

LOK SABHA DEBATES

(English Version)

Fourth Session (Part-IV)
(Eleventh Lok Sabha)

PAPERS
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Corrigenda to Lok Sabha Debates

(English Version)

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Thursday, March 20, 1997/Phalguna 29, 1918 (Saka)

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Col./line	For	Read
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LOK SABHA DEBATES

LOK SABHA

Friday, May 2, 1997/Vaisakha 12, 1919 (Saka)

The Lok Sabha met at
Eleven of the Clock

[MR. DEPUTY-SPEAKER in the Chair]

[Translation]

SHRI PRAMOD MAHAJAN (Mumbai-North East) : Mr. Deputy-Speaker, Sir, no Minister is present in the House at the moment...(Interruptions)

SHRI RAM NAIK (Mumbai-North) : Mr. Deputy-Speaker, Sir, no minister from ruling party is present here and it is the contempt of the House...(Interruptions)

MR. DEPUTY-SPEAKER : The new Ministers are being introduced in the other House.

SHRIMATI SUSHMA SWARAJ (South Delhi) : Let the introduction of new Ministers go on. Introduction of only ministers or of everyone is taking place.

[English]

SHRI P.R. DASMUNSI (Howrah) : Mr. Deputy-Speaker, Sir, introduction has to be held first in the Lok Sabha.

MR. DEPUTY-SPEAKER : I know that.

SHRI P.R. DASMUNSI : The Prime Minister's duty is to inform the Lok Sabha first about their induction in the Council of Ministers and introduce them here. First priority is Lok Sabha. If the Lok Sabha is treated in this manner, it is not fair. The Lok Sabha should not be treated in this manner. It is the obligation of the Prime Minister to come to the Lok Sabha first and introduce his Council of Ministers.

[Translation]

SHRIMATI SUSHMA SWARAJ : Six ministers are being introduced. But where are all the other MPs of Treasury Benches...(Interruptions)

SHRI RAM NAIK : The proceedings of the House cannot go on until the hon. Prime Minister does not come here. The introduction of new ministers before starting the proceedings of the House is a convention and we do not want to discontinue it...(Interruptions)

SHRIMATI SUSHMA SWARAJ : Mr. Deputy-Speaker,

Sir, since when the MPs of Lok Sabha have started sitting in Rajya Sabha...(Interruptions)

MR. DEPUTY-SPEAKER : One of the Cabinet Ministers has come.

SHRI RAM NAIK : Mr. Deputy-Speaker, Sir, please call the hon. Prime Minister here in this House.

[English]

SHRI P.R. DASMUNSI : We are not casting aspersions. We are talking of the tradition of Parliament and the Lok Sabha. The Lok Sabha is supreme in this matter and the Prime Minister is under obligation to the Lok Sabha...(Interruptions). This is not correct.

[Translation]

SHRIMATI SUSHMA SWARAJ : Please see him. He is the leader of these empty chairs. Chairs of treasury benches are lying empty...(Interruptions)

[English]

MR. DEPUTY-SPEAKER : Let Shri Srikanta Jena explain.

...(Interruptions)

SHRI P.R. DASMUNSI : I can understand that Shri Chidambaram and some of the Ministers were advised by some astrologer to take oath yesterday and not day before yesterday. But the Prime Minister is under obligation to the Lok Sabha to introduce his colleagues. If he fails in his duty, it is not fair. It is very unfortunate.

[Translation]

SHRI LALMUNI CHAUBEY (Buxar) : Will the proceedings of Lok Sabha start from 12 A.M. today. Whether this has become Rajya Sabha.

MR. DEPUTY-SPEAKER : Jenaji, would you like to say something?

...(Interruptions)

[English]

MR. DEPUTY-SPEAKER : Listen to him, please.

...(Interruptions)

SHRI P.R. DASMUNSI : Maybe, some astrologer advised him not to introduce them before Twelve of the Clock. Some astrologer advised them to take oath

yesterday and not day before yesterday. Maybe, they were advised that before Twelve of the Clock they should not be introduced. Let him spell it out...*(Interruptions)* But I do not know about it.

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA) : Sir, actually, the hon. Prime Minister is in the other House and he is introducing the new Ministers.

SHRI P.R. DASMUNSI : Where?

SHRI SRIKANTA JENA : He is introducing the new Ministers in the Rajya Sabha.

SHRI MADHUKAR SARPOTDAR (Mumbai North-West) : Priority should be given to this House...*(Interruptions)*

SHRI SRIKANTA JENA : He will be coming here.

[Translation]

SHRI LALMUNI CHAUBEY : Prime Minister is the eader of the House, and he is not present here. Is it not contempt of Lok Sabha?...*(Interruptions)*

MR. DEPUTY-SPEAKER : Please sit down.

[English]

SHRI RAJESH PILOT (Dausa) : It is not a question of priority. It is a question of tradition...*(Interruptions)*

These are not the priorities, these are the traditions ...*(Interruptions)*

[Translation]

MR. DEPUTY-SPEAKER : Please listen to his point.

...*(Interruptions)*

SHRI SRIKANTA JENA : At the time of introduction of new Ministers in Rajya Sabha, some of them were not present there.

[English]

So, those Ministers who were not present in the Rajya Sabha day before yesterday, are being introduced and in the meantime, some new Ministers have also joined ...*(Interruptions)*

SHRI P.R. DASMUNSI : It is not correct...*(Interruptions)*

SHRI RAJESH PILOT : Shri Srikanta Jena, these are traditions to be upheld. It is not a question of priority between Rajya Sabha and Lok Sabha. These are the traditions of the democracy. They should be introduced first in the Lok Sabha. Please maintain that tradition.

SHRI SRIKANTA JENA : Mr. Deputy-Speaker. Sir, the Prime Minister first introduced himself and the other Ministers in the Lok Sabha and then he went to the Rajya Sabha.

[Translation]

MR. DEPUTY-SPEAKER : It was also not mentioned in the list of Business that new Ministers will be introduced today.

[English]

I do not know why.

SHRI SRIKANTA JENA : Sir, day before yesterday, the Prime Minister introduced his Cabinet colleagues and other Council of Ministers first in the Lok Sabha. Then he went to Rajya Sabha for introduction. Some Ministers were not present there, just as the Leader of the House was here. He was to be introduced there. So, he went there to be introduced today.

MR. DEPUTY-SPEAKER : The new Ministers took the oath yesterday only.

[Translation]

SHRI LALMUNI CHAUBEY : I do not think that any Member is unaware of the fact that all the former Ministers are given the same department and there is no need to introduce them. You are a Minister of Parliamentary Affairs and even then...*(Interruptions)*

[English]

SHRI SRIKANTA JENA : It is not a fact that the Ministers were not introduced in the Lok Sabha first. They were introduced in the Lok Sabha first.

MR. DEPUTY-SPEAKER : When were they introduced? They took the oath only yesterday.

SHRI P.R. DASMUNSI : Many Ministers have been inducted into the Council of Ministers. So, it is the primary obligation of the Prime Minister to introduce them in the Lok Sabha first. After having taken the oath yesterday, it was the prime duty of the Prime Minister to introduce them in the Lok Sabha first...*(Interruptions)*

SHRI SRIKANTA JENA : There is no such intention...*(Interruptions)*...

SHRI P.R. DASMUNSI : It is the tradition.

SHRI SRIKANTA JENA : That is why they were introduced in the Lok Sabha first...*(Interruptions)*...The Ministers were introduced in the Lok Sabha first.

[Translation]

SHRI RAM NAIK : Mr. Deputy-Speaker, there is no other way...*(Interruptions)* the proceedings of the House should not start until the hon. Prime Minister come to this House...*(Interruptions)*

[English]

SHRI SRIBALLAV PANIGRAHI (Deogarh) : Though there is no constitutional bar for a Rajya Sabha Member to become the Prime Minister, they are saying that a Member of the Lok Sabha should become the Prime Minister. It is the case of a Member of Rajya Sabha becoming the Prime Minister...*(Interruptions)*...Also, the new Ministers should be introduced in the Lok Sabha first...*(Interruptions)*

[Translation]

SHRI RAM NAIK : We will not bear this contempt...*(Interruptions)*

[English]

SHRI P.C. THOMAS (Muvattupuzha) : Mr. Deputy-Speaker, Sir, as per the Direction No. 2 of *Directions by the Speaker*, it is very clear as to how the arrangement of Business should be made. The Business should be arranged in this order only.

Now, if there is any difference which is sought, I think, the proper procedure would have been that a leave should be sought from the Government side so that the Speaker could give leave to proceed with further proceedings without the introduction.

Now, about this case, as per the Direction, it is very clear. Direction 2 says :

"Unless the Speaker otherwise directs on any particular occasion, the relative precedence of the classes of business before the House specified below shall be in the following order, namely :

- (i) Oath or affirmation.
- (ii) Laying of President's Address to both Houses of Parliament.
- (iii) Introduction of Ministers.
- (iv) Obituary references."

So, even before the Obituary References, if any, this is the priority item.

Direction 2 further says :

- (v) Question (including short notice questions.)
- (vi) Leave to move motions for adjournment of the business of the House..."

So, the question is not only as to whether this should be taken up first in the Lok Sabha and then in the Rajya Sabha. More than that I would submit. The point is that this should be done as per the *Directions by the Speaker*. But if this should be avoided or deferred, leave should be sought by the Government so that the Speaker can grant leave to proceed further with the proceedings.

MR. DEPUTY-SPEAKER : Please sit down, now.

...*(Interruptions)*

[Translation]

MR. DEPUTY-SPEAKER : I would like to seek opinion of the Members. Business of the House should be taken up or otherwise I have no option except the adjournment of the House for sometime. After sometime hon. Prime Minister will come here for introducing the Minister.

[English]

SHRI P.R. DASMUNSI : We do not mind if you take up the business of the House. We have no objection to it. But we feel very strongly that this should not be repeated any more. This is very unfortunate...*(Interruptions)*

MR. DEPUTY-SPEAKER : It is about the introduction of Ministers. The Prime Minister is not here.

[Translation]

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN) : Mr. Deputy-Speaker, Sir, I was in Rajya Sabha for my introduction as a minister. Introduction of other Minister was conducted there day before yesterday, at that time I was in this House for discussion on the Railway budget and thus except myself all the other Ministers were introduced. Therefore, I sent Shri Satpal Maharaj here so that debate on railway budget could be taken up. Now I have come here directly. It was essential for the Prime Minister to remain in Rajya Sabha for introducing the Ministers and in the same way it was also essential for me.

MR. DEPUTY-SPEAKER : A few Ministers were introduced yesterday and they should also be introduced here. Lok Sabha should be given priority in this matter.

SHRI RAM KRIPAL YADAV (Patna) : This is hardly an important matter.

MR. DEPUTY-SPEAKER : Should I take up business of the House if all the MPs wish to do so.

SHRI RAM NAIK : Mr. Deputy-Speaker, Sir, please adjourn the House for just ten minutes. Why are you setting a wrong convention. You adjourn the House for ten minutes.

SHRI RAM KRIPAL YADAV : Why do you want to set up a new convention ?

[English]

SHRI P.R. DASMUNSI : There should be no adjournment of the House, Sir, let the Business be taken up. But the Government should not repeat it.

[Translation]

MR. DEPUTY-SPEAKER : I adjourn the House upto 11.30 A.M. if all the Members want that.

SEVERAL HON'BLE MEMBERS : No, No.

SHRI RAM KRIPAL YADAV : Mr. Deputy-Speaker, Sir, under what rule you propose to do so.

[English]

SHRI SRIKANTA JENA : There should not be an impression that there is a conflict between the Lok Sabha and the Rajya Sabha.

[Translation]

MR. DEPUTY-SPEAKER : It is not a matter of conflict but a tradition that at first Ministers should be introduced in Lok Sabha. Some new Ministers have taken oath yesterday and they should be introduced here today.

[English]

SHRI SRIKANTA JENA : My only request to the Chair is that there should not be an impression that there is a conflict between the Lok Sabha and the Rajya Sabha. The Business should be taken up and when the Prime Minister comes, he will introduce the Ministers.

SHRI NIRMAL KANTI CHATTERJEE (Dumdum) : May I make a submission, Sir ? It is not fair to put one House against the other in terms of priority. Let us avoid doing that. But the important thing is that the first item in the List of Business should have been the Introduction of Ministers. As you correctly pointed out, it should have been mentioned in the List of Business also. You have very correctly pointed it out. But there is a provision that if the Speaker's permission is taken, then the procedure may be altered. Now I submit, as the hon. Member was correctly saying, we should not adjourn the House, he may seek the permission of the Chair that before the Prime Minister comes here and introduces the Ministers we may proceed with the other Business of Laying the Papers.

SHRI SRIKANTA JENA : Kindly permit It, Sir. The Prime Minister will introduce the Ministers; in the mean time we can proceed with the Business.

MR. DEPUTY-SPEAKER : All right. Report of the Business Advisory Committee may be presented.

11.14 hrs.

[English]

BUSINESS ADVISORY COMMITTEE

Twelfth Report

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA) : I beg to present the Twelfth Report of the Business Advisory Committee.

11.14¼ hrs.

[English]

STANDING COMMITTEE ON FOOD, CIVIL SUPPLIES AND PUBLIC DISTRIBUTION

Fifth and Sixth Reports

SHRI RAGHUNANDAN LAL BHATIA (Amritsar) : I beg to present the following Reports (Hindi and English versions) of the Standing Committee on Food, Civil Supplies and Public Distribution :

- (1) Fifth Report on Demands for Grants (1997-98) of Ministry of Food.
- (2) Sixth Report on Demands for Grants (1997-98) of Ministry of Civil Supplies, Consumer Affairs and Public Distribution.

11.14½ hrs.

[English]

STANDING COMMITTEE ON HOME AFFAIRS

Thirty-seventh, Thirty-eighth and Thirty-ninth Reports

SHRI SUSHIL CHANDRA (Bhopal) : I beg to lay on the Table a copy each (Hindi and English versions) of the following Reports of the Standing Committee on Home Affairs :

- (1) Thirty-seventh Reports on the Demands for Grants

(1997-98) of the Ministry of Home Affairs;

- (2) Thirty-eighth Report on the Demands for Grants (1997-98) of the Ministry of Personnel, Public Grievances and Pensions; and
- (3) Thirty-ninth Report on the Demands for Grants (1997-98) of the Ministry of Law and Justice.

11.15 hrs.

[English]

BUSINESS OF THE HOUSE

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA) : Sir, with your permission, I rise to announce that Government Business during the week commencing Monday, the 5th May, 1997 will consist of :

1. Consideration of any, item of Government Business carried over from today's Order Paper.
2. Discussion and voting on the Demands for Grants under the control of the Ministry of :
 - (i) Coal
 - (ii) Non-conventional Energy Sources
 - (iii) Power
 - (iv) Atomic Energy
3. Submission to the vote of the House outstanding Demands for Grants in respect of Budget (General) for 1997-98 at 6.00 p.m. on Tuesday, the 6th May, 1997.
4. Consideration and passing of the Finance Bill, 1997.

[Translation]

SHRI NAND KUMAR SAI (Raigarh) Mr. Deputy-Speaker, Sir, the following items may be included in the agenda for the next week :

- (1) The Raigarh-Ranchi road which links Madhya Pradesh and Bihar and passes through the tribal dominated areas of both the states, is in quite dilapidated condition. It is essential to be repaired and included into national highways.

- (2) Public Distribution System in Raigarh district of Madhya Pradesh has failed poor people are not getting ration, kerosene and other essential commodities. The Government of India should take initiatives to revamp the distribution system.

[English]

SHRI P.C. THOMAS (Muvattupuzha) : Sir, the following items may be included in the next week's agenda :

- (1) Need to give financial assistance for procurement of rubber in order to help the rubber growers.
- (2) Settlement of the issue of wages of nearly 70,000 employees of FCI.

SHRI CHITTA BASU (Barasat) : Sir, the following items may be included in the next week's agenda :

- (1) Media policy, with particular reference to foreign equity participation.
- (2) Unchecked price rise, with particular reference to oil prices.

SHRI SRIBALLAV PANIGRAHI (Deogarh) : Sir, the following items may be included in the next week's agenda :

- (1) Discussion on the revival of sick public sector fertiliser plants.
- (2) Discussion on the functioning of the three wings of our democratic system : the Executive, the Judiciary and the Legislature, as well as mutual relationship among them.

