through construction of new rail tracks to tackle the problem of unemployment. Funds could have been diverted to that. This year a sum of Rs. 180 crores has been allocated in the Rail Budget for construction of new rail lines. However, this allocation has been made for gauge conversion. Had the scheme for 3,000 kms of new rail tracks been finalised, by clubbing funds or by reallocating funds, it would have generated 1.5 million jobs in the country. Directly only 60,000 jobs will be generated

in the country, indirectly innumerable other jobs, will be generated. I am not submitting all this on my own but on the basis of the data collected by Federation of Indian Chamber of Commerce and Industry. Therefore any infrastructural work indirectly generates 25 other jobs. You have got the opportunity to solve unemployment problem in the country. Therefore, I submit to you to ponder over on this because the declared policies will not generate jobs in the country.

Nowadays a thinking in favour of the conversion of metro gauge into broad gauge is gaining ground in the country. This demand has been put forth by several hon. Member in the House. Demands for providing halt on superfast trains near the native villages are being made in the House. Strikes and other means were resorted to demand halt on superfast trains. Demand for conversion of metregauge into broad gauge are made in the House on the premise that metre gauge is useless. This is the report of the Government. I do not know by what nomenclature it is known. Annual Report or whatever it may be. Please go through page - 77 of the report today in the morning. A mention of average speed of goods trains has been made in the report. There is no point in discussing the scheme as it is quite an old one. Average speed on diesel broadgauge is 23 kms per hour, on mortgage 18.9, and on electric broad-gauge is 23 kms and on metrgauge it is 21 kms per hour. There is just the difference of one or two kms per hour in the South as Shri Mani Shankar Aiyar mentioned. Had anyone raised the issue of conversion of metre gauge in South India. Did anyone talk of launching agitations and lodging other forms of protests to demand conversion of metregauge line into broad gauge in South India. Nobody is complaining about metregauge lines between Madras - Tiruchirapalli, Tanjaour and Madurai.

SHRI C.K. JAFFER SHARIEF : Wherever there is metre gauge rail track industrial development has not taken place. Industrial development also generates employment.

SHRI GEORGE FERANDES : At this time I do not want to discuss on this point. However once upon a time Tamil Nadu was ranked third in India as far as industrial development is concerned. Wherever broad-gauge existed industrial development did not take place. Most of Bihar is connected by broad gauge but no industrial development did take place there.

[English]

SHRI MANI SHANKAR AIYAR [Mayiladuturai] : I was not talking about the speed of movement from my constituency. I was talking about the carrying capacity of the Railways which is vastly increased with the broad gauge as compared to narrow gauge.

[Translation]

SHRI GEORGE FERANDES: Mr. Deputy Speaker, Sir, I am not refuting what all has been stated in the House. It is before all of us to see. In the broad gauge more persons can be accommodated. However, this is not the bone of contention. The main issue before the country is the proper Utilisation of funds for development purposes in India as we are short of funds. I would like to submit that these available funds could be utilised for construction of broad gauge rail lines after pacifying the youth of the country. We are prepared to accept that there should be uni-gauge system in the country. However, in the intervening period limited funds should be utilised for generating jobs in the country. Maximum new rail lines be constructed in the country,

975 *Rly. Budget, 1993-94 Gen. Diss.; Res. re. approval of 3rd Report of R.C.C.; Dem. for Grants (Rlys.), 1993-94;* MARCH 30, 1993 *and Suppl. Dem. for Grants (Rlys.) 1992-93* 976

[Sh. George Fernandes]  
especially in the backward regions and wherever absolutely necessary metre gauge be converted into broad gauge. However, I am sorry to say that the hon. Minister is not propertied to accept my suggestion.

Sir, I would also like to dwell on two more points. An hon. Member of B.J.P. raised the issue of earthen tumblers during his speech. In trains paper cum plastic cups are being widely used. These used to cost 41 paisa three years back. These earthen tumblers costing 15-20-25 paisa need be used for serving tea, curd, milk etc. by the Railways, both in trains and at stations, without investing a single penny, Services of the World Bank or any other Bank need not be necessary for generating jobs. Potters are there to do the job. In the face of unemployment one lakh jobs could be created daily through these steps.

