

MR. SPEAKER: Next question. Shri Mohan Singh. (*Interruptions*)\*

MR. SPEAKER: This is not going on record.

[*Translation*]

### Review of Railway Fare and Freight Charges

\*167. SHRI MOHAN SINGH:  
SHRI PHOOL CHAND  
VERMA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether any commission has been appointed for review of railway fare and freight structure;

(b) if so, the details thereof; and

(c) the reasons for such review and the terms of reference of the commission?

[*English*]

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALIKARJUN): (a) and (b). a Railway Fare and Freight Committee has been constituted to make a comprehensive review of the fare and freight structure. The Committee consists of a Chairman, Vice-Chairman and a Member. The tenure of the Committee is two years.

(c) A statement is laid on the table of the House.

### STATEMENT

A comprehensive review of the Railways rating principles and policies was last undertaken by rail Tariff Enquiry Committee in 1977. Keeping in view the operating and

technological changes that have taken place during the last decade and also the increase in input costs, a further review of the rating policy by a high level expert Committee is now considered necessary.

The terms of Reference of the Committee are given below in a summarised form :-

### Terms of Reference

To examine the entire gamut of present fare and freight structure and other ancillary matters, keeping in view the increase in cost of operations, quantum and pattern of traffic expected to be carried by the Railways, changes in technology, national transport policy and overall economic development of the country.

To particularly study, review and examine the following:

1. Passenger Fares
2. Goods Rates
3. Siding Charges
4. Parcel Rates
5. Rates and Miscellaneous Charges for Military traffic and postal traffic.
6. Integrated Intermodal Services
7. Traffic Costings
8. Railway Rates Tribunal; and to make interim recommendations on any one or more subjects mentioned above as may be required by the Ministry of Railways.

SHRI MOHAN SINGH: Mr. Speaker, Sir, in the reply to the question it has been stated that a Rail Tariff Committee was constituted in 1977, but since the circum-

\*Not recorded.

stances have rapidly changed, therefore, it is, now considered necessary to form a Rail Committee. The railway fares have been continuously increased under political constraints and compulsions as against the prescribed standards of Rail Tariff Committee during the last thirteen or fourteen years. I would like to seek a clear assurance from the hon. Minister to the effect that after the receipt of report of Rail Tariff Committee in future whenever any increase in railway fare and freight charges will be made, it will be made within the prescribed limits. Would the hon. Minister will give a clear cut assurance in this regard?

[English]

**SHRI MALLIKARJUN:** We have to wait for two years. Once we get the report of the Committee, then the Government will examine it. However, the contention of the hon. Member is that after having obtained the report, whether, quite often we are going to increase the freight charges. It all depends upon the circumstances prevailing then. Now I cannot say anything about it.

[Translation]

**SHRI MOHAN SINGH:** Many projects for the extension of railway network are under consideration of the Government and some of them are being implemented. But the work on these projects have been suspended because of paucity of funds for example Chhitoni-Bajha railway bridge and Konkon railway. I would like to know whether the recently constituted committee would go into the question of mobilisation of funds for new railway bridges and Konkan railway as also into the expenditure policies.

[English]

**SHRI MALLIKARJUN:** So far as the extension of the network is concerned, it is a different aspect. This committee is going to

give a report about the fares and freight charges and how it is to be and in what structure because the cost of input is going up and there are technological changes. Apart from that, the budgetary support to the Railway is getting reduced. Once it was 70 percent and now it has come down to 32 percent.

We have to mobilise our internal resources. For that reason, this Committee has been constituted to give a structure in such a manner that the expansion of the network of the railways or the operational matters do not get hindrance.

[Translation]

**KUMARI VIMLA SHARMA:** in his reply to the question hon. Minister has submitted that we would have to mobilise our resources. I would like to know from the Hon. Minister whether the huge amount of 254 crores which has been written off would not have been utilised in lowering or increasing the railway fares? Has hon. Minister examined this point?

[English]

**SHRI M. MALLIKARJUN:** Sir, the Government is fully aware of the fact and strict instructions have been given to the various railways. Our resources will be intact and will be utilised properly.

**SHRI RAM KAPSE:** The Suburban Railway commuters have a bitter experience from the Tariff Committee which was appointed in 1977. It recommended that passenger fares should be doubled in Bombay. I would request the Minister to look into the matter and see to it that the social structure of Bombay is taken into consideration before the Tariff Committee Report is approved by them.

**SHRI M. MALLIKARJUN:** Sir, the

Committee certainly takes the social and economical structure into account and then comes to the conclusion.

### **New Environment Policy**

+

\*169. SHRI MUKUL BALKRISHNA  
WASNIK:  
SHRIMATI VASUNDHARA RAJE:

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

(a) whether the Government have formulated new environment policy;

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

(c) when it is likely to be implemented?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH) : (a) to (c). A statement is laid on the table of the House.

### **STATEMENT**

Protection of the Environment has always been a major concern and has been built into all programmes, projects and policies taken up so far. This has to be a continuing process. As part of this process, we have to seek integration of environmental and economic aspects in development planning; lay stress on the preventive aspects in pollution abatement; promote technological inputs for reducing industrial pollutants and increase reliance upon public cooperation in securing a clean environment. Keeping these considerations in view draft policy Statement for abatement of Pollution and on National Conservation Strategy and Policy Statement on environment and development are being prepared which will deal with

— Promotion of pollution control

with emphasis on prevention of pollution

— Promotion of sustainable development

— Sustainable and equitable use of national resources

— Protection of the fragile and sensitive eco-system and

— Conservation of biological diversity.

SHRI MUKUL WASNIK: Sir, in the reply given by the hon. Minister, it has been stated that the new policy will lay stress on preventive aspects in pollution abatement. May I know from the hon. Minister whether the new Policy will provide subsidies to industrial units for incorporating pollution free devices? Secondly, whether the hon. Minister will lay before the House the new policy during the current Session?

SHRI KAMAL NATH: Sir, the new policy is aimed at providing economic incentives. There is a loan which has been negotiated with the World Bank, which is being administered by the financial institutions. We shall give to small and medium industries 50 per cent grant and 50 per cent loan for making them viable for installing effluent disposal and other pollution control equipment. For large industry, it shall be on soft terms. It shall be my endeavour to lay the new Policy on the Table of the House as and when it is finalised.

SHRI MUKUL BALKRISHNA WASNIK: Sir, my second Supplementary is; may I know from the hon. Minister whether the Government is aware that in Madras earlier this year, an international training programme on environmental assessment and monitoring was held and it was urged that the Government should adopt the notion of Gross