[Translation]

SHRI SHIVRAJ SINGH (Vidisha) : Mr. Deputy-Speaker, Sir, the following items may be included in the next week's agenda :

1. The power crisis is increasing day by day in the country especially in Madhya Pradesh. The gap between the demand and supply of power is increasing. The production of power in existing power plants is declining. Due attention should be paid towards it.
2. Need to discuss the situation emerged in the country by America's decision to include India in the Primary Surveillance list under the section 301.

SHRI SANTOSH KUMAR GANGWAR (Bareilly) : Mr. Deputy-Speaker, Sir, the following items may be included in the next week's agenda :

- (1) An announcement should be made in public interest for construction of an overbridge at

Chopala Railway Crossing on Bareilly-Badaun railway line (North and North-Eastern Railways) as Uttar Pradesh administration is ready to make contribution of its share.

- (2) The Railway department should start proper work in the coach repair factory at Izzatnagar Bareilly of North-Eastern Railways.

DR. LAXMINARAYAN PANDEY (Mandsaur) : Mr. Deputy-Speaker, Sir, the following items may be included in the next week's agenda :

- (1) Release of polluted affluents by chemical industries and factories situated at Ratlam, Indore, Vidisha and Shajapur areas of Madhya Pradesh resulting in pollution and environmental problem which is being faced by the people of the adjoining area.
- (2) The problem of providing average cost to the opium growers of Madhya Pradesh and Rajasthan for heavy loss suffered by them due to untimely rain and disease in the crop.

SHRI RAM TAHAL CHAUDHARY (Ranchi) : Mr. Speaker, Sir, the following items may be included in the next week's list of Business :

- (1) The demand for constituting separate state of Vananchal (Jharkhand) presently under Bihar is being made since 1938. This area comprises of 18 district, 1 Legislative Assembly and 14 Lok Sabha seats. The agitation regarding constitution of separate state has been going on continuously. This area is predominantly a tribal area and is surrounded by wilderness and mountains. The language and culture of the area is entirely different. The development has been hampered because it has not been made a separate state. It was functioning as a separate administrative unit in the Mughal and British era and that is why the Governor House was situated here. Hence, this area should be given the status of separate state immediately.
- (2) The families displaced due to launching of multipurpose Swaran Rekha Project, in West Singhbhoom, Bihar should be given compensations of employment, rehabilitations and medical facilities should be provided to them and incomplete project should be completed without further delay.

[English]

SHRI RAJIV PRATAP RUDY (Chhapra) : Sir, the

following items may be included in the next week's agenda :

- (1) To discuss the evergrowing corruption in public life as well as of those who are responsible to observe the fundamentals of constitution including judiciary and executives.
- (2) To discuss the deteriorating law and order situation in the state of Bihar due to emergence of extremist radical groups, terrorist organisations and ethnic clashes on large scale coupled with evergrowing influence and activity of ISI in the border regions of the State.

11.23 hrs.

RE : ATTEMPT OF SELF-IMMOLATION ON
MAY DAY

[Translation]

JUSTICE GUMAN MAL LODHA (Pali) : Mr. Deputy-Speaker, Sir, first of May is celebrated throughout the world as Labourers' Day. On this day, it is expected that welfare measures will be announced by the Government for the benefit of labourers. However, I regret to state that when three thousand labourers were proceeding towards the Parliament Street in Delhi on May Day to meet the Prime Minister in order to place their demands before him, they were stopped at the Parliament Street due to which they could not meet the Prime Minister in his office. They were also subjected to police atrocities. Amongst them, there was a labourer by the name of Sarvesh who was on the brink of starvation. He has two children and a wife and he has not been paid any remuneration for last seven months. He wanted to go to the Prime Minister and request him to provide some sort of relief on May Day. He was provided this relief that he was not allowed to meet the Prime Minister. So he ended his life by committing self-immolation at that very spot and thus a labourer was sacrificed in Delhi on May Day which is a matter of shame for all of us.

MR. DEPUTY-SPEAKER : He is in hospital.

JUSTICE GUMAN MAL LODHA : Sir, my submission is that full details should be given by the Government as to whether such an incident occurred due to negligence of police. Why was that labourer not stopped when he was making an attempt of self-immolation and why was his life not protected ? Besides, it is also most unfortunate that when the women staged demonstration as the issue of reservation, water canons were used by the police on the

demonstrators. Those women had come there to seek reservation and to add insult to the injury, such a treatment was meted out to them.

MR. DEPUTY-SPEAKER : Water was thrown on them.

JUSTICE GUMAN MAL LODHA : My submission is that the entire House should...

SHRIMATI SUSHMA SWARAJ (South Delhi) : Mr. Deputy-Speaker, Sir, it is not a simple matter of throwing water, water canons have been used. The other day the Prime Minister was making tall claims in his inaugural speech that he would be giving priority to women in his agenda. As Lodhaji was mentioning just now that women went to meet the Prime Minister to seek reservation and in turn, water canons were used on them by the Police. It is not as if simply water was thrown on them. Can women bear the high pressure flow of water canons? The Government has used water canons on women on the May Day...*(Interruptions)*

SHRI BANWARI LAL PUROHIT (Nagpur) : Mr. Deputy-Speaker, Sir, the crucial issue is that the labourers are not getting any remuneration for last seven months...*(Interruptions)* Whether our entire infrastructure and the Government is completely helpless in the matter. If a labourer does not get any remuneration for seven months, his plight can be well imagined. Hence this is a serious question towards which attention should be paid without any further delay...*(Interruptions)*

MR. DEPUTY-SPEAKER : All right, you have made your point. Now the name of Dr. Jatia figures next on my list. Please let him speak out.

SHRI VIJAY GOEL (Sadar-Delhi) : I would also like to make a submission on this subject. Kindly allow me to speak for two minutes.

MR. DEPUTY-SPEAKER : All right. I shall allow you to make your point after Dr. Jatia has spoken.

DR. SATYANARAYAN JATIA (Ujjain) : Mr. Deputy-Speaker, Sir, this is a matter of concern for all of us because the labourers are highly disappointed over the way their labour and hard work is being undervalued throughout the country. The factories are being closed down in quick succession. The condition of textile mills in the country has worsened. Due to closure of industries throughout the country, the labourers working therein are facing the problem of unemployment which is matter of concern for all of us. Several announcements are made here but so far the Government has not taken any measures for rehabilitation of labourers. Several schemes are formulated

for providing relief to the labourers but they are not implemented properly. The inhuman conditions in which the labourers are forced to live, can be witnessed in any such area where the labourers are living. There are no proper living arrangement or medical facilities there. The incident that occurred yesterday to draw the attention of the entire country towards their plight, was merely a tip of the iceberg. The Government should take concrete measures for the welfare of labourers and the attitude of showing neglect towards them should be done away with.

SHRI VIJAY GOEL : Mr. Deputy-Speaker, Sir, the labourer who attempted self-immolation in yesterday's rally was working in Swatantra Bharat Mill which falls under my constituency. What would be the condition of such a person who has suffered 80 percent burns. If you don't regard it as a case of committing suicide, what else would you call it. This Government claims to be a well-wisher of labourers. I would like to bring it to your notice that ever since some mills have been shifted out due to environmental problems, the labourers are on brink of starvation. Their children do not get proper food and nobody pays heed to them.

Mr. Deputy-Speaker, Sir, you may visit any labourers' colony, you cannot say for sure whether these labourers have had any meals in the morning. Nobody can claim it with certainty. It is not as if only that labourer was suffering who attempted self-immolation yesterday. You will find many such labourers who are on the brink of starvation due to shifting of mills. The Government shifted out those mills but has not made any arrangement for providing compensation.

I met some officials in this regard only recently and enquired as to why they have not taken any action in the matter of acquiring 68 percent of land despite the order of Supreme Court. No Union Minister has visited the area so far to enquire about the state of the labourers working therein. I make a demand that beside making provision for the maintenance of the family of the labourer who has attempted self-immolation yesterday, the Government should also bear the entire expenses likely to be incurred on his medication. Alongside, the Government should ensure that other labourers also should not take such an extreme step of self-immolation.

I would like to draw the attention of the Government towards the institutions closed down by it. The Government should present a report in the House in this regard and should also inform as to whether any compensation has been paid to the labourers working therein, houses have been providing for them and the facility of electricity and water has been provided there. The Government should make a statement in the House in this regard.

[English]

SHRI P.R. DASMUNSI (Hawrah) : Mr. Deputy-Speaker, Sir, through you, I would like to bring to the notice of the Government a very important matter, for the last few days, an agitation is going on all over the country.

SHRI RAM NAIK (Mumbai North) : Sir, it is an entirely differently matter...(Interruptions)

[Translation]

SHRIMATI SUSHMA SWARAJ : Mr. Deputy-Speaker, Sir, whether this matter would be brushed away just like that and the Government writ utter even a word ...(Interruptions)

MR. DEPUTY-SPEAKER : If the Government wishes to make a statement in this regard, it is most welcome.

JUSTICE GUMAN MAL LODHA : This Government calls itself a messiah of the poor, the labourers. The leader of the House is present here. He should rise to make a statement in this regard...(Interruptions)

SHRIMATI SUSHMA SWARAJ : The Members belonging to left parties are also present here. Whether they would remain silent in this matter pertaining to the labourers ...(Interruptions)

SHRI ATAL BIHARI VAJPAYEE (Lucknow) : Mr. Deputy-Speaker, Sir, my submission is that the incident of an attempt at self-immolation has occurred on the May Day in capital of India and this is the first time such an incident has occurred. Whether it is not an indication that the tolerance of labourers is crumbling and rather than gradually inclining towards death, they have got ready to embrace death by sprinkling kerosene on themselves.

This is such an incident which cannot be easily brushed away by the Government. The House also can not avoid this issue. The mills are being closed down. The labourers have not been paid any remuneration for last seven-eight months. What can the labourers do? There should be some alternative arrangement I do not wish to make it a political issue, but is this incident not a warning bell that the labourers are prepared to sacrifice their lives.

There is some fault with our system somewhere. The Government has failed to discharge its duty. If the number of such incidents increases, the situation would become terrible. Otherwise, also the country is facing several burning issues. If such a tendency grows, it would have bad consequences. I was surprised to note that nobody is prepared to give any reply on behalf of the Government. They are not prepared to express grief even. I fail to understand the silence of the Government of this issue. The entire matter should be clarified.

MR. DEPUTY-SPEAKER : As it is a serious subject, hence the Government should hold talks with the trade unions and political parties to arrive at a decision in this regard.

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN) : Mr. Deputy-Speaker, Sir, Hon'ble leader of the opposition party and several other members of his party have expressed their concern. The Government is also concerned about it and I would like to give an assurance on behalf of the Government that the concerned Minister would apprise the House of the matter.

[English]

SHRI P.R. DASMUNSI : Sir, the INTUC is holding its three-day session since yesterday and a similar matter has been raised by the leaders of the BJP. I fully share their views that the matter is very serious not only as far as Delhi is concerned but also all over the country concerning the fate of the National Textile Mill workers and the National Jute Mill workers. A new threat has been posed by the new Budget of Shri Chidambaram concerning the fate of the insurance sector and the public sector.

Mr. Deputy-Speaker, I plead, through you, the Government that in the hour of crisis in the nation, when the national unity is the main agenda, please take the working class into confidence with utmost sincerity. The situation that is now prevailing in the BIFR is going to rake the Government and take the working class against the Government because whatever be the recommendations of the Cabinet and the Government, day in and day out, they are being purposely delayed in the name procedural tangle in BIFR. I plead the Government that more than two million people who are not getting their bread on the National Textile front in spite of the fact that the package was cleared by the earlier Government and everything was ready. But their budgetary support is withdrawn for the last three months. The workers are not getting their wages in any national textile mill all over the country for the last three months. They are about to commit suicide. They could not arrange the marriage of their daughters because loans are not being given to them.

Similar is the fate of the National Jute Mill Corporation which was nationalised by Shrimati Indira Gandhi from the hands of Ram Nath Goenka and the dream was that the jute mill workers will get their due rights. In spite of my repeated interactions with Shri Chidambaram and the Government, the budgetary support has not yet been given. While the Ministers are getting their bread and are getting our bread, the working class is not getting their bread for the last three months.

Yesterday, I was *gheraoed* till midnight to convey that

there is a serious speculation going on for which the Government is not giving clarification and that the insurance sector is going to the doors of the private sector very soon and that it is threatened by the private sector in the name of the so-called 'dream Budget'. By the threat to the public sector, the entire working class will come to streets. The Shaw Wallace management is enjoying like anything. I told many times to the Government that the management of Shaw Wallace and Chhabria Group is holding to ransom the entire property and the workers are going to commit suicide, if not self-immolation. As far as this matter is concerned, it is not only the call of INTUC but the call of everybody. It is very serious and INTUC is meeting here for the last two days and the Prime Minister is going to attend its meeting tomorrow. I am told that Rashtrapatiiji is also attending their golden jubilee function. My plea, through you, to the Government is to take the matter seriously regarding NTC, NJMC, public sector, insurance sector and the matter raised by the BJP. Self-immolation in Delhi is not merely a cause of immolation but it is a bad image for the entire nation to the whole world that such a thing has happened in the capital. Therefore, I plead, through you, the Government to take this matter seriously, scrap the BIFR and that the Cabinet should take an immediate decision to protect the working class.

And if you do not take working class into confidence, the national security and unity will not be protected.

SHRI NIRMAL KANTI CHATTERJEE : Sir, it is most unfortunate...*(Interruptions)*

MR. DEPUTY-SPEAKER : Let him speak.

SHRI NIRMAL KANTI CHATTERJEE : As we all know, the call for observing 'May 1' as 'May Day' was in order to reduce the working hours from 12 or 14 to eight. Today's situation is that the workers are not getting jobs even for eight hours. The point that has been drawn attention to is that not only in those areas but even in my own constituency, one of the biggest engineering firms, Jessop & Co., is there. For two months, they are not getting wages. And for the last three years, all those who retired have not got any maturity benefits. This is the situation in the countryside in terms of working class.

We also want that the working class—in order that the present order changes, in order that the present system changes—should rise to the occasion in the sense that they will be prepared to give up their lives in order to change the society and only then the society changes. But this is not the form that we wanted. This is not the form that we want an individual worker to offer himself for self-immolation.

Shri P.R. Dasmunsi has very correctly drawn attention to one point. I am told from the Ministry sources also that the Budget provision for the public sector enterprises is for interest-free loan and not for any public investment at all. This is the situation in the Budget. We shall discuss that when we discuss the Appropriation Bill and the Finance Bill. But immediate steps should be taken so that the wages are paid, so that the closed units are opened, so that the cases like self-immolation do not arise..These things should be done. I am not sure what to do with BIFR.

SHRI P.R. DASMUNSI : It is totally scrapped.

SHRI NIRMAL KANTI CHATTERJEE : That is not the only problem with BIFR. The problem is that even when the BIFR asks the Government that there is a viable project and if the Government advance funds, then that unit can be made viable, the Government keeps mum. This is happening with many units which have this kind of recommendation from the BIFR. Therefore, I want an assurance from the Government even before the Prime Minister comes. The Minister of Railways is here. He has done one good thing by absorbing the casual labourers in the Railways. I am told that the casual labourers are being absorbed in the airports sector also.

MR. DEPUTY-SPEAKER : Be brief.

SHRI NIRMAL KANTI CHATTERJEE : I am concluding, Sir. Now, there should be an assurance before the House that there will be no delay in payment of wages from all those units which have been closed. If they are in the private sector, the Government will have to take steps to see that the workers are, at least, paid and such cases do not arise. He should make a statement on that.

[Translation]

MR. DEPUTY-SPEAKER : Geetaji, your notice is pertaining to this very subject or some other subject?

...*(Interruptions)*

MR. DEPUTY-SPEAKER : If your name is there in the list, I'll call out your name Shri Chaman Lai Gupta.

...*(Interruptions)*

[English]

MR. DEPUTY-SPEAKER : I have already allowed Shri Chaman Lal Gupta. Please sit down.

[Translation]

SHRI CHAMAN LAL GUPTA (Udhampur) : Mr. Deputy-Speaker, Sir, I would like to raise a very serious matter in the House. At present there are approximately one lakhs

harijans in Kashmir who have migrated from Pakistan...
(Interruptions)

[English]

MR. DEPUTY-SPEAKER : No side talks please.