Sir, I would like to dwell on the plight of weavers. Railway procelds uniforms to its employees and also uses cloth for upholstery and linen for guest houses and on trains too. I do not know railways purchases cloth worth how many crores of rupees each year? Earlier Khadi uniforms used to be supplied by the railways, but in the face of the agitation launched by the employees this was discontinued as Khadi was being considered below dignity. Later on cotton uniforms were supplied, but this was also not considered appropriate. Then man made fibre cloth uniforms were demanded as it drapes well on body. The workers are unaware of the plight of one crore weavers in the country and if the Government Departments do not think about them then who else will think about these weavers. Bit Mills insert glossy advertisements of their cloth on Television to promote sales, but who will advertise khadi cloth. It has been seen that

even in U.S.A., Japan and other industrialised countries no worker is prepared to wear man made fibre cloth. Only after agitations when workers are supplied Tericot uniforms in India they start complaining about adverse effect on health because of nonopresence of air gaps which prevents drying of sweat. Though WHO and ILO documents mention many things yet nobody cares for them because of the advertisement propaganda to promote sale of latest variety of cloths. However, if khandi and cotton uniforms could not be provided to the employees by the railways for various reasons such as inability of railway officers to convince the employees about adverse effects on health then atleast man made fibre cloth uniforms could be supplied to the railway employees.

Mr. Deputy Speaker, Sir, you will not be able to differentiate between a handloom product and a mill product. You will not be able to make out as to which mill have produced it and what kind of yarn has been used. So we are much worried over the fact that the priorities of the Government have not been worked out in consonance with the problems being faced by the country. I, therefore, just cannot support this Budget.

Mr. Deputy Speaker, Sir, there is one more question related to the employees. I would like to say one thing to the hon. Minister of Railways that it is the policy or the philosophy of the Railway Department to keep the workers divided. I have a written proof in this regard. The administrative class in the Railway are pre-occupied with the thought that workers should be kept being divided by creating a dispute among themselves and then and then only they will be able to run the whole affair properly. The Government is first required to change this policy. Labour's agitation is the protect of of democracy in the world. Wherever and whenever the dictatorial trend had emerged

in the worked, it is the labour's agitation that fights it. If this agitation is suppressed or corrupted by engineering internal fighting through deceitful means then it would tantamount to a great loss. I would therefore like to submit that the Government should bring about a change to its policy.

Similarly, a policy should be framed in regard to the organisations in the Railway department. The draft that we prepared regarding that policy is already kept there which could not be enforced. The government should frame a policy so that only the recognised organisations can function in the Railway. It is difficult to say as to which organisation the labourers should recognise. The Government should itself make a department to ascertain the facts in this regard. The organisations that have come into being in various departments may all be intimated that the system of departmentwise organizations will not work. The photographers have a different union. At present there are 140 unions working under Railways. Only 15 persons can make a union. The Government should make it clear that there will be no more department-wise unions. Rather, there will be one union - an industrial union. There will be no category wise union. The tendency of allowing a street fight for getting recognition of the union should come to an end.

Mr. Deputy Speaker. Sir, regarding R.P.F. I would like to say that justice has not been done to them so far. The issue of forming union in the R.P.F. is not an ordinary issue. It is a watch and watered department. They have guns with them yet they do not have the powers as are enjoyed by the police. They cannot arrest any person. When the police can form associations then why not the R.P.F.? They have been provided with guns to protect Railways property and the Government has deprived them of

all powers by declaring them paramilitary force. The Government need to rectify this soon.

SHRI C.K. JAFFER SHARIEF: These days we are using them for maintaining law and order situations; we are using them as army, we are using them in Punjab days they were deployed for tackling the situation born out of Ayodhya issue.