[Translation]

SHRI CHAMAN LAL GUPTA : Those harijans came from Pakistan in 1947. They have not been granted the right to vote so far. They can cast their votes for Parliamentary constituency seats but they are not entitled to cast their votes for State Assembly seats. They are now confronted with one more problem. Ranbirsingpura is located at a distance of approximately 25 kilometers from Jammu. There are 21 such families in that village which have been living in that area since 1947. All of them are harijans who were living on land allotted to them. However a new problem has arisen there. Some of the people who accordingly to the Government records had migrated to Pakistan 50 years ago, have come back and they are now claiming that they are the owners of land. Now the Government is evicting those harijan families who have toiled on that land all this while...(Interruptions)

MR. DEPUTY-SPEAKER : Allow him to put forth his point first. You may express your news later on.

SHRI ILIYAS AZMI (Shahabad) : Mr. Deputy-Speaker, Sir, the word 'harijan' should be expunged from the records.

MR. DEPUTY-SPEAKER : Well, you may refer to them as Scheduled Caste.

SHRI CHAMAN LAL GUPTA : Those Scheduled Caste families have toiled on that land for the last fifty years. They are totally dependent on that land for their livelihood. Now such a situation has arisen there that those families are being evicted from that area without paying them any compensation or offering any alternative land in lieu of the land from which they are being ousted. Paswanji is present here. I would like to draw the attention of the Government towards this matter. What a piquant situation has arisen that those who migrated to Pakistan fifty years ago and had already acquired citizenship there, came back and their land and property is being restored to them but those who were forced to migrate to India fifty years ago due to partition after losing everything there are being evicted now.

This is my submission I would like to have an assurance from the Government that no family would be evicted from that area and if the Government at all wishes to allot land to them, they should be allotted land out of the alternative land available with the Government. But those families should not be evicted. I want an assurance from the Government in this regard.

[English]

MR. DEPUTY-SPEAKER : Please sit down. Let me say a few words.

[Translation]

I would like the Government to...

...(Interruptions)

MR. DEPUTY-SPEAKER : Am I allowed to state my point or not? Please sit down. Please listen to me.

...(Interruptions)

SHRI ILIYAS AZMI : Mr. Deputy-Speaker, Sir, if they are referred to as harijans, the rest of the people will automatically be called 'durjans' which will be an insult to them...(Interruptions)

MR. DEPUTY-SPEAKER : You have made your point. Now take your seat.

SHRI ILIYAS AZMI : I would like to bring it to the notice of the Government Shri Paswanji, it is not a question of just 21 families. Today 21 Scheduled Caste families have been served notices. There are more than one lakh Scheduled Caste families which migrated here from the so called Pak Occupied 'Kashmir'. All of them are going to be affected sooner or later hence there should be some way out...(Interruptions)

SHRI DATTA MEGHE (Ramtek) : Mr. Deputy-Speaker, Sir...(Interruptions)

MR. DEPUTY-SPEAKER : Your name is not included in this list. What do you want to say?

SHRI DATTA MEGHE : Last time I had moved a privilege motion when Vidharbha Movement was going on...(Interruptions)

MR. DEPUTY-SPEAKER : Your name does not figure in today's list Please sit down.

...(Interruptions)

MR. DEPUTY-SPEAKER : I can't call out names of those members whose names do not figure in this list.

[English]

I am sorry to say this.

[Translation]

SHRI DATTA MEGHE : This is a question of Parliament Member.

MR. DEPUTY-SPEAKER : Yes, but you should give a notice for that.

SHRI DATTA MEGHE : Sir, a police officer...
(Interruptions)

[English]

MR. DEPUTY-SPEAKER : I am sorry. I am not allowing. Nothing will go on record.

...(Interruptions)*

[Translation]

SHRI DATTA MEGHE : I have given the notice.

MR. DEPUTY-SPEAKER : To whom have you given your notice. It is not there in the list available with me.

SHRI DATTA MEGHE : I had given the notice in the last session...(Interruptions)

MR. DEPUTY-SPEAKER : Your notice was given in the last year and not today.

SHRI DATTA MEGHE : They are not giving any reply.

MR. DEPUTY-SPEAKER : Your report has been sent.

...(Interruptions)

[English]

MR. DEPUTY-SPEAKER : Please sit down. Nothing will go on record.

...(Interruptions)*

[Translation]

MR. DEPUTY-SPEAKER : Okey. If it is there, I'll check it.

[English]

Unless you give the notice. You cannot raise the matter.

...(Interruptions)

MR. DEPUTY-SPEAKER : I have now called Shri Pramod Mahajan.

...(Interruptions)

[Translation]

MR. DEPUTY-SPEAKER : Your name is there in the list.

...(Interruptions)

[English]

MR. DEPUTY-SPEAKER : Nothing will go on record. Hon. Member, please sit down.

...(Interruptions)*

MR. DEPUTY-SPEAKER : Only Shri Mahajan will go on record.

...(Interruptions)*

MR. DEPUTY-SPEAKER : Will you please sit down?

[Translation]

SHRI PRAMOD MAHAJAN (Mumbai North East) : Mr. Deputy-Speaker, Sir, U.S.A. has once again put India in the surveillance list under Section 301 of its Trade Law. Ever since Section 301 has been incorporated in Trade Law of U.S.A., India is put in the surveillance list every year.

U.S.A. has got complaints regarding Indian laws regarding intellectual property right particularly in the case of drugs and the drug companies of U.S.A. are exerting pressure so that the Indian Parliament may pass such a law under which the drug companies of U.S.A. may sell their drugs at inflated rates. Due to this very reason, U.S.A. puts India in its surveillance list by using its own law and tries to exert its pressures and if this trend continues, punitive measures may also be introduced later on.

I feel that since U.S.A. and India both are the Members of World Trade Organisation U.S.A. should approach World Trade Organisation for redressal of its grievances in case it has got any complaints. An attempt should be made to solve the matter through mutual negotiations but this kind of pressure being exerted by U.S.A. on India is unjust and it should be condemned by the Parliament and the Government. We should make it clear to U.S.A. that so far as the question of formulating legislation is concerned, India will formulate its laws in accordance with its needs and India will not formulate its laws under pressure exerted through any clause of Trade Law of U.S.A. In view of the manner in which U.S.A. is trying to establish its superiority in the matters of strategical and economic systems In an attempt of unipolarisation all the political parties of India should forget their differences to unanimously oppose the implied economic injustice. The Parliament should communicate this message that the path of negotiations should be adopted in case of grievances. If pressurisation is resorted to India will not yield to any such pressures to change its law. It is imperative that the Government makes its stand clear in this regard.

[English]

SHRI NIRMAL KANTI CHATTERJEE : He has raised a very important issue. I also intended to raise that issue but being Friday, I did not raise it. I propose that there should be a Government Resolution on Monday to protest against this behaviour of the American Government. I request the Government to accept this proposal. This is an affront against the Parliament of our country. Therefore, we should have an official Resolution in the House.

SHRI P.C. THOMAS : The Minister should make a statement on this.

[Translation]

SHRI HARADHAN ROY (Asansol) : Mr. Deputy-Speaker, Sir, prior to the nationalisation of coal mines in my constituency, a notice was served by D.G.M.S. that the 22 mauja which was an area of substantial fire is dangerous and hence it should be evacuated. By 1994, the said area was gradually extended and area of 39 mauja was declared to be dangerous. Right now area of approximately 70 mauja is being deemed dangerous and the residents are being asked to evacuate the area. Except approximately 70 square kilometer area, all the villages are facing the danger. The Government was reminded time and again that the agreement signed with the Government of West Bengal in 1990 is not being abided by and the residents are not being rehabilitated. Their source of employment and crops are ruined and their lives are in danger. My submission is that on one hand, the Government is not abiding by the agreement and on the other hand, it is closing down the mine and proposes to import coal from foreign countries. Even when coal is available in abundant measure; we are resorting to import of coal. Coal is being burnt causing heavy losses to the nation. I would urge upon the Central Government to pay attention to this matter and abide by the agreement reached with the Coal India. The mines closed down earlier should be re-opened for mining.

Besides, the Government should make arrangements to provide employment and rehabilitation of the affected persons from the protected area.

SHRI NIHAL CHAND CHAUHAN (Sri Ganganagar) : Mr. Deputy-Speaker, Sir, through you. I would like to draw the attention of the Government towards the problem of those farmers who live near the Indo-Pak border. The border area was fenced with barbed wires about ten years ago during Shri Rajiv Gandhi's regime. An area of one to two acres of land belonging to farmers was acquired for this purpose. But so far no compensation has been paid to them. These farmers are not allowed to cultivate on this land or do anything on it. I request the Government that

either these farmers should be given compensation or allot land at some other alternative place.

[English]

SHRI P.C. THOMAS : Sir, I would like to bring to the notice of this Government a very grave issue regarding farmers who are growing rubber. I have given notices on two issues.

[Translation]

MR. DEPUTY-SPEAKER : You have to take up the first item only.

SHRI P.C. THOMAS : Sir, I have given notices on both the issues.

MR. DEPUTY-SPEAKER : You can take up only one issue.

[English]

SHRI P.C. THOMAS : Sir, there are two issues. The farmers' issue is very grave. It is because the price of natural rubber has gone down.

MR. DEPUTY-SPEAKER : Then you raise farmers' issue only.

SHRI P.C. THOMAS : Last year, the price of natural rubber was Rs. 55 per kg. Now, it has crashed down to Rs. 38 per kg. The farmers who are growing rubber are earning a lot for the country, and the country is also saving a lot. There are seven or eight lakhs of small and marginal farmers who are growing rubber. They are, now, put under great stress. Nobody is coming forward to safeguard them. No Government has come forward to safeguard them. In fact, this issue was taken up in Parliament by way of a Calling Attention Motion. We got a reply that something would be done immediately. An assurance was given that assistance would be given to the tune of Rs. 100 crore for procuring some rubber. Unless some rubber is procured at this stage, there is no way through which these seven or eight lakh farmers can be saved.

The economy of India largely depends, especially, on this type of agriculture, Rubber is an item which is used very extensively everywhere. The raw material is being supplied by the small farmers to the whole world. But when they are in distress, there is nobody to help them. We seek the indulgence of this House as well as of this Government to give, at least, Rs. 100 crore for them. If the Central Government is ready to give them Rs. 100 crore for the procurement of rubber, I do not know whether the State Government is interested in it. It is unfortunate. Earlier we used to say 'fortunate' but now we would say, it is 'unfortunate'.

The major chunk, that is, 90 per cent of the rubber

is grown in my State. We have a Government there. They are not at all responsive to this. They are interested in pampering the liquor lobby. They are not interested in the farmers now. They have not taken any steps. Sir, in this House, a reply was given that if the State Government comes forward, they would help them. The State Government have not come forward even to seek the help of the Centre. So, it is for this House to help the rubber growers. I am sure this grave issue will be shared by all the farmers. Sir, if Rs. 100 crore is given and if some rubber is procured, that will boost the price of rubber.

If that is not done, the whole farming community will suffer and that will cause a great loss to the exchequer of India. I think, Sir, you must give some directions to the Government. The Government of India's policies are also to be changed a little.

MR. DEPUTY-SPEAKER : Please take your seat now.

SHRI P.C. THOMAS : Sir, we have put forward some suggestions with regard to changes, so I once again urge upon you to kindly give some directions to the Government because of the problems faced by the farmers and also of the workers who go around these rubber trees in the morning at 4 a.m., they get the rubber and they bring the yield. I plead with you that this is an issue of human rights, this is an issue of farmers and this is an issue of small growers as well as workers, that you must give some directions to the Government so that the Government takes some action in this regard.

[Translation]

SHRI RAMESH CHENNITHALA (Kottayam) : Mr. Deputy-Speaker, Sir, I also join Shri Thomas on the very issue of decline in prices of rubber. We are raising this issue and making demand here in this House time and again that problems of rubber grower should be removed. Minister of Commerce has given assurance that rubber would be procured by the Government and a sum of rupees 100 crore were earmarked for this purpose. The State Government is also not paying attention towards rubber growers and at present only Rs. 35 are being paid for a kg. rubber. The Government should make arrangements to provide funds and to appoint an agency like S.T.C. or any other corporation for procuring and marketing of rubber so that they can help the farmers...(Interruptions)

SHRI RAM NAIK : Mr. Deputy-Speaker, Sir, about 400 or 500 Indian people have been killed in the fire accident in Saudi Arabia on 15th of April, who had gone there to perform Haj....(Interruptions)

[English]

PROF. P.J. KURIEN (Mavelikara) : Sir, I would like

to bring to your notice the assurance given by the Commerce Minister during a Calling Attention Motion that he would direct the STC to procure rubber. The assurance was given by the Government, by the Commerce Minister last month, but nothing has happened so far.

I would only like to bring to your kind notice this issue of rubber growers and would urge upon you to instruct the Government to fulfil the assurance given by it. That is all and what I am requesting you is that for the sake of poor farmers please instruct the Government to fulfil its commitment.

SHRI RAJESH PILOT (Dausa) : Sir, it is a fact that it was assured by the Government...(Interruptions)

[Translation]

MR. DEPUTY-SPEAKER : I have no list of members who had given notices. In spite of it how many members can be allowed. It is zero Hour and I am not stopping anyone.

(Interruptions)

[English]

SHRI RAJESH PILOT : Sir, you can ask the Government to come with a reply...(Interruptions) The hon. Leader of the House is here, he can give an assurance for the sake if farmers of Kerala...(Interruptions)

[Translation]

MR. DEPUTY-SPEAKER : Alright, please take your seat.

(Interruptions)

MR. DEPUTY-SPEAKER : Now please listen to his point.

(Interruptions)

[English]

MR. DEPUTY-SPEAKER : Why do you not listen to him?

[Translation]

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN) : The action should have been taken if an assurance was given to this effect. We will take action if no action has been taken so far in this regard...(Interruptions)

[English]

SHRI P.C. THOMAS : Please call a meeting of the farmers...(Interruptions)

MR. DEPUTY-SPEAKER : That is enough, please sit down.

[Translation]

SHRI RAM NAIK : Mr. Deputy-Speaker, Sir, about 400 to 500 Indians were killed and thousands were injured in the fire accident of Saudi Arabia, who had gone there to perform Haj, This House had also passed a condolence motion in this regard. I have heard that a delegation, consisting of 38 representatives and 176 other persons were sent there and Rs. 2 or 2½ crore were spent on it and after this delegation hon. Ministers had also gone there. I hope that they must have submitting the report on this accident. In spite of all this another delegation comprising of 3 MPs i.e. Shri Mohammad Ali Ashraf Fatmi of Janata Dal, Shri E. Ahamed of Muslim League and Shrimati Begum Noor Bano of Congress was also sent there on 25th of April by the hon. Prime Minister. It would have been better if hon. Prime Minister were present here. Was it necessary to send a second delegation to inquire into such an accident.

12.00 hrs.

The hon. Prime Minister proclaims to create coordination with Opposition Parties, I would like to know from him as to why no M.P. from Opposition Party has been sent with these delegation. Some Members from BJP, Akali Dal, Samta Party, Shiv Sena and BSP could have been sent but it was not done. I seek clarification from the hon. Prime Minister as to why such a narrow and communal viewpoint has been adopted. It is not correct and I condemn this incident and demand that hon. Prime Minister should make a statement in this regard.

SHRI ILIYAS AZMI (Shahabad) : Sir, I support the viewpoint of the hon. Member. A big amount is spent on sending delegations again and again. Why they are not submitting the report about this accident. We seek the report on this accident.

[English]

MR. DEPUTY-SPEAKER : Now Zero Hour is over.

12.01 hrs.

RAILWAY BUDGET—DEMANDS GRANTS,
1997-98 *Contd.*

[English]

MR. DEPUTY-SPEAKER : Now the House will take up further discussion and voting on the Demands for Grants (Railways) for 1997-98.

Prof. Rasa Singh Rawat.

(Interruptions)

[Translation]

MR. DEPUTY-SPEAKER : Several issues are to be debated here.

(Interruptions)

[English]

MR. DEPUTY-SPEAKER : I am not allowing you. Nothing will go on record except Prof. Rasa Singh Rawat's speech.

(Interruptions)*

[Translation]

PROF. RASA SINGH RAWAT (Ajmer) : Mr. Deputy-Speaker, Sir, I would like to draw the attention of the hon. Minister of Railways towards the prevailing railway system in the country. Railway plays an important role in linking various parts and strengthening the integrity of the country. Rail's are the mines of the country. For sometimes various operations of railways and punctuality of trains have been disturbed very much. Though on every station we found the main features of railways i.e. Safety, protection and punctuality, but these are not followed properly. The Government are making efforts to improve the situation but so far the desired results could not be achieved.

Increase in freight charges has created a rise in prices. As a result of it, in comparison to Railways people prefer to send goods by trucks. The increase in number of incidents of looting, dacoity and thefts in trains especially during night has also created a sense of insecurity. The Government make GRP and RPF responsible for it. Sir, through you I would like to remind the hon. Minister that he had given an assurance to convene a meeting of Chief Ministers of various states to take some concrete decision in this direction, I would like to know as to what action has been taken so far. What steps have been taken to ensure the safety of lives and property of passengers and what more he propose to do in this regard ? Hon. Minister of Railway had assured to set up a complaint cell in the Railway Board. In the newspapers I have read that in Delhi division of Northern Railway such a cell has been constituted. But when I tried to contact on the given telephone number, no reply was received. As per your orders any complaint can be made and latest information regarding Railways can be received from RM-DRM of complaint cell of the headquarter but it seems that your

*Not Recorded

orders are not being executed in the Ministry. No proper arrangements are being made in this direction. A new Northern-Western railway zone has been set up in Rajasthan. Jaipur will be its likely headquarter. It is a good proposal. But I would like to suggest an amendment in it for shifting the headquarter to Ajmer because so far Railways could not procure the required land in Jaipur and it has to spend crores of rupees for this purpose whereas in Ajmer several bighas of railway land and buildings are lying idle. The Government need not to spend a single paise if headquarter is shifted there. Whereas in Jaipur efforts are being made to set up an office in stadium premises for the incharge officer, Sir, on the one hand our country's performance in Olympic is declining and on the other hand playgrounds are being misused by constructing office therein though on temporary basis. Later on crores of rupees will be spent on the purchase of land and construction of building whereas this infrastructure is already available in Ajmer.

Sir, in 1984 a committee was constituted for this purpose which had recommended that if a new zone is to be set up its headquarter should be set up at Ajmer. But I do not know as to how it was ignored. Therefore, I would like the hon'ble Railway Minister to clarify it...
(Interruptions)

MR. DEPUTY-SPEAKER : Rawatji, will you please stop a minute. I want to know the opinion of the hon'ble members of this House. Still there are eight members to speak. And the Railway Minister has to give his reply at 2.00 P.M. We have got less than one hour. Therefore I would like you to finish within five minutes and request the hon'ble members to listen them.

PROF. RASA SINGH RAWAT : Sir, I will conclude within two to three minutes. My submission is that there is a pilgrimage centre by the name of Pushkar near Ajmer. So far it has not been linked with railway. That is hardly 10 km. away and is visited by many foreign tourists. Lakhs of Indian pilgrims visit this place. In case Pushkar is linked with Ajmer with railway, I think it would be more convenient for pilgrims and railway's revenue will also go-up. Further, it would be more useful and convenient for passengers, if a train is introduced for Hardwar and Amritsar from Ajmer, Pushkar. Many pilgrims from Rajasthan are visiting Hardwar for a holy dip in Gange but no direct train is available to them for this purpose. They are required to break their journey at Delhi station for their onward journey to Hardwar due to which they are facing a lot of difficulties. Therefore, in case a direct train is introduced from Ajmer to Hardwar, it would be more convenient for passengers going to Hardwar from Ajmer.

Sir, I have to make one more important submission

and but is absent the Ahmedabad-Ajmer line which has been converted into broad-gauge but so far it has not been made operational. The railways are incurring less of crores of rupees. Just because of the green signal from the Government to open the route, no train has been introduced for the last one or one and a half month from Ajmer to Ahmedabad. One and a half month's time has gone since the broad-gauge conversion was completed, crores of rupees has been spent on this project but inspite of this it has not been made functional due to which passengers are still faced with the same problems. Passengers belonging to Palanpur, Mehsana, Ajmer, Vyawar, Pali and Aburoad are faced with a lot of difficulties. I have been given to know that the hon'ble Railway Minister and Prime Minister are leaving for Ahmedabad tomorrow, It's inaugural function should have held at Ajmer but I do not understand as to why Ahmedabad has been selected for this purpose. Likewise there is one more proposed broad-gauge conversion to be undertaken between Bandipur and Agra which is pending for the last two years. A train was proposed to connect Agra with Ajmer via Ahmedabad and Rajasthan. I would like the hon'ble Railway Minister to ensure that this broadgauge conversion between Bandipur and Agra Fort is completed in the minimum possible time. At the same time I would request you to introduce shuttle and passenger train between Ahmedabad and Ajmer and Vyawar...(Interruptions)

MR. DEPUTY-SPEAKER : Now please conclude.

[English]

SHRI RAJESH PILOT : Sir, Rajasthan is a very backward state.

[Translation]

PROF. RASA SINGH RAWAT : The Western Rajasthan is wide area. Convert Rewari line from Foolera into broadgauge line. People are saying that much has been allotted for railway in Rajasthan but the Government has paid attention towards Rajasthan in the last 40-45 years. Therefore the remaining work must be completed.

Seekar line is also required to be converted into broadgauge. Further, I have to make one more special mention. There are 54 trains arriving and starting from Jaipur and the number of coolies at this station is about 150-200 whereas at Ajmer the number of coolies is about 250-300 against the 15 trains. During the last three-four months licences have been issued there which has caused anger and resentment among the people and they have lodged complaints in this respect also but I do not want to dwell on this point right now. I will meet and make a personal request to the hon'ble Minister in this regard. This kind of treatment is not fair with the coolies who are earning

their livelihood through this hard means. A Rajdhani Express train should be introduced between Ahmedabad and Delhi. For Ajmer and Vadipur, the hon'ble Minister has announced some gauge conversion programme for which Rs. one crore has been sanctioned. I want to know whether this line will be converted into broadgauge? One more point is there. There is ban on fresh recruitment in the factories located at Ajmer. There are 15 thousand workers employed in these factories who should be assigned maximum work of broadgauge conversion so that they are saved from any kind of retrenchment.

SHRI DILEEP SINGH BHURIA (Jhabua) : Mr. Deputy-Speaker, Sir, I want to thank you for giving me a chance to speak on the Railway Budget. I rise to support this Budget presented by Shri Paswanji.

Mr. Deputy-Speaker, Sir, railway is the biggest means of transportation in our country. Lakhs of people travel in the trains daily. Paswanji has introduced certain trains bound for long distances. Better facilities have been provided to the passengers travelling in first class coaches. But the poorer people, particularly SC/ST, who need some facilities for travelling a distance of 100 km. or so have been ignored. The entire train is having reserved coaches. I want you to get their needs identified, colour of the trains changed and add maximum number of non-reserved coaches so that ordinary man can travel in these trains. No body opens the door of a reserved bogey to prevent a common man from entering into the bogey. A long waiting list is always there for reservation. Therefore, this is my request to you to kindly introduce some non-reserved trains also—be it between Delhi and Mumbai or Calcutta and Madras—so that common man also feel that they have also get their participation in the railways.

Further, as he has said, he is going to construct some new railway tracks in hilly and backward areas which is a good sign. In my constituency, Indore, Dahod and Godara railway lines are included every year in the Budget since 1995 but they so far they have not been touched for the last seven to eight years. This year only Rs. 3 crore has been provided in the Budget. Jhabua in Madhya Pradesh is a tribal area. The budgetary allocation for this year is only Rs. three crore. If the construction of one kilometer track requires the expenditure of Rs. one crore then these three crores will suffice for the construction of three kilometer track only. This way, it will take 100 years to complete the track. Even then, nobody knows, whether it will be completed or not.

Mr. Deputy-Speaker, still there are several places in our country where people have never seen a train in their lives. To see a train, walk many kilometer on their foot to come to a nearby station. Whether such backward areas

should not be accorded priority and connected with railways? I hail from Madhya Pradesh. There is a plenty of mineral resources in M.P. but railways are not available. If I go by this budgetary figure, I would say that Madhya Pradesh has not got it's due share. Madhya Prades, as in clear from name itself, is a centrally situated state of the country. Whether you go from North to South or from South to North or from a state to any other state, Madhya Pradesh is bound to come in between your journey. But unfortunately the budgetary allocation made this year for Madhya Pradesh is not adequate enough. It is far less than being sufficient. I expect the Railway Minister not to ignore the state. Mandala, Neemach, Indore, Khandwa railway lines require today to be developed. If you accord priority to the railway lines going through Madhya Pradesh, the transportation of mineral goods from the state will become easier. Today the entire quantity of coal is carried by trucks but the condition of roads is very bad. You should, therefore, give priority to the railway lines in the state—be it Indore-Dabod or Delhi-Rajhara—so that the development of Madhya Pradesh can be accelerated.

I want to say one more thing which I had referred to in the railway committee also. The back log quota for SC/ST people has not been filled so far. Unless there are SC/ST people in our railway boards, the recruitment of SC/ST people is very difficult. You should launch special recruitment drive in Bastar, Jhabua, Assam, Panchmahal, Chhatisgarh and Orissa. The back log quota for tribals is not filled-up by the railways in these areas. The quota fixed in these areas is far less. It seems as if we people have got no participation in the railways at all. Unless you give us our full quota in railway's service, stalls at railway stations and you are going to achieve nothing. I, therefore, request you to kindly include the SC/ST people also in railway board and the boards set up at state-level.

The fast train, Rajdhani Express, between Mumbai and Delhi runs continuously for eight hours. After Baroda, it stops at Kota. Ratlam is having headquarter but it does not stand there. It seems as if they are doing everything in their own interest. My submission is that it should stand where it's stoppage are required and do everything when it becomes necessary. We talk about Western Madhya Pradesh. But there is no direct train for Bhopal inspite of the fact that there are 10 to 12 districts in Western Madhya Pradesh. There is no train for Bhopal but people have to go to Bhopal. Earlier there was a train, namely, 111Up/112Dn but now it has been withdrawn. Run the Shatabdi Express and E.M.U. trains for five to six hours so that people can go in the morning and return by the evening after finishing their work. Unless you provide this facility to the people living there, they cannot get better railway facilities. People there cannot travel by road. The Minister has assured me

to look into these things. I have to raise a number of points but since you have rung the bell, I support this railway Budget and conclude. Thank you.

SHRI JOACHIM BAXLA (Alipurduar) : Mr. Deputy-Speaker, Sir, before saying anything, first of all I felicitate Shri Ram Vilas Paswan, who has taken charge of the Railway Ministry for the second time. We are all grateful to him for the work he has started for the development of railways, after assuring office.

North-east is a very backward region. The region can not progress until there is a network of rail lines. He has sanctioned Rs. 400 crores for the development of rail track there and out of this Rs. 300 crore has been set aside for that region.

Mr. Deputy-Speaker, Sir, my constituency is a Scheduled Tribe area. I represent Alipurduar in the Duaras region. Since the past 25-30 years efforts were being made for the development of railways in that region but, no one paid any attention to it. In the previous Railway Budget, Shri Ram Vilas Paswan paid attention and took upon the challenge of converting the metre-gauge line from New Jalpaiguri, Siliguri which goes to New Bongaigaon via Alipurduar, into double line. But if the amount needed for this is not provided timely by the Finance Ministry, I doubt if it could be completed before 2000 A.D.

Another proposal was for the construction of a new line from Mainagudi to Jogigota via Chaingrabandha, Mottabanga and Tufanganj, as it is a very backward region. He had said that a survey would be conducted in 1997-98. It is a good thing that he had given an assurance. In the eve of independence, there was only 54,000 km. of rail line. After 50 years of independence only 8,000 km. of rail line has been added. I would request the Railway Minister to make efforts under the leadership of the Prime Minister, Shri I.K. Gujral, not only to have the survey work done but also to lay the rail lines before the dawn of the present century.

Second thing is that it is the desire of the Adivasis and the people of the Scheduled Tribes, who work in the tea gardens of Assam and Duaras region, to be contact of their native place, such as Ranchi and Chhotanagpur region. Since there is no direct rail service, I would request the Railways Minister, that in view of the Katihar-Barouni Link Express he is going to introduce upto Tatanagar, it should start from New Jalpaiguri and extend it beyond Tatanagar, upto Ranchi-Hatia. This would partially be a boon for the poor and the backward people.

Mr. Deputy-Speaker, Sir, similarly Sunderbans is a tourist place. If Sonarpur-Kenning-Baraipur-Lakhimpur is made a double line, the people there would be immensely

benefited. Token system is still prevalent at Sonarpur-Kenning-Sealdah section. My suggestion is to immediately make it a tokenless system. My another suggestion is that Sealdah-Kenning-Sonakhali-Dhanakhali section should have double line. The Balurghat rail project could not be completed till now as the project was not executed timely and in a proper manner. My request to the Minister is to provide the funds for this so that this line can be completed.

Mr. Deputy-Speaker, Sir, there is a Buxa fort in my constituency. The State Government is trying to develop it as a tourist place. In this regard the State Government has written to the Railway Ministry for their assistance to make it a success.

With these words, I conclude and support the Railway Budget.

SHRI MADHUKAR SARPOTDAR (Mumbai North-West) : Mr. Deputy-Speaker, Sir, this is the first time I am speaking on the Railway Budget. It is clear from the provisions of the Railway Budget, presented here that justice has not been done with Maharashtra. Give a reply to this point of mine. Time is short, else I would have given more figures.

You have made an annual provision of Rs. 8300 crores in the budget. Budget support of Rs. 1831 crores have been provided and sought Rs. 400 crores in budget support in the current year. Rs. 3419 crores would be mobilised from internal resources and from other means collect Rs. 3050 crores. Through you I want to know from the Minister, the amount to be earmarked or the project to be taken up for Maharashtra. I was happy to receive your letter. But I still do not know what provision has been made for Maharashtra for 1997. I am not aware of any project that would be completed during 1997 in Maharashtra. Nothing of this sort has been mentioned in the letter, whatever has been provided is the target till 3-3-98, 12-12-98 or 12-12-99. And the assurance given by you pertains to post-1998. But it is not known what is in store for Maharashtra during the year 1997. For Mumbai Rs. 170 crores have been provided. If you take the case of Mumbai, you will see that 34 per cent of the people belong to Maharashtra and 65 per cent belong to other parts of the country—mostly Biharis. I want to know from you, whether or not it is the responsibility of the Railways to cater to the needs of these people? What is the condition of suburban trains? A large number of people travel daily. In accidents, several people die. It would be better if you would make a reply regarding whether the Railway Board intends to provide some facilities to them.

Mr. Deputy-Speaker, Sir, I feel happy to know the projects mentioned in the letter. Since, at least three figures have been put on record. I will wait till the period

by the Minister. Therefore, I would ask him what has been done? I would pray to God that you remain the Railway Minister, at least till your promises are fulfilled. I hope the Government completes its term.

MR. DEPUTY-SPEAKER : Have you any doubt?

SHRI MADHUKAR SARPOTDAR : Doubts are expressed daily. News appear daily in the papers, leading to doubts regarding the Government's survival. If the Congress and my leftist colleagues so desire, the Government can run for five years. We would not create any controversy that would harm the Government.

What provision have you made for Mumbai for the year 2001? You should have provided for Rs. 1917 crores. But you did not complete the World Bank Scheme. You were to get a loan of Rs. 3500 crores from the World Bank. I do not know the reasons but the Rail Board failed to get the loan.

Mr. Deputy-Speaker, Sir, it is the responsibility of the Railways to provide facilities for the development of a city. Whatever provisions you have highlighted, you have also mentioned about public grievances. The assistance you have provided is no assistance at all. You have written a lot regarding the catering services. You have recruited qualified people who are diploma holder. And you have mentioned that they would take care of the food served. I want to say that you travel by train and see whether there are any arrangements to supervise the food served by the qualified supervisor. Look into the cleanliness and the way the food is served. See, how much time is taken in removing the dishes after the food is eaten. In the compartments, canteen items are strewn all over. No one cares. This is the condition of the Railways. In the proposed new lines provisions have been made for, Baramati, Logad, Ahmednagar and Shirdi. Maharashtra sends 48 members to Parliament. Out of this 33 belong to Bharatiya Janata Party and Shiv Sena. And at least 15 belong to Congress, which supports you.