SHRI GEORGE FERNANDES: Mr. Deputy Speaker, Sir, after independence the Government has on many occasions, used even the Rashtriya Swam Sewak Sangh [RSS] to maintain law and order in this metropolitan city. It has been used to control traffic on the roads. The service of the organisation has been sought on other places also for different purposes. It does not mean that they should be deprived of their rights. It is not proper; we cannot accept it. We want justice in this regard and we hope that justice will be meted out to them.

I would like to say two more things about the labourers. The first is regarding victimisation. There was some order issued in favour of 800 retrenched workers. The Government has to sort out this problem any how. It does not stand to my reasoning as to why the career of the workers should be spoiled for the reasons that they went on strike. The higher officers in railways do all sort of crimes but none of these are removed from service. Will the poor be kicked out? Will there be different rules for different persons? Even the militants who fight against our military and kill thousands of them are also called for a dialogue. They are given share in power. They are also given special privileges. Well, the labourer's view might be wrong but is the view of armed-militants right?



[Sh. George Fernandes]

06.00 hrs

The Government do not sitate in having negotiations with them but the poor must suffer. You may do it to some extent. But we should realise that the anger for manifestation in the form of terrorism in different shapes. We have actually closed the door for solving the human problem in a decent manner keeping the dignity of humanity intact. I would especially like to drive this point home to the mind of Jaffer Sharief saheb and I know what kind of mind and heart he possesses. I am not appreciating his virtues. My acquaintance with him is not new. We may have political differences, but I know him and that is why I have expectations from him. When he is not able to work out things, how can I then, support his Budget. That is why I am not in a position to support the Budget although I want to support it. There is one issue related to Konkan Railway. It is a serious matter. Our colleague Shri Sirkant Jena had raised the issue of Orissa. When Konkan Railway Corporation was set up in order to construct Konkan railway, it was not confined to Konkan alone. Rather, as per the plan the State Government had also to provide equity. Their participation was also sought along with the equity to be given by the Central Government. As per the whole plan the Governments of Orissa and West Bengal were to provide equity amount so that a similar scheme could be initiated in the eastern areas also. Some progress was made in this regard. Jyoti Babu had decided to provide funds for this purpose in the budget, but I do not remember that Shri Biju Patnayak could actually allocate ten or twenty crore rupees in the state budget. But provision of twenty or fifty crore rupees was made in the budget following the announcement in this regard. Similarly, it was also decided to

do it in the South India. I held talks with the hon. Chief Ministers of Tamil Nadu and Karnataka. The Chief Minister of Tamil Nadu further held talks with the Chief Secretary and the other authorities and finalised this scheme. The Chief Minister of Karnataka had some troubles regarding making provision of funds. Since all other states were accepting the scheme. So he also came forward to consider this. I had talks with the hon. Chief Ministers of Gujarat and Rajasthan and both of them agreed to execute this plan. The plan was to ensure the development of the whole of Rajasthan, Gujarat and not of them agreed to execute this plan. The plan was to ensure the development of the whole of Rajasthan, Gujarat and Orissa through the said corporation and that is why this experiment was not kept confined to Konkan alone. I can say it with full authenticity that the pace of development would be slow if we totally depend upon budgetary allocation. I am afraid.... (Interruptions)

SHRI C. K. JAFFER SHREF: The decision of your Government is there and the plan of the expansion of Konkan Railway is also there, but there is no mention of other things at all (Interruptions)

SHRI GEORGE FERNANDES: What you are saying is right. The Planning Commission was initially not ready to clear this plan. Now it is the responsibility of the Minister of Railways to overcome the hurdles posed by the Planning Commission. The Konkan Railway Corporation would not have come into existence had the suggestions of the Planning Commission been followed. I know that the Commission would not have allowed the formation of the Konkan Railway Corporation and the reasons thereof are not worth mentioning here... (Interruptions) Now you have got to do it. What I fear is that we are gradually heading towards the privatisation of Railway, but we are deter-

mined to check it (Interruptions) So what is required is to revamp the structure of the Railway in regard to its policy of development That change is likely to come only when the people of that area will involve themselves in the development work Money will also flow in when the people involve themselves in the development work and that way the State Governments will take more interest in this matter Subsequently, the work of the Government would become easier and policy in this regard may be prepared for each Railway I would not like to refer to each and every scheme and each and every Railway Through you I would however like to submit the hon Minister of Railways that he should reconsider this issue afresh as to which State Governments can be involved in this work to make a progress in this regard