You should, at least, take note of the points raised by these 15 members, for the life of your Government depends on their support. Do you know what will happen once they have withdrawn their support? Therefore amend yourselves and take care of these 15 people. They do not make much hue and cry. They are very disciplined people and raise their matters only when they have been allowed to do so. These 15 people include Shri Sharad Pawarji also, he does not shout for Maharashtra as he is a national leader. When one becomes a national leader, he gets very little time for his own home state. Probably this is the case here.

I ask you whether it is not the responsibility of the

Government to take care of the welfare of people coming to Bombay from other states like Bihar, Uttar Pradesh, West Bengal, Orissa and Tamil Nadu.

SHRI KALPNATH RAI (Ghosi) : Mumbai belongs to everyone.

SHRI MADHUKAR SARPOTDAR : That is why you should also take care of these people. When it comes to their welfare, this is the responsibility of Maharashtra only. But when it comes to their livelihood then it is our responsibility just because they are the people of this country. It will not do like this. I will talk to the Finance Minister and ask him to look at the condition of Mumbai while making provisions in the Budget. Mumbai is faced with so many problems today and I will talk to you in private in this regard. But right now I would request you that much railway facilities should be given to the passengers and that is possible only when increased budgetary allocation is made therefore. You have given Rs. 1831 crores to railways which should be raised a little bit taking into account the situation Mumbai is faced with today. Otherwise the day will come when no M.P. or Minister would dare to go to Mumbai for fear of facing the wrath of the people. I do not say that only Maharashtra people will take to street, rather the people of every state, staying in Mumbai, will come out against you. So please do not forget this point. I am warning you of the problem assuming alarming proportions. Will you let me know as to what provision have you made for gauge conversion and line doubling work in Maharashtra? There is no provision for conducting a survey in Maharashtra also whereas list of the survey conducted so far is quite long. Though I extend my thanks to you for making a provision of Rs. 170 crores for MTP plan in Mumbai but at the same time I would say that this amount is for less than our requirement. You have to make an increased provision in this regard. Further, there is no mention about the rail line between Bandra and Kurla. If a person from Borawali, Pali wants to go to the other side of Kurla or Thane, he cannot go there without going to Dadar. Shri Pramod Mahajan, the M.P. from that area, is sitting over here. You have made no provision for Bandra-Kurla railway line, therefore, I would request you to kindly make some budgetary provision for this railway line also.

Mr. Deputy-Speaker, Sir, earlier also we have discussed the matter pertaining to the train available for Konkan from Mumbai. We stressed that the train available should start from Dadar. Presently, you are the Minister of Railways, hence, give us an opportunity and come to Mumbai. There I will take you to Kurla station and, from there, to Western and Central railways just to let you know and realise that how much problem people are facing while going to Konkan. Unless you see it for yourself you can

not realise and solve the problem. Due to this inconvenience, there is large scale resentment among the Konkan people or they have to board the train from Kuria which is full of inconveniences. I know that it can have bearing on another train, but at the same time I say this also that.

[English]

I am not saying that, as it is, all the railway stations are crowded and that there is no scope for introduction of new train unless some more Rail lines are added. But eventually one has to find out some alternative methods and try to find out a solution to the problem. It is a serious problem and we all are here to solve it. It is necessary that Shri Ram Vilas Paswan should give top priority to this particular problem and see that this problem is solved. This is my humble request.

[Translation]

It is good that now our Prime Minister has also reached here. I think he would also take note of this issue.

Mr. Deputy-Speaker, Sir, you are earning Rs. 85 crores from suburban railways and probably the load, which is on Mumbai suburban railways, is nowhere to be seen on any suburban railways in the whole world. But you are pushing them into death trap. If you do not take note of their problems and if you do not provide more facilities to them, you are going to incur losses. Are you aware of the encroachment on railway land? I have submitted a proposal to you. Are you aware of the condition of Bandra railway station? There is no 'in' and 'out' going facilities at Bandra railway station.

[English]

There is no infrastructure at all. In the absence of infrastructure, if you start a new train and construct a new station, how can the people be benefited? What is the guarantee for the security of the people? This is the another question which I would like to ask.

[Translation]

Right now we are discussing the railway matters. Two days ago I heard that you are going to set-up an independent corporation of Mumbai suburban railways. I want know whether it is a fact? And if so may I know from the Railway Minister as to who has made announcement in this regard? If you were to make any announcement, it should have been in this House itself and not outside.

[English]

It is said that on the lines of Konkan Railway Corporation, you are going to introduce a Mumbai

Suburban Railway Corporation. That is our demand also.

Shri Ram Naik is also asking for this corporation since last two to three years, but no proper attention was paid to that and eventually when it was declared, it should have been declared in the House if at all it is declared. I am very much doubtful whether it has been declared.

If it happens like that, that will become a matter of privilege, in case your Railway Board has done it without taking this August House in confidence.

[Translation]

If any such announcement is made, the proper place to make it is this August House before all of us.

Mr. Deputy-Speaker, Sir, the railway land which is lying useless, should be brought to some use. In this respect, the Hon'ble Railway Minister has given a good news. You are going to lay six line track in Bandra, Andheri and Boriwali. I want you to expedite the work in this regard. My another point is about police force provided to the Railways in Maharashtra by the State Government which is very importance and which requires serious attention of the Railway Minister. So kindly take note of my point.

[English]

Our Finance Minister is also there. The Railway Board has to pay about Rs. 63 crore to the Maharashtra State Government against the provision of the police which has not been paid. I feel that Railway Board should give top priority to this particular payment.

[Translation]

If you want to provide better security arrangements there, please make this particular payment at the earliest.

[English]

Total amount being Rs. 62,67,81,567/-

[Translation]

Make this payment very soon.

About Konkan railways, I have already given my suggestions. My another request is in respect of a small railway station, namely, Andhranagari, Tehsil-Liza, District-Ratnagiri. Though it's mention finds a place in the railway map but I am not aware whether it is being ignored by mistake or deliberately. So, please you yourself take note of it. The entire Village Panchayats of this area have been demanding that a railway station be constructed there.

Mr. Deputy-Speaker, Sir, there is not much infrastructure available at Bandra railway station which falls in my

Lok Sabha constituency. I have drawn your attention towards it on many occasions. The facility of computerised ticketing is not available there. There is a great need of wide roads outside the station or non-availability of the same is causing many difficulties. There is scope for widening of the roads there. I have written many a time to railway administration in this regard but to no avail. So far they have taken no initiative due to which there is a lot of dirt on that narrow street which is causing many traffic problems. Please attach priority to this work and get it done soon.

I have to make many more submissions but due to the time constraint, I would say only that—

[English]

Whatever problems I have mentioned about my particular city, they all are burning problems. My only humble request to the Railway Minister as well as to the Finance Minister is that they should look into this matter with top priority and just see what they can do in the matter. I do not claim that everything should be done this year only. But somehow the work should be initiated, it should be started and the results should be shown to the people. Then only the people of Mumbai city will realise that Railway Board is giving some relief to them and that they are not running up and down for their bread and butter. You have to take into account this very serious problem. There is no question of doing something to the people of Mumbai only. It is a matter of the people of the whole country because people from all over the country enter this city. So, all the States of the country should take maximum care to see that adequate funds are provided to Mumbai city for this development.

MR. DEPUTY-SPEAKER : Prime Minister may please introduce the Ministers.

[Translation]

SRIMATI SUSHMA SWARAJ (South Delhi) : Mr. Speaker, Sir, I have a point of order. Sir, you are allowing the Prime Minister to introduce his ministerial colleagues to this House. I have no objection thereto since it is a good occasion to do so but if it is done in violation of the laid down rules then it is not proper. In this respect, I do not want to refer to the convention, rather I want to raise my point of order by quoting properly the laid down rules. You may read out the rules. It is mentioned in sub-rule 2 of Rule 31, that no other item except these included in the list of Business, can be taken up in the House. If the Prime Minister has obtained prior approval of the

Hon'ble Speaker in this regard then it is all right or else it is not proper because it has not been included in today's List of Business which you may see yourself...*(Interruptions)*

MR. DEPUTY-SPEAKER : You may sit down, I will see it. I have given my approval to him.

SHRIMATI SUSHMA SWARAJ : If you have allowed them he can introduce his Ministers to this House—otherwise this item is not included in today's agenda. Sub-rule of Rule 31 clearly prohibits that unless and until permitted by the speaker, no item beyond the list of business can be taken up in the House. Now since you have allowed, it is all right.

[English]

SHRI P.R. DASMUNSI (Hawrah) : This matter has been disposed of in the morning itself you made your reservation...*(Interruptions)*

SHRI NIRMAL KANTI CHATTERJEE (Dumdum) : Adam, probably you were not there in the morning.

1.45 hrs.

INTRODUCTION OF MINISTERS

[English]

THE PRIME MINISTER (SHRI I.K. GUJRAL) : Sir, with your permission, may I submit to this august House and reduce to you some of my colleagues who have joined the Government now?

Cabinet Ministers :

Shri M. Arunachalam—Minister of Labour

Shri P. Chidambaram—Minister of Finance

Shri S. Jaipal Reddy—Minister of Information and Broadcasting

Ministers of State :

Shri Mohd. Maqbool Dar—The Minister of State in the Ministry of Home Affairs.

Shri S.R. Balasubramoniyam—The Minister of State in the Ministry of Personnel, Public Grievances and Pensions and Minister of State in the Ministry of Parliamentary affairs.

Thank you, Sir.

SHRI P.R. DASMUNSI (Howrah) : We pay our special compliments to Shri S. Jaipal Reddy's induction in the Cabinet.

12.46 hrs.

MESSAGES FROM RAJYA SABHA

[English]

SECRETARY GENERAL : Sir, I have to report the following message received from the Secretary General of Rajya Sabha

(i) "I am directed to inform the Lok Sabha that the Rajya Sabha at its sitting held on Monday, the 10th March, 1997 adopted the following motion in regard to the Committee on Public Accounts :

"That this House concurs in the recommendation of the Lok Sabha that the Rajya Sabha do agree to nominate seven Members from Rajya Sabha to associate with the Committee on Public Accounts of the Lok Sabha for the term beginning on the 1st May, 1997 and ending on the 38th April, 1998 and do proceed to elect in such manner as the Chairman may direct, seven Members from among the Members of the House to serve on the said Committee."

2. I am further to inform the Lok Sabha that in pursuance of the above motion, the following Member of the Rajya Sabha have been duly elected to the said Committee :

1. Shri Ramdas Agarwal
2. Shri R.K. Kumar
3. Shri N. Giri Prasad
4. Shrimati Kamla Sinha
5. Shrimati Margaret Alva
6. Shri Surinder Kumar Singla
7. Shri Vayalar Ravi"

(ii) "I am directed to inform the Lok Sabha that the Rajya Sabha at its sitting held on Monday, the 10th March, 1997 adopted the following motion in regard to the Committee on the Public Undertakings :

"That this House concurs in the recommendation of the Lok Sabha that the Rajya Sabha do agree to nominate seven Members from Rajya Sabha to associate with the Committee on Public Undertakings of the Lok Sabha for the term beginning on the 1st

May, 1997 and ending on the 38th April, 1998 and do proceed to elect in such manner as the Chairman may direct, seven Members from among the Members of the House to serve on the said Committee."

2. I am further to inform the Lok Sabha that in pursuance of the above motion, the following Members of the Rajya Sabha have been duly elected to the said Committee :

1. Shri Maheshwar Singh
2. Prof. Ram Kapse
3. Shri Dipankar Mukherjee
4. Shri Solipeta Ramachandra Reddy
5. Shri S.S. Ahluwalia
6. Shri Ajit P.K. Jogi
7. Shri V. Kishore Chandra S. Deo."

(iii) "I am directed to inform the Lok Sabha that the Rajya Sabha at its sitting held on Monday, the 10th March, 1997 adopted the following motion in regard to the Committee on the Welfare of Scheduled Castes and Scheduled Tribes :

"That this House resolves that the Rajya Sabha do join the Committee of both the Houses on the Welfare of Scheduled Castes and Scheduled Tribes for the term beginning on the 1st May, 1997 and ending on the 30th April, 1998, and do proceed to elect, in accordance with system of proportional representation by means of the single transferable vote, ten Members from among the Members of the House to serve on the said Committee."

2. I am further to inform the Lok Sabha that in pursuance of the above motion, the following Members of the Rajya Sabha have been duly elected to the said Committee :

1. Shri Radhakishan Malaviya
2. Shri Onward L. Nongdu
3. Shri Jagir Singh Dard
4. Shri Ramachandran Pillai
5. Shri Satish Pradhan
6. Shri Ish Dutt Yadav
7. Shri Joyanta Roy
8. Shri Anil Kumar
9. Shri Ram Nath Kovind
10. Shri Jagannath Singh."

12.47 hrs.

RAILWAY BUDGET—DEMANDS FOR
GRANTS, 1997-98—*Contd.*

[*Translation*]

SHRI RAMBAHADUR SINGH (Maharajganj) : Mr. Deputy-Speaker, Sir, while agreeing with the report of the Standing Committee, I want to make some requests to the hon'ble Railway Minister.

Sir, I have received a letter from the Ministry of Railways containing the list of the sections where new trains are to be introduced gauge conversion work is to be undertaken, new railway lines are to be laid, old railway lines are to be restarted and the sections were survey is to be conducted for introducing new trains. But I am sorry to state that the list does not contains about the restart of Maharajganj-Darounda old railway line which is closed for the past many years. The Railway Minister has said very emphatically In his Budget speech that he would ensure that Maharajganj railway line to be restarted very soon.

Mr. Deputy-Speaker, Sir, Maharajganj holds a key place among the commercial centres of North Bihar. During the Britishers' time, a lot of grocery items like, Jaggery, Jute and Jute items were sent to every nook and corner of the country from Maharajganj and it was in new of this importance of Maharajganj that the Britishers laid a railway line between Maharajganj and Darounda and introduced a train between these two places.

Mr. Deputy-Speaker, Sir, During 1980-81, when gauge conversion in Barabanki and Katihar was undertaken, people were assured of the reintroduction of the old train which was withdrawn from service, but so far that train has not been reintroduced. I have been continuously trying for the last 10-11 years to get it reintroduced, but in vain. This time my voice was heard by Shri Ram Vilas Paswanji who assured me to meet the demand and had also mentioned it in his Budget speech but nothing has been said about it in the letter, which I have received from his Ministry. This raised doubts in my mind and in order to clear that doubt, I have to speak today or else there was no need to me to speak.

The Hon'ble Minister of Railways, you have promised me to introduce that train again in that railway section. And if you go back on your words, you are likely to do harm to you as well as to me also, will not you be loosing your credibility then? The proverb that I will not, you will suffer because of loosing your face will become true.

THE MINISTER OF RAILWAYS (SHRI RAM VILAS

PASWAN) : I have announced it in the House. I will announce it again.

SHRI RAMBAHADUR SINGH : Mr. Deputy-Speaker, Sir, I could not listen as to what the Minister has said.

SHRI RAM VILAS PASWAN : Mr. Deputy-Speaker, Sir, in reply to the letter of the hon'ble member, I have already make an announcement in the House. Now I will again do it.

SHRI RAMBAHADUR SINGH : Then I have to speak nothing in that regard and I am leaving this point here with the faith in you that you will certainly reintroduce that train but at the same time I would also say that in case you fail to keep words, you will be charged with the accusation of breaking your promise.

Therefore I request you to decide the date of its inauguration at your earliest in the interest of the people and in order to save your honour and also to save yourself from breaking the faith of the people.

Sir, from my nearest local railway station, Ekma there are many trains for Delhi but except for Oudh-Asam Express; no other train stops at that railway station whereas many other trains have stoppage at other railway stations. It is not like that Ekma station has less importance against these stations like Merwa, Banghata and Bhar Par. I would urge upon you that other trains should also be halted at Ekma station.

Sir, in the vicinity of my constituency, there is a holy place known as Mahindranath. There is a very old temple of Lord Shiva at this place which is usually visited by many pilgrims of Eastern Uttar Pradesh, Bihar and Nepal on the occasion of 'Shivratri' festival falling every month every year but on the occasion Shivratri falling in the month of Vaisakh and Phalgun lakhs of pilgrims from Bihar, Eastern Uttar Pradesh and Nepal visited this place. It was only in view of its religious importance the then Railway Minister, late Shri Kamla Pati Tripathi had sanctioned a halt station, Mahindranath but we have learnt that all of a sudden that halt station has been closed. I would request that in case you are unable to provide any new facilities then at least re-open that halt station again so that in convenience caused to the pilgrims are removed.

Sir, my next point relates to catering facility provided in the railways. You have yourself said that quality of catering in the railways are not good enough. But what are the reasons therefor? Though railway is running its own catering services but catering is also being provided on the contract basis which has led to large scale bungling. In fact, today mafia people have got hold over catering contract in the railways. The mafia people are given contract but the innocent people are cheated. In spite of

repeated request to the railways, no attention has been paid in this regard. It is always their effort to give contract to the people of their choice having bad track record. I have observed that inspite of the decision taken by the selection committee and screening committee, General Manager of Railway usually does not take any action thereon for months. There is a living example in this regard. Recently I made a request to a General Manager of South-East Railways and told him that 'Sir, I do not want to speak in favour of any particular person but I want you to take your decision impartially. Whatever you may take but it should be based on justice and the contract should be given to a party having good track record. But I am sorry to state that so far no action has been taken in this regard. The reason therefor is that the name recommended by the selection committee and screening committee does not 'suit' him and he wants to award the contract to some one else. No action has been taken so far on that file by General Manager of South-East railways.

I want to draw your attention towards this aspect and request you to take a justified decision thereon. Justice should be done with the deserving persons.

SHRI BRIJ BHUSHAN TIWARI (Dumariaganj) : Mr. Deputy-Speaker, Sir, my request is that railways in the main means of transportation in our country but the way our needs are increasing and our population is increasing, railway facilities are not increasing and unless we develop and increase the railway facilities, we cannot go ahead and make progress. As a result there of the share of the railway transportation will also decline with the result that the burden of crowd on the roads will increase which will further result is the increased consumption of diesel and petrol.

The requirement, therefore, today is that facilities in railways should be increased which is possible only when they get some extra budgetary support. Till now it was thought that railways are capable of mobilising and creating their resources on their own but today they are faced with acute shortage of economic resources and, hence, they cannot run themselves. Today they need extra budgetary support. The data available with us shows that with the increased requirements and also development of railways, budgetary support therefor has declined instead of increasing. This is a happy news that this time the budgetary support has gone up to 22 per cent from 17 per cent. But at the same time, planning allocation has been reduced. Therefore I would demand that the amount of planning allocation should be increased.

I want to say that in respect of Uttar Pradesh, it is the biggest state of the country who made significant contribution in the nation's freedom struggle but today unfortunately it is being met with the stepmotherly

treatment. As you are aware that it was in this August House that the announcement to set-up the Patel Commission was made with the objective to eradicate the backwardness of Uttar Pradesh, particularly Poorvanchal. But no action was taken on the commission's recommendations. The development of Uttar Pradesh, particularly its eastern part is not at all possible without providing increased railway facilities in the state. Today burden of our population is increasing and the people from different parts of the country are going to other parts in search of a job but from this point of view, very little attention has been paid towards the development of railways. In this Budget allocation of Rs. 300 crores has been made for the new projects of every small and big states. But Uttar Pradesh has got only Rs. 48 crores. It is a longstanding demand of the people to link Katara and Faizabad with railway by constructing a railway bridge there. This time the hon'ble Railway Minister has started it. The total estimated cost of this project is around Rs. 48 crores but so far only Rs. one crore out of that 48 crores has been allocated for the project. If you do the work this way, then how much time do you propose to take to complete the construction of that railway bridge. Likewise, many surveys were conducted in that area and reports of those surveys were submitted in the Ministry of Railways but the officials of the Ministry termed them as unfructious and unviable with the result that all the survey reports were shelved for ever.

In 1977-78, a survey was conducted to lay railway lines from Khalilabad to Bolanpur. But what happened to that survey report. Knows in. I would like the Railway Minister to let us know as to what has happened to that report? Tarighat-Ghazipur survey was conducted in 1993. Ghazipur survey was conducted in 1992 whereas Sitapur-Beharaich survey was conducted in 1996. But this House is not aware of the action, if any, taken thereon. Therefore what are the proposed action to be taken by the Government on the basis of these survey reports?

There is a railway line, loopline, between Gorakhpur and Gonda. The Railway Minister has made an announcement in the House that he would include this rail line project for gauge conversion in the ninth Five Year Plan. I want to know whether the ninth Five Year Plan has started? What action is being taken thereon? My demand is that an early action should be taken for the gauge conversion of this railway loopline.

13.00 hrs.

Electrification is the greatest need of today but Uttar Pradesh, particularly eastern Uttar Pradesh is lagging far behind in this matter. The most surprising thing is that even the route between Lucknow and Kanpur has not so far been electrified, therefore, it is my demand that route from

Kanpur to Lucknow should be electrified at your earliest. The route from Lucknow to Gorakhpur should also be electrified as soon as possible so that speed of trains can be increased.

Further there is a need of introducing a another Vaishali Express between Delhi and Gorakhpur for the present one is running always over crowded. Reservation is always full in the present Vaishali Express due to which we never get reservation in this train. Hence in view of this, another Vaishali Express is needed. Siddharthnagar is district headquarter and it's railway station is Naugarh. Computerised reservation facility should be provided at Naugarh railway station. At the same time reservation quota for Mumbai and Delhi should also be increased at this station because a large number of people from that areas goes to other places in search of their livelihood. There is no other means of transportation for people in that area.

With these words I conclude.

13.01 hrs.

The Lok Sabha then adjourned for lunch till fourteen of the clock.

14.10 hrs.

The Lok Sabha re-assembled after Lunch at Ten Minutes past Fourteen of the clock.

[MR DEPUTY-SPEAKER *in the Chair*]

RAILWAY BUDGET-DEMANDS FOR
GRANTS, 1997-98—*Contd.*

[*Translation*]

MR. DEPUTY-SPEAKER : Hon'ble members, it was decided that the Railway Minister would give his reply at two O'clock but still there are eight to nine members to speak and we have to conclude this demands for grants today itself.

PROF. P.J. KURIEN (Mavelikara) : You may allot five minutes each.

MR. DEPUTY-SPEAKER : Only five minutes! Hon'ble members do not conclude even in 8-10 minutes. No B.S.P. member has spoken so far and, therefore, I will not allow the parties who have already spoken.

SHRI ILIYAS AZMI (Shahabad) : Mr. Deputy-Speaker, Sir, while presenting the railway budget, Shri Paswanji, has made many announcement and have tried to given an impression as if he is giving a lot to the public. I am not

here to criticise him. Taking action on my request he has announced in the House that survey of the new railway lines between Shahjahanpur-Farookhabad via Gola-Mommadi has begun and I have received a letter in this regard, too but so far it is not known as to where this survey is being conducted because neither anybody has reached there so far for doing the survey work nor it has been told us as to what would be the starting point of this railway line. The Railway Minister and the Minister of State for Railways, are present here and they should let us know as to when this survey work, which has been concluded only on paper, is going to be implemented so that people can know that the Ministry of Railways are doing something for backward regions also.

I want to say one more thing for which I have written on many occasion. There is a passenger train, 375-Up and 376-Down, between Shahpur and Delhi which runs through my district Hardoi. Hardoi is a big district. All the trains come there from Bihar side with passengers sitting on their roofs. Hardly there is any space for sitting. I had urged upon the Railway Minister to extend that passenger train running between Shahpur and Delhi upto Balamau so that a great problem of Hardoi can be solved. The hon'ble Railway Minister took interest in the matter and said that the train is extend upto Balamau, it could be given one and a half hour rest. I gave my suggestion that it should be extended upto Balamau. There are a number of stoppage in my district, therefore, do not stop this train every where. I gave the names of the railway station and said that stop the train only at these stations which would save three to three and a half hours time. If you reduce the number of it's stoppage little more, you may get more than the required four hours time. I would request once again that 375-Up and 376-Down train should be extended upto Balamau.

There is no doubt that Shri Paswanji is working very hard. Also he has given many assurances during his Budget Speech. He also obliges the MPs. I have no reservation in this regard but one thing I would say him certainly and that is evolve such a kind of system in your department as would ensure that whatever orders are given by you, they are complied with in to to. Though Paswanji a deserving Minister but I am sorry to state that his orders are not being complied with that much promptness with which they ought to be. In other words when such a deserving Minister is there, his orders are complied with full faithfulness but this is not the case under his command.

Paswanji has given clear instructions about two trains to stop in my constituency and as per those instructions, these stoppage should have been included in the timetable. But stoppage of those trains at Shahabad still seems a distant cry.

Mr. Deputy-Speaker, Sir, it has always been my endeavour to take one minute less than the allotted time. I have never tried to take more than the allotted time. As such I would once again request the hon'ble Railway Minister to evolve a system in his office for ensuring that most of his orders are complied with urgently. Rest he is doing well.

[English]

SHRI P.C. THOMAS (Muvattupuzha) : Sir, I make a very small intervention. At this stage, we have to pass this Budget and so many new projects have come in the Budget. In fact, as far as Kerala is concerned, we are very happy that a new line has been given to Sabarimala in Kerala. Sabarimala is a place where crores of people from all over India are going as pilgrims. This will be a great help for the whole nation to go to a place of worship of this nature which is honoured at the national level. This line abuts many of the small towns in the central part of Kerala. This also passes through the agricultural areas of Kerala. Therefore, we are glad that this line has found a place in the Budget. We would hope that adequate funds will be given for this project as and when the necessary clearances are obtained. We hope that the assurances which have been given by the hon. Minister in the Parliament as well as to Members of Parliament by letters, including me and other friends here, will be honoured and adequate funds will gradually be given for this project.

Regarding some other matters which were raised, we in Kerala had a great problem that new trains were not given to us. We are glad that in that respect also some assurances have been given and categorically some decisions have been taken and letters have been given to the Members of Parliament from Kerala and all concerned about the lines which were sought. We are very glad about that. The Konkan Railway, which is coming, as has already been said, is a line which does not touch Kerala. But Kerala is sharing this project by way of giving finances. That is only because this project, even though it does not touch Kerala, will be a short route to Kerala.

SHRI RAM NAIK (Mumbai North) : Kerala, is a beneficiary State.

SHRI P.C. THOMAS : Kerala, of course, is a beneficiary on all food items also. We are beneficiaries in the sense that we have to rely on other States. So, in this great national integration process, which is being done successfully by the Government, I feel that this small State, which is on the southernmost side, must be given due care. For this matter, we have made some suggestions. One was that some projects had been given but the work was found to be slow. On examination, it was found that this was because proper infrastructure by way of offices were not

there in Kerala. For example, an office of the Chief Engineer (Construction) is a must in Kerala. The works have been given. The hon. Minister of Railways was pleased to grant some construction work by way of doubling the line from Shomur to Calicut and then to Mangalore and also from Quilon to Trivandrum.

But these projects would not go on. The construction works would not go on unless the concerned office is given to Kerala. So, it is not that easy to have that office which was supposed to be there in Kerala itself but is now in Chennai. We are all happy with Chennai. But the problem is that the progress of the work would be very slow. For each and every aspect, the people would have to rush to Chennai. That is one reason as to why the work is being delayed. Moreover, this was given to the State of Kerala some four years back but somehow that did not materialise. That is one suggestion which, I think, the hon. Minister of Railway would approve of.

Then, with regard to zones I would like to say that zones have been given to various States. All the Members of Parliament from Kerala have said that as a matter of natural justice one zone could also be given to the State of Kerala. We would not have asked for it if the zones were not at all given to any State but there are proposals for giving the zones very lavishly. So many zones have been provided to various States. So why should this small State should also not be one of the beneficiaries of having a zone? We should not be deprived of having a zone in our State.

Thank you.

SHRI NIRMAL KANTI CHATTERJEE (Dumdum) : When would the hon. Minister for Railway reply to the debate?

[Translation]

MR. DEPUTY-SPEAKER : I was thinking of fixing the time at 2 O'clock for his reply but I have got a long list of names. Two more MPs will also speak and thereafter we will take it up and you are present in the House.

SHRI. BHANU PRATAP SINGH VERMA (Jalaun) : Mr. Deputy-Speaker, Sir, a provision was made for running rail bus service on Eit-Conch rail line during the last budget. I tried my best to ensure that a rail bus service is started there but the public declined the same and leave aside the launching of rail bus service, even the shuttle service available on Eit-Conch rail line has been withdrawn for the last one month. The people of that area are ready to launch an agitation. They are demanding that the shuttle service should be re-introduced on Eit-Conch rail line.

THE MINISTER OF RAILWAYS (SHRI RAM VILAS

PASWAN) : Under which division Conch is located?

SHRI BHANU PRATAP SINGH VERMA : Sir, it falls under Jhansi Division. The rail shuttle service has been withdrawn from the 31st March. The passengers are facing difficulties and we are also having difficulties. Whenever I go to my constituency, the people ask me as to what am I doing in Lok Sabha. I made a request to the Hon'ble Minister several times : Hon'ble Minister had fixed a meeting on 28th but as he had to leave for Bihar, I could not speak to him.

SHRI RAM VILAS PASWAN : Do you want shuttle service only?

SHRI BHANU PRATAP SINGH VERMA : We also wanted a rail bus service but people of the area are reluctant to accept the same.

SHRI RAM VILAS PASWAN : The shuttle train undertook one trip and rail bus service undertook three-four trips to help passengers commute easily. Now please tell me which service out of these two do you want? Do you want the shuttle service and not the rail bus service to be resumed.

SHRI BHANU PRATAP SINGH VERMA : Yes, Sir, rail-bus service should not be started. A shuttle should be introduced and it should be run upto Anand Nagar and Satohe. If the problem of incurring of losses on this route arises, the shuttle service may be extended upto Urai. If it is extended upto Urai, the losses of lakhs of rupees can be bridged. Besides, I had also made a request to Hon'ble Minister during the last budget discussion that a survey was conducted for Conch-Oraiya-Kanpur-Etawah rail route and earth-work was also done, however, the work has not been started on this rail line as yet. Hence I demand that the Hon'ble Minister should get the work started on that line without further delay with these words, I thank the Hon'ble Minister.

[English]

SHRI K.P. SINGH DEO (Dhenkanal) : I would like to thank you and my Party for giving me this chance to participate in this debate.

In the recent past there has been some inordinate delay in the implementation of some of the important railway projects due to inadequate funding, particularly the Talcher-Sambalpur, Daitari-Banaspani, Bolangir-Khurda and Lanjigarh-Junagarh. I do hope that the Minister of Railways with the dynamism with which he has been taking steps, would ensure that at least by the turn of the century the works on these lines are completed.

Secondly, I would like to convey my grateful thanks

to the hon. Minister of Railways, Members of the Railway Board, the Ministry of Railways and the Government of India that within ten months they have got all the clearances for one of the most profitable lines in the world, that is Angul-Sukinda Road, which will connect Haridaspur-Paradeep via Budhapanka-Farjang-Kamakhyanager-Dhubri and the rate of return is expected to be 29.83 per cent. I do hope that the Railway Minister while replying to the debate will reply favourably about this Rs. 577 crore project. I hope, he would keep his commitment and would also take the trouble of going there and commissioning it immediately after the completion of this Session so that we could get the benefit in three years' time.

We had a very young freedom fighter by the name Baji Rout who died at the age of 13 due to police firing in the State People's Agitation in 1938. This being the 50th year of Independence, I would request that a new train from Angul—where there is the Baji Rout *Chatravas*—to Howrah be introduced sometime in 1997-98. If it can be introduced it will be a fitting memorial to the young freedom fighter who was immortalised by a book titled 'The Boatman's Boy' written by a Gnanpith Awardee Sachi Rout Ray.

When the hon. Railway Minister last time presented the Budget, he was very generous to present a toy train to the Andaman and to Lakshadweep. The second zoo in Orissa, which is recognised and funded by the Zoo Authority of India, is the Kapilash Zoo. Like in Ujjain, on Maha Shivratri day lakhs of people congregate there. This zoo apart from breeding other animals in captivity has crocodile breeding. I would like to request for a toy train to Kapilash Zoo also.