I am happy that the Government has provided Rs 25 crore during current year for the work on Chhattauni Bangha railway bridge The total estimated cost was however Rs 160 crore Funds likely to be received from the two states has been delayed

**SHRI C K JAFFER SHARIEF** Funds have not come

**SHRI GEORGE FERNANDES** Funds must be preceded by them but the Central Government is required to remind the State Governments in this regard We are here to co-operate the Government we will extend our best co-operation The Ministry of Water Resources was also to provide some financial assistance for this work but there is delay on their part as well The result might be that the bridge may be constructed but no road will be constructed As per the plan the road bridge of the rail was also to be constructed I am sorry that there has been so much negligence in this matter on the part of the Ministry of Water Resources and the

two State Governments that it should not be tolerated I would like to submit to the hon Minister of Railways that he should take concrete steps and we are here to support him in holding talks with the persons outside It is not fair on the part of the Government to ignore the demand of the people Too much reference is made in regard to Bihar The issue of Ganga bridge is also very important

Other schemes for finance can be formulated and it should be formulated You can think over it You can discuss this with the people of Bihar and other people but it should be given priority in the list of agenda, because there is no required development in Bihar There is no link between North Bihar and South Bihar while there is a great boon of development That is why the bridge is must there The people of Bihar are not getting any remarkable benefit from the existing Railway system in Bihar

I would like to express my sorrow regarding the Konkan railway On the 20th of this month the Prime Minister has inaugurated the 60-65 km Manglore-Odipi railway track moreover the construction work between Dasgaon and Roha railway track is also complete, and it will also be inaugurated in a few days I have an anguish for the last so many days over the incidents happened in Goa Some controversy was raised when Shri Dhananjaya Kumar was speaking, in the morning Whatever he said has created some misunderstanding and it was wrongly understood Propaganda was made that this railway alignment in Goa would destroy the cultural heritage which is hundreds of years old Churches will lose their existence while no rail line had to be constructed near any church Not only the propaganda was made but it has also made the vigorous church organisations active and in this way this matter was manipulated which should not be happened so (Interruptions)

[Sh. George Fernandes]

[Translation]

would not like to discuss the political aspects of this issue as I do not like to discuss the inner conflicts in Congress because I would like to get constructed this Konkan railway and this train must start on 2nd October 1994. It could have started if the work would not have been stopped. Here the question is about our mentality. It is unmaterials whether we have an emotional link with this project or not. You have already spent Rs.700-750 crore on this project. You have borrowed this money from U.T.I. in the interest of 18 per cent and from Indian Railway Finance Corporation on the interest which perhaps may vary from 15 to 17 percent, Railway Minister has granted this money generously beyond the limits of equity otherwise this work had been stopped much earlier. We have to pay interest on it. The Railway has spent there about Rs.760-800 crores and with 15% rate of interest. The amount of interest accrues to Rs 120 crores in a year which means that Rs.30 lakh of interest is accumulating there daily. The stoppage of work for one day mean to put a loss of Rs.30 lakh per day on the corporation. This funny situation has been going on in the name of environment. There not only one but three reports on the project.

Today I got an opportunity to read an article written by Madhav "Gadgil in 'Front-line' which has stated:

[English]

"We were part of a team of experts to carry out an environment impact assessment of the Konkan Railway."