While travelling by train a lot of discrimination is being shown against the artistes. In fact, in the Consultative Committee I had drawn the attention of the authorities that the Railway Board's definition of artiste is not followed down to the lower levels. Therefore, the visual artistes, performing artistes, musicians, photographers or painters are being discriminated against. I do hope that the Railway Minister will keep his promise made in the Consultative Committee. An artiste should be defined according to the definition given by the Ministry of Culture and not according to the definition suggested by some petty officials sitting at the station counter or train counter and discriminating an artiste according to his own interpretation.

Lastly, Sir, we have been pleading for a Special Sub-Plan like the Planning Commission has for the hilly and backward States. As of now, the Railway do not have the conception of what the backwardness is, although they have used the word 'backward'. So I would request the hon. Minister to make the Planning Commission and the

Railway Ministry sit together and have a Special Sub-Plan for backward areas—which are infrastructurally backward, tribal areas, hill areas and remote areas so that a systematic approach could be applied.

I said that this was my last point, but I have left out one more point, that is about the Railway safety. A controversy about the jurisdiction of GRP and RPF has been going on for quite some time. Same is the case with regard to the Railways' assets which run into crores of rupees. When the Indian Railways came into being, they obtained from the private railway company assets worth crores of rupees of which the Railways do not have an inventory.

So, for the last eight years, the Government has been dilly-dallying on the utilisation of the assets as well as the jurisdiction of the Railway Protection Force, GRP and the Railway Engineers' Team. Therefore, the passengers travelling by the Railways do not have any safety. It brings a bad name to the Railways. I do hope that the Government will take a quick decision in this regard.

Thank you very much for giving me the time.

[Translation]

PROF. AJIT KUMAR MEHTA (Samastipur) : Mr. Deputy-Speaker, Sir, the Minister of Railways has presented a very balanced rail budget in the House which incorporates and takes care of everybody's expectations. While supporting it, I would like to make a few more points. A 'cleanliness drive' week was celebrated by the Railways last week. But if the arrangement for public conveniences is not made in accordance with the ever increasing number of passengers using the facilities provided at Railway Station, then despite all the awareness about cleanliness, people will jail to maintain cleanliness even if they want to. Hence attention should be paid towards this aspect. It is essential to increase the number of toilets at Railway Stations in view of the increasing number of passengers.

Then there is one more point that Sulabh Shauchalyas (toilets) facility had been provided for people at many a stations where the passengers desirous of using the facility have to pay one rupee or some other fixed price but the passengers not having even that much money will have to answer the call of nature but in that case where would they go ? They would relieve themselves on the Railway platform or Railway track. Even while being aware of the need for cleanliness, passengers are forced to adopt uncleanly practices so much expenditure was incurred on cleanliness drive and if a fraction of that would have been used for Sulabh Shauchalya (toilet) facility, there would be no need for imposing any charges for using that facility.

I would also like to draw your attention towards some problems being faced in my constituency. Under the Samastipur and Sonpur Division of North-Eastern Railways, Dalsingrai Station is the next major station following Samastipur Station. It should have been a big station but it has not been modernised and beautified as yet. There is one more problem that approach to this Railway Station is very narrow because of which passengers feel inconvenience in reaching there. I request that the station should be shifted from its presented location and it should be re-located near the godown which will be more convenient for the passengers. I hope that work regarding modernisation and beautification and re-location of the station closer to the godown would be taken up.

I would like to draw the attention of Hon'ble Minister towards one more aspect. The Railway land is lying unused near the Dalsing Sarai Railway Station. It is not likely to be used for any purpose in near future also. Hence I request that in view of the needs of residents of Dalsing Sarai, the land should be given to small shopkeepers on lease and it could be got vacated whenever the Ministry of Railways requires it.

MR. DEPUTY-SPEAKER : You are following the speed of a goods train.

PROF. AJIT KUMAR MEHTA : Mr. Deputy-Speaker, Sir, I shall conclude within two minutes. The demand for changing the nomenclature of two station of my constituency viz. Vidyapati Nagar and Narhan is being made since long. Vidyapati Nagar is such a place where the great poet of Mithila, Vidyapati attained Nirvana, hence this station should be known as Vidyapati Dhaam. Narhan Station is located at village Singia and it should be re-named as Singiaghat.

Mr. Deputy-Speaker, Sir, the Kamala-ganga Inter-city Express train running from Darbhanga to Patna should have a stoppage at Ujiarpur and Najirganj because no other train is as convenient as this one for travelling upto Patna. Besides Vaishali Express used to halt at Dalsing Sarai earlier however this stoppage has been withdrawn now. I request that the train should have a stoppage at this station as before.

Mr. Deputy-Speaker, Sir, seasoned mangoes used to be sent from Pusa Road Station but now inconvenience is being felt due to lack of wagons. I request that more wagons should be provided. Hon'ble Minister of Railways had made an announcement while laying the foundation stone of Samastipur Diesel Shed that a coach factory will be set up in Hajipur, we had given an assurance that this much land would be provided in Samastipur. Hence I request that coach factory should be set up in Samastipur.

SHRI SYED MASUDAL HOSSAIN (Murshidabad) : Mr. Deputy-Speaker, Sir, whenever discussion takes place on the Rail budget in this House, several Members thank the Minister of Railways and he gets tired listening to all the Members. But I am in such a position that I am not permitted by my party to go to the well of the House and I also feel unable to express my gratitude whole-heartedly.

Mr. Deputy-Speaker, Sir I would like to draw the attention of the Minister of Railways towards the Common Minimum Programme drawn up by the Government wherein a mention has been made about the backward areas. You have started work in North-East areas and several projects are under-way in Bihar. I am not against any of them, you are trying to get a lot of work done in Hajipur for which I thank you but there is a backward area in West Bengal known as Murshidabad where there is no industry and where the Railway Service is not better either...

SHRI RAM VILAS PASWAN : We are taking it up.

SHRI SYED MASUDAL HOSSAIN : Please rise and announce it.

SHRI RAM VILAS PASWAN : I have already said it.

SHRI SYED MASUDAL HOSSAIN : Mr. Deputy-Speaker, Sir, is that case I'll sit down. As Hon. Minister of Railways has given an assurance, I conclude my speech and am resuming my seat. Thank you.

PROJ. P.J. KURIEN : Mr. Deputy-Speaker, Sir, please allow me to speak for two minutes.

MR. DEPUTY-SPEAKER : No, I'll have to allow the Members of all the parties in that case.

PROF. P.J. KURIEN : I'll take only five minutes.

MR. DEPUTY-SPEAKER : No, this is not possible. In that case, I'll have to allow the Member of each and every party.

PROF. P.J. KURIEN : You could adjust it against the time allowed to the representative of my party, Shri S.M. Deo...(Interruptions)

SHRI SUNDER LAL PATWA (Chhindwara) : If Paswanji and Mr. Deputy-Speaker allows me to speak, I'll take only two minutes...(Interruptions)

PROF. P.J. KURIEN : Kindly, allow me to speak. I'll make my speech in Hindi...(Interruptions) I'll put my point in national language. Please allot same time for me. this would be my maiden speech in the national language.

MR. DEPUTY-SPEAKER : Please listen to the Hon. Minister first.

SHRI RAM VILAS PASWAN : Mr. Deputy-Speaker, I have a request for you. Last time when rail budget was presented here, I spoke on policy matters for one and half hour to approximately two hours. At that time I had told the Hon. Members of Parliament that so far as the projects are concerned, the next time the House meets and the Standing Committee has discussed the matter, I shall give detailed information about the projects, I have written a letter to Hon. Members of Parliament and I wish to give detailed information regarding projects of each state. Hence my submission is that it is quarter to three new and from 3.30 onwards, the Private Member's Bills would be taken up. It was decided yesterday that the Minister would give a reply from 2 p.m. onwards. I have no objections whatsoever but I would like to say that if the time allotted for me is restricted, I won't be able to do justice to the matter in hand and besides I won't be able to do justice to the points raised by Hon. Members of Parliament. You may give as much time to Hon. Members of Parliament as you wish and allow them to express their views upto 3.30 p.m. If you so allow, I shall give my reply on Monday. I want to give detailed information regarding projects of each state. Last time also I faced this difficulty and I could not clear my positions some Members felt that their names were left out and a pandemonium was created also. Now whatever you may decide, I'll abide by your decision.

MR. DEPUTY-SPEAKER : The Hon. Minister could start giving his reply now otherwise you should be prepared to sit after 6 O'clock. We have to wind this up today itself.

SEVERAL HON. MEMBERS : You may allow him to give his reply now.

MR. DEPUTY-SPEAKER : All right.

SHRI RAM VILAS PASWAN : Mr. Deputy-Speaker, Sir, as I have said just now, last year I had dwelt at length on the policy matter, therefore, I would not like to waste the time of the House by repeating those things again. Our colleague Shri Ram Naik has raised the matter of Standing Committee in respect of which I would say that it is a highly esteemed committee set-up by the Hon. speaker which conducts study of every Ministry. The first point made *inter alia* by the Standing Committee in their reports pertains to the lack of system and inadequate organizational set-up due to which survey work is not being completed in time—whereas the fact is that conducting surveys are prequisite before implementation of any railway project. It is the foremost requirement of the railways before implementation of any of their projects. This is true that so many demands are coming to us but it is the duty of every hon'ble member to see as to how much justified their demands are and whether they are usefull or not. Whenever the Railway Budget is presented, they demand

that this much and that much should be added to this provision or that provision. But before making any such demand they should scrutinise them very well which is their moral responsibility.

It is also true that we do not have adequate infrastructure to meet the demands of various surveys and it requires to be strengthened. We are feeling this lack of strength and I am sure enough that to some extent, I have increased it which has given us some impetus. I assure you further that we will strengthen it so that survey work is completed within a fixed time-bound. If it is scheduled to be completed within three or six months, it must be completed within that time and not more than that. They have raised the G.R.P. issue also and said that talks in this regard should be held at the level of Prime Minister also. I would like to let him know that we have held talks with D.G.Ps. and the chief of the R.P.F. Our meeting concluded just three days ago. We called the D.G.Ps. of every such areas where these incidents have taken place and held a meeting with them which was attended by the Home Minister as well. I am sure it will give us good results. We have decided to install close circuit T.V. sets at every important railway stations. There are 60 per cent professional criminals but there are also criminals who remain on the fence and strike only when they got the right opportunity to do so. I am sure enough that it will have its effect on the people. If we make monitoring arrangements at these stations, we can observe the movement of people as to who are standing in line and who have come to buy tickets again and who are the people professing the job of pickpocketing at these railway stations. We are very serious about putting-up close circuit T.V. sets at railway stations and we are trying our level best to get this facility available at, at least, is to 20 important railway stations by the 30th of this month itself. It will certainly bring down the number of incidents currently taking place. We will extend this facility to some other stations also. Further, there are trains, except Rajdhani Exp., having boggies not interconnected. In Rajdhani Express, you can move into other boggies since these are interconnected but it is not the case in other trains. And for these trains, earlier we were thinking to provide wireless sets but that will involve a heavy expenditure which is beyond the capacity of railways. Therefore, we have proposed to introduce 'walkie-talkie' system in these trains. Under this system, the driver, the guard and the G.R.P. official each will have one set of 'walkie-talkie' and the Police Force inside the train will also have one set of 'walkie-talkie' so that they can communicate with each and in case any untoward incidents, they can communicate with each other about the same and take prompt action.

These were certain decisions we took in the last days.

Further the Standing Committee have also questioned as to what are the criterion laid down for giving the definition of a backward region. It is correct that last time I have said that Railways are not merely a profit making organization rather, it is also an organization working for welfare of the people, particularly of backward class. From that point of view, we should by railway tracks in backward areas also but to identify the backward areas and define them clearly, we are doing some paper work. We will also lay down clearly as to what should be our criterion for declaring a region as backward. So far we have been taking our decisions on the basis of identification of the backward regions or backward states by the Planning Commission and Finance Commission. But we too want that certain norms be laid down to define the backward areas clearly. I also demand from the Government of India to provide same facilities to the Railway Board. Which are available for the backward areas.

Whenever we think of introducing a new train in any backward area, we presume that we will incur losses there from because certain concessions have to be given as are being provided to the Railways in the North-East areas. Now how can we make good that loss? I have been in this regard that we have to drafted a paper to be submitted to Government of India and we are hopeful that they would give their sympathetic and kind consideration to that paper.

SHRI SYED MASUDAL HOSSAIN : Whether you will consider no industry districts as backward area?

SHRI RAM VILAS PASWAN : Mr. Dy. Speaker Sir, the Standing Committee have said that we have included certain projects in our budget without the approval of Planning Commission or Expanded Board on CCEA. For your kind information I would like to tell you for your information that earlier in 1992 the Railway Board itself use to decide as to which are the areas where Railway lines are to be laid. But after 92-93 a system was introduced under which clearance of Planning Commission or CCEA became necessary. Because of this now we are faced with two difficulties. One is that we have included certain projects because they were raised more than two years ago in this August House and this House is Supreme. The issue of Lalitpur-Singrouli line has been raised, and the issue of Dausa-Ganga Nagar line has been raised by Shri Rajesh Pilot who is not present here because it was included in the Railway Budget two years ago. Likewise Girija Vyas has also raised the issue of Ajmer-Chittaur-Udaipur Line and it was also included in the Budget two years ago. My point that several such projects were included in the Railway Budget but they could not be cleared by the CCEA.

Since the time I have become the Railway Minister, inspite of all hurdles, I have managed to get a few projects cleared. The rule is that even if a project is passed by the Parliament, it's work cannot be undertaken in the hards unless it has got the approval of CCEA or Cabinet. After a project is passed in the parliament, the pressure starts mounting on Cabinet and Railway Board to clear then soon so that the same can be implemented at the earliest. This many of the projects included in the Budget have so far not been cleared by the CCEA or Railway Board. There are two ruler in this respect. One relates to the Planning Commission who gives their report in respect of every project. Likewise, there is Expanded Board which in not under the railways but is government by the secretary (Expenditure) and some other officials of other department. When a project is cleared by this Board, it comes before the cabinet.

As I have already said that if you make some hard and fast rules, I have no objection thereto but unless the people sitting in the Expanded Board and Planning Commission do not cooperate with us, we cannot make the railways as a public-welfare organization. We can promote the railways in the backward areas. As of now we do not get the required support from the Board and the Commission with the result that whatever proposals, pertaining to the backward areas, we do send to the Planning Commission, 90 per cent of them are returned with negative report. Our colleague Shri Taslimuddin Saheb has raised the issue of Arariya-Galgaliya line, over which he often quarrels...*(Interruptions)*

SHRI ILIYAS AZMI (Shahabad) : Whether the officials are supreme to even Parliament ?

SHRI RAM VILAS PASWAN : That is correct and I support it. This has been said by the standing committee also that before passing a project in the parliament, obtaining the clearance of Expanded Board and CCEA is necessary. And if we follow this process I do not think that we will be able to submit any project any year before Parliament. I have to say this much only. Ramesh Chennitalla is sitting over here...*(Interruptions)*

SHRI RAJENDRA AGNIHOTRI (Jhansi) : Since there are so many hurdles in your way, what way out or measures have you evolved to remove them ?

MR. DEPUTY-SPEAKER : Please sit down, let him continue.

SHRI RAM VILAS PASWAN : Probably you were not in the House yesterday that is why you are talking like that. Yesterday Shri Ram Naikji has said at the very beginning of his speech that the budgetary matter of every Ministry is sent to the standing committee and I want to

know from the Railway Minister as to what is the report of the standing committee in respect of the budget of the Ministry of Railways? The members of the Standing Committee are none else than the member of this House. They are the M.Ps. Therefore the report of the standing committee is wholeheartedly acceptable to us. Shri Basudeb Acharia is the chairman of the standing committee on Railways and his report is acceptable to me wholeheartedly. But if I go by the report of the standing committee, it will never be possible to implement your Damodar-Bankura railway line project. I am making it very clear. I am talking about everyone. Uma Bharatiji and Ganga Charan Rajput are sitting here. If not follow the report, Lalitpur-Singrouli line, which is in tribe area, will never be completed. Patwa Saheb is sitting here. No railway lines will ever be possible in his tribal areas. That is why I urge upon you people that the Parliament is the supreme and the member of this House are the strong men of their respective constituencies, therefore, give the power to Parliament and exonerate the CCEA, Planning Commission and Expanded Board. The parliament is supreme therefore when it passes a budget, it is passed with much accountability. I agree that under the rule, you can start the work unless and until the project has been cleared by the CCEA.