It further adds : "The impact assessment, is converted into a closed-door process conducted by a coteril of technical consultants,"

And this Madhav Gadgil is famous person of Indian Institute of Science, Bangalore. He is famous for many reasons. The hon. Minister knows it very well as to why he is famous. Gadgil has sent a on the letterhead of the Institute stating that they had performed their responsibility and they should get the payment of their outstanding dues and later on he writes that 'he 2 was part of the cotene who produced a bogus reports'. How these people could be trusted. We would like to know about it because the Indian Institute of Science is such an Institute as runs on the basis of the grants given by the Government of India. Earlier the estimate was Rs. 38 thousand but later on it was provided Rs. 49500/- The letter had been issued under the signatures of Gadgil it says that as per our conversation we have taken the responsibility to do this work of assessing the environmental impact of Konkan railway, so we should be given our fee for it. And now he writes that cotene has done the whole work. if cotene which is under the department of Indian Institute of Science works like that then who will trust onn it. If these people work in this fashion and prepare irresponsible report after receiving money, the who will believe on such reports

[English]

THE MINISTER OF STATE IN THE  
MINISTRY OF SCIENCE AND TECHNOLOGY (DEPARTMENT OF ELECTRONICS AND DEPARTMENT OF OCEAN DEVELOPMENT AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI RANGARAJAN KUMARAMANGALAM): I think I should have the honour of wishing you Good Morning. The Sun has risen, I think.

SHRI GEORGE FERNANDES: We will conclude it as per your desire. Mr. Deputy Speaker, Sir, the mischief being played on Konkan railway should be stopped, I request the Railway Minister to stop it. As this question may shake the total Konkan region. If it happens; it will be dangerous for the whole of the country.. Whatever has started in Goa; it has taken the shape of Hindu-Christian issue. Its results will be highly dangerous. We have already created so many fronts like it. Was it necessary to open one more front in Goa? Sir, I am unable to understand as to why the Government is doing such things. Is it only for some petty politics or for giving a seat only or to overcome their internal estrangements? It is material as to what happens in Goa but whatever has happened in the entire Konkan region, it can not be imagined. Mr. Deputy Speaker, Sir, you come from Karnataka. The farmers of your State from Manglore to Karvaar, have given their land to the Government by saying that you can give money for this later but please construct the railway line first. The people in the region Konkan from Bombay to Kunal and the border area of Goa are much generous. They are generous in the sense that they are not prepared to think beyond keeping their region all right.. But the issue of construction of Railway line in the region is much more important for them.. as it was their dream for the last 100 years, they had written articles, delivered speeches over it, there are such stories in the region that the persons who do not give subscription to trade unions in Bombay on the pretext of not having small of Rs.10 have given their land for constructing railway line without taking the cash money for their land. The development of Konkan is linked with it. It can be a dream for us but it is the future of the people residing there. In Ratnagiri district you will

not find a single man between the age groups of 18 to 55 years as they all have gone to Bombay for livelihood, there are left only ladies, children and old people. You should not play mischief with them at the time of development. I will not say anything more. I have already said a lot of things outside the House. I would not like to say anything more in the House as to how the money coming from foreign countries for this purpose, has been stopped. One who wishes to make an enquiry into it, can do it, and one who wishes to fight with us can do so. The Prime Minister goes to the countries only from where he expects money for the development of the country and he says there itself not to send the money for the sake of environment. These are the things which we have faced because we do not wish that there should be any controversy in respect of the construction. Konkan railway. I request the Railway Minister and the Prime minister who is not present here at the moment to get done the work of Konkan railway and the should not create any hindrance in this work. As regards that funds for this construction work.. I would like to tell the hon. Minister for Railway that he should pay his attention towards that Explanatory memorandum on the railway Budget. I am concluding. I know that the hon. Minister is feeling sleepy. Sir, I would like to draw the attention of the hon. Minister towards the two points mentioned in the Explanatory Memorandum. It is not necessary for the hon. Minister to see it in person. There is the account of railway fund on page 25. There is a capital fund of Rs. 145 crore 62 lakh. for this year, an amount of Rs. 1193 crore and 80 lakh as depreciation reserve fund is also shown here and some amount for some petty items like Railway Pension Fund and Railway Development Fund has also been shown. It means that a total sum of Rs. 1680 crore is in saving. I know that the same money is with the Government as

[Sh George Fernandes]

shown in the balance sheet on page 72 in the column of liabilities and Assets You have told that this fund is available with the central Government and the Government does not pay any interest on it while the Government is making use of this money

I would like to request that if there is any financial problem for the Konkan railway project we are pre-pared to co-perate with you in all respect Mr Deputy Speaker through you I would request the Prime Minister and the Finance Minister that the bonds for Konkan railway corporation should be issued separately for the common people If some institutions or Banks and specially Cooperative Banks are interested to purchase these bonds you should give these bonds to them for a small period in the present conditions in the form of S L R The Prime Minister has also given a speech in this regard in Roorkee

[English]

"I am prepared to bend the rules to see that the problem is taken care of But please do not ask me to produce the funds But I am prepared to bend the rules "

Please bend the rules insofar as the Konkan Railway Corporation bonds are concerned and insofar as they relate to the Cooperative Banks from Mangalore to Bombay on the konkan issue

[Translation]

If you do it you will get the money instead of taking loan on 18 per cent of interest you can borrow money from the Government on 12.13 or 15 per cent of interest as the Government takes loan from you without any interest When we go to

market for selling or purchasing our bonds, we gave to give a discounting commission including the rate of interest payable on the loans It all accrues about 15% So you can get loan on 15 per cent of interest for Konkan Railway project Although the Finance Minister has not written anywhere in his budget to deposit Rs 400 crore, he has only told here that you plan is not for Rs 6500 crore but it is worth Rs 6900 crore and Rs 400 crore is for Konkan Railway

So in today's context I would like to request you that you should direct the Government to implement this scheme as this is the hopes and the aspirations of the people If necessary you should persuade the Prime Minister and the Railway Minister Whatever role has been played by the Railway Minister in the Budget in the context of Konkan Railway is soul hurting so I cannot support your Railway Budget Mr Deputy Speaker Sir I appreciate the hon Minister for giving a new direction to the railway development by introducing new schemes in various fields of railways but in the light of some apparent constraints I oppose this railway budget

[English]

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY (DEPARTMENT OF ELECTRONICS AND DEPARTMENT OF OCEAN DEVELOPMENT) AND THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI RANGARAJAN LUMARAMANGALAM) Mr Deputy-Speaker, Sir, at the outset, firstly I would like to thank you for having really borne with us during the last over 15 hours of the debate that we had Also, I would like to thank the Members who participated in the debate right through the night and those who did not participate and attend the House also as

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well as the Reports the Watch & Ward Staff and all the staff of the Lok Sabha Secreanat and the Press who have worked so far I take this opportunity to thank them I think this is a record which the Lok Sabha has never set sitting right through the night sitting right up to the morning till the sun rises

Sir I would like to inform that we can have the reply of the hon Railway Minister if possible immediately after the Question Hour We will have the reply and the voting I suggest that after that we can have the Zero Hour Being the last working day some of our Members would like to raise some issues Also he has to send the Bill to the Rajya Sabha The Appropriation Bill has to go to the Rajya Sabha Leaving that aside also on top of it it would be nice if the Members are given a chance on the last day to voice their views so that we can do it a little more freely I think the House would agree to my proposal

At 12 Clock we will take up the reply or the Railway Budget and then go ahead

I wish to express my regrets is there is an y inconvenience I am sure there has been many inconveniences to which we all have been put through

THE MINISTER OF RAILWAYS (SHRI K JAFFER SHARIEF) The House was really benefited

SHRI RAM NAIK (Bombay North) You declare first holiday for the staff

(Interruptions)

MR DEPUTY SPEAKER The discussion on the Railway Budget is over now The reply will be taken up today at 12 o'clock

Now the House stands adjourned to meet again at 11 o'clock

06 25 hrs

*The Lok Sabha then adjourned at 12 o'clock on Wednesday 10/11/1993 Chaitra 10 1915 (Saka)*