Just now Shri K.P. Singh Deo was saying that motion regarding Kumarghat-Agartala project was passed by the Parliament, long ago but it could not be inaugurated till it was recently cleared by the CCEA. Therefore, in principle, report of the standing committee is very good.

SHRI RAM NAIK : What I wanted to submit was that before passing a project, prior preparation is very necessary because the work provide would not be started even after five to six years. Only announcements are made here and those are never implemented, which comes frustration among the people. If implementation of a project requires any permission, it should be obtained in advance only then announcement should be made everytime. The project is included in the Budget announcement is also made everytime but no money is spent thereon. Therefore financial discipline in very necessary to regulate these things.

14.57 hrs.

[SHRIMATI GEETA MUKHERJEE *in the Chair*]

SHRI RAM VILAS PASWAN : I have also said that it would be better in case we are given prior-clearance but standing committee have made reservation in this respect in its report and has said that projects have been included in the Budget with getting clearance from Planning

Commission, Expanded Board and C.C.E.A. In this context I would like to tell the hon'ble members the projects should included in the Budget only after getting the required approval. Further, let me know as to how many projects, out of the projects placed before you, are not viable you are chairman of this committee and therefore they should be excluded from the Budget. But I do not think that there would be any such projects, for every project belongs to the constituency of a certain member and I think for him that project assumes much significance. For example, if we are going to introduce a train between Ahmedabad and Delhi, it could be very important for all of us but for a citizen living in a remote rural area, somewhat in the terrai of Nepal, introduction of this train has got no meaning. It would be only a local train which can serve his purpose very well and not a train running between Ahmedabad and Delhi. Likewise for a person, living in Kumarghat and Agartalla, a train running only between these two places is important and not a train running between Mumbai and Delhi. They have get nothing to do with Delhi or Mumbai. The important thing for him is that how to reach Agartalla from Kumarghat. For this, if prior approval of the Planning Commission of CCEA is made necessary then also I have no objection thereto but this way I do not know as to how many projects we will be able to introduce in the Parliament. In such a position, you would start saying that announcements are made by the Minister but they are not executed by the officers. Like Shri Ilyas Azmi was saying that the Railway Minister makes announcements but the same are not implemented by bureaucracy. In such a situation how many projects will be taken up, this I leave for your consideration but neither I do want to make any objections on the recommendations made by the Standing Committee nor I want to add any new thing in that respect...*(Interruptions)*

[English]

15.00 hrs.

PROF. P.J. KURIEN (Mavelikara) : Mr. Minister, does it mean that those lines which have been approved by the Parliament would not be taken up if they are not approved by the Planning Commission and the CCEA?

SHRI RAM VILAS PASWAN : They will not be taken up. But the CCEA has got the right to pass over the report of the Planning Commission and the expanded Board. Once you go according to the Planning Commission, the expanded Board and the CCEA also, then I do not think that even one per cent of projects would be cleared.

PROF. P.J. KURIEN : You are right, and we all agree on it. Suppose, the Planning Commission has not recommended those lines which have been approved by

the Parliament, I hope, you will take it up with the CCEA and get it approved.

SHRI RAM VILAS PASWAN : Yes. In most of the cases, it is done like that.

PROF. P.J. KURIEN : Then, it is okay, we all support you.

[Translation]

SHRI RAM VILAS PASWAN : Madam Chairman, Sir, I said that...*(Interruptions)* Since Shri Ram Naik has hurted such a bomb on me that it took hours in replying to his question. Just he has said about Mumbai and Maharashtra that attitude of the Railway Minister and Ministry of Railways is...*(Interruptions)*

SHRI RAMESH CHENNITHALA (Kottayam) : Before going to specific issue, let us take up general issue. For example, the recruitment conducted in the railways...*(Interruptions)*

[English]

SHRI RAM VILAS PASWAN : On the previous occasion, I had spent one-and-a-half hour only on policy issues. At that time, I also said that, next time, I would talk about other things. I know that you are more interested in the Kottayam-Sabarimala railway line than in general issues. Am I right ? If I speak for one hour on general issues and if I do not speak about Kottayam-Sabarimala railway line, I do not think that you will be satisfied. Why do you not come straight to the point ?

[Translation]

Madam, Chairperson, just now Shri Ram Naik and Topdar Ji Has accused the railway for negligence of Rs. 3500 crores received from the World Bank for the development of Mumbai. They said that due to the negligence of the railways, funds did not reach them. I think this is not correct. Shri Ram Naik Ji has held talks with the chairman of the Railway Board also and he has been apprised of the situation. Everything has been explained to him. We have also got the entire documents. If you the Members of Parliament from Maharashtra like Topdar Ji, Rawale Ji and yourself may come to me. I would like to hold detailed discussion. So far as the money from World Bank is concerned I would say that when the state government approached the World Bank seeking financial assistance for their second project, MUTP—Phase-II after 1984—the year when Phase-I project, which pertained only to the road transport, had started—they were told by the World Bank that they would not give loan only for development of roads. They said that there must be an integrated approach road for railways. Only then they would provide money. The state government then and there

accepted this condition and held urgent talks with the then Railway Minister. Three decisions were taken therein. The first decision was that half of the expenditure likely to incur on the MUTP will be borne by the state and rest half by the centre. Though so far railways have not given more than one-third. We have given one third for MUTP in Maharashtra and the rest two-third by the state government. Out of 1 crore and 10 lakh passengers travelling in trains in the entire India, 55 lakh passengers do travel in sub-urban Mumbai alone. Not only from this point of view, Mumbai assumes greater importance from other point of views also. It has its our pride and glory which is why I said that let us share the expenditure fifty-fifty.

Further it was decided that we can commercially exploit the fifty percent share of the railways which means that we can spent this amount one-third on suburban project, one-third on railway's development in Maharashtra and one-third thereof any project any where in India. It was also decided that whatever be the loss, will be met by the state government by chargeably levy. The state government also said if railways think it proper then they can get loan from World Bank. This request was made to the World Bank by the state government in 1994.

There are ten projects in MUTP, Phase-II. I will not waste the time of this House by reading out names. But there are ten projects. In 1993-94, Rs. 1,526 crores were estimated to be spent on the projects. In 1995, the World Bank gave 30 Lakhs Dollars and asked the Railways to provide them facilities for International consultancy to conduct their studies and in March 1996, consultancy was given by Railway Board on the basis of World Bank approval. Four areas were included in that consultancy first, related to improvisation of core design second, to change the DC into AC. Third, pertain to the Computer Stimulation Study and the fourth, was the study of institutional changes which includes formation of Zones, Corporation etc. The report of the study of institutional changes was not prepared solely by us rather it was based on the approval of World Bank and it came to us only in April 1997. There were three main recommendations—

- (1) formation of Mumbai Rail Development Corporation;
- (2) MUTP will implement the phase II projects;
- (3) Operation, Maintenance, Construction or financial implications will also be looked into by the corporation itself.

Except for the conditions of operation and maintenance but by the World Bank, the Railway Board agreed into with all other requirements.

The draft report which was prepared in March was sent by us on the 25th March, 1997. On the 17th April, 1997 talks were held between the Principal Secretary of the state government and the representative of the Railway Board. The representative of Maharashtra Government also agreed to these proposals. We have got the letter of Maharashtra Government wherein it is written that

[English]

"Even the Railway Board, in its meeting on 12th March had initiated positive steps for resolving the long pending issues."

[Translation]

After that a line of action was formulated by both of them. The railways explained their position in writing to the World Bank on 25th March whereas the government of Maharashtra sent the same to the World Bank probably on the 10th April. The Railways did not get any reply so far from the World Bank. But at the same time, the World Bank has said that it does not mean that they have closed their doors for India.

SHRI RAM NAIK : You need do not give any more explanations. In their letter, Dt. 28 March, they have written that

[English]

"The Bank is left with no option but to drop the project in its present form from the current pending programmes."

[Translation]

In view of this I would like you to let us know as to what measures you are going to take to get the loan sanctioned. I want this much only from you.

SHRI RAM VILAS PASWAN : I am also one of these who want to get the loan sanctioned. But if the World Bank wants to play with our interests by exerting pressure on us and imposing this or that conditions in order to get their conditions accepted by us then the Indian Railways are not going to surrender before them we know that they would give loan to us but if they want us to run the railways according to their whims, then it is not going to happen at any cost. Shri Upendra Ji also sitting here. Further I would like to tell you that even without the help of the World Bank and the state government, we have started 4 projects out of the ten. We are waiting neither for their help nor for their advise. Kurla-Thane, fifth and sixth line, was planned in their consultation but we have started it. The fifth and sixth line, between Santacruz and Boriwali, the conversion of DC into AC, this all were conditioned and all were to be started with their assistance. But we have

started them without waiting for their assistance. We are also increasing the number of bogies from 9 to 12 and decreasing the signal distance. But still I am taking the whole report into account. I do not claim that my knowledge in respect of railways in Maharashtra is equivalent to that of Sarpotdar Ji or Rawale Ji. I am not that much familiar with the condition in Maharashtra as these people are—but I assure you that we will take only those decisions which are in the interest of the nation, Maharashtra and the Railways as well. We should sit together and reach a unanimous decision. Whatever will be the best course, certainly I will follow that but, right now, the ball is not in my court. The ball is in the court of World Bank. They have to give their decision on it. I will not blame the State Government for they too have got positive line.

Now I want to dwell on our projects. To every hon'ble Member, I have...(Interruptions)

SHRI MOHAN RAWALE (Mumbai South-Central) : We have asked for an independent Board.

SHRI RAM VILAS PASWAN : That I have accepted and I am ready for that. Not only this, I have also met your demand for setting-up of a corporation. We have also decided as to what would be the area of this corporation.

Now I have to tell you about the projects which were to inform you either through statewide or through letters. It was my best endeavour to let the hon'ble Members know about their respective projects but in case if any project, told by me in my Budget speech, has left out, the members should not feel worried about that. Like Ram Bahadur Ji has said about Maharajgang-Gharonda project. I have mentioned about it in my speech and it has also been appended therein and everywhere but in case due to any reason if it has not been informed in writing, he should not feel worried. He should not take it otherwise.

The first line in Andhra Pradesh...(Interruptions)

THE MINISTER OF DEFENCE (SHRI MULAYAM SINGH YADAV) : Begin it from U.P.

SHRI RAM VILAS PASWAN : Not like this, let us start it in alphabetical orders. When you sit in the cabinet...(Interruptions) If you have to go somewhere, I will start it from U.P. itself.

SHRI MULAYAM SINGH YADAV : I have to leave, so, please start it from U.P.

SHRI RAM VILAS PASWAN : Since has to go, I will start it from U.P....(Interruptions) I will finish it within ten minutes.

The very first project in Andhra Pradesh belongs to

Pedapalli-Kareemnagar and Kareemnagar-Nizamabad spanning into a distance of 177 km. This project dates back to 1993-94. We are undertaking the work of this project into two phases. In Phase-I we are constructing the railway lines from Pedapalli to Kareemnagar and Phase-II we are taking up the project from Kareemnagar to Nizamabad. A provision of Rs. five crores has been earmarked in this year's Budget for this project but in view of the ideas expressed by the hon'ble Members we are raising this amount to Rs. 10 crore. The ongoing Peddapalli-Kareemnagar project is 47 km. long in distance. The work on this project is expected to be completed by 1999. The terminating point for Kareemnagar-Nizamabad is being assessed. The survey work for Nizamabad-Adilabad project is underway.

SHRI YELLAIAH NANDI (Siddipet) : I want to remind you that issue of Sangareddy to Peddapalli is pending for the last 15 years.

[English]

MR. CHAIRMAN : Please listen to me. The hon. Minister has to finish his reply by 3.30 p.m. If you go on asking clarification, how will he finish it ?

(Interruptions)

[Translation]

SHRI RAM VILAS PASWAN : We are conducting survey in respect of underconsideration proposals. Extended survey has been submitted and these projects belong to 1993-94. I am speaking about 1994-95 projects.

Further, Nandyal-Yerungutala is a new line. This project belongs to the year 1996-97. This is a 126 km. long railway line. It was approved by the CCEA in 1996. The termination point is being finalised for this project. A provision of Rs. five crore has been made for this project in this year's Budget. So far the completion time of this project has not been finally targetted. Dharmavaram-Penugonda-Puttapatti is a new railway line. It has been included in 1997-98 Budget. After presentation of this Budget and getting necessary clearance, we will start work on this project.

Like-wise the work of gauge conversion is there. There is a Mudikhed-Adilabad project which dates back to 1984-85. This is to be done under BOLT scheme. This railway line links Manmad with Adilabad via Mudikhed. The conversion work between Manmad and Mudikhed has been completed. The work between Mudikhed and Adilabad is expected to be completed by 1998. Its total length is 162 km. and the total estimated cost likely to incur on it is Rs. 111 crores. Out of these Rs. 104 crore is to be given by

the BOLT and the rest 7 crore is to be given by the Railways. Guntur-Guntakul and Guntakul-Kullur is a big project which is 458 km. long in distance. It goes to Kullur via Guntur-Nandyal. Guntur-Nandyal project 274 km. long which has been completed and the trains are running on this line. Nandyal to Guntakul is a big project which is 136 km. long and has been completed by March, 1997. Now we are going to start work on the project between Guntakul and Kullur for which adequate provision has been made in the Budget. This project is likely to be completed by December, 1998. We have allocated Rs. 35 crores for this project in 1997-98 Budget. The Tirupati project from Kalpadi to Pakala was started in 1993-94. This project is 104 km. long. So far we have spent Rs. five crore on this project. This line we have given Rs. 15 crore for this project. This is to be completed by 1998-99. Further there is another line from Sikandrabad to Dronachalam and Sikandrabad to Bolaram. This line goes to Bolaram via Mahboobnagar-Sikandrabad. The line between Mahboobnagar and Dronachalam is expected to be completed by December, 1997. This year we have earmarked Rs. 53 crores for this project. This line has been completed between Mahboobnagar and Sikandrabad-Bolaram. The trains are now running on this line. There is Sikandarabad-Mudikhed-Janakpet project which is 249 km. long. We have included in 1997-98 Budget. We will start work on this project often getting the necessary clearance. The total cost likely to incur on it is Rs. 283 crores.

Nanpada-Gunpur project is 90 km. long. This project has been included in 1997-98 Budget. Work will commence on this project after we have got the necessary clearance. We are undertaking this work in two phases between Solapur and Gadag. First phase will cover the work between Bijapur and Hotagi which is to be completed by December 1997. In phase-II we will undertake the work between Bijapur and Gadag which is likely to be completed by the year 1998-99. We are inviting tenders in this regard.

For this project we have provided Rs. 31 crores in 1997-98 Budget. We will start work on Satyanarayanpur project which will benefit not only Satyanarayanpur but also Vijayawada.

15.20 hrs.

[MR SPEAKER in the Chair]

Vijayawada-Krishna is the third railway line conversion project. This project had been approved in 1996-97 and would be completed by 31st Dcember, 1999. Fund is no problem for this project. This is five km. long project. Total estimated cost of this project comes around Rs. 23.5 crore and a provision of Rs. one crore has been made for it during 1997-98. It is likely to be completed very soon.

Vikarabad-Tandur project has been approved in 1997-98. This is a 41 km. long project which is likely to be completed by 31st December, 1998. The total cost likely to be incurred on it is Rs. 71.8 crores and Rs. two crore for 1997-98. So far we have spent Rs. 62 crore. Gudur-Renigunta project has been approved in 1997-98.

This rail line is 83 km. long and an expenditure of Rs. 138 crore is likely to be incurred on this project. The work is likely to be taken up on this project once we have get the necessary clearance. Vijayawada-Visakhapattanam-Sambhalpur-Kakinara project was approved in 1982-83. This is a 386 km. long project. This project has already completed in March, 1997.

[English]

Already completed...(Interruption)

[Translation]

SHRI P. UPENDRA (Vijayawada) : Tell us something about Andhra Pradesh.

SHRI RAM VILAS PASWAN : I as coming to that. You people had withdrawn your support for nearly a month as a result of which all the works held-up. You people say that I do not come...(Interruptions) I had made a promise with regard the Nanjanpur-Vijayawada project in this House itself. I have also accepted your demand of doubling of Nalapandu-B.B. Nagar Thand rail line and have asked to conduct the survey of this railway line. We will also take-up the work relating to remoulding of Vijayawada railway yard. At the same time we will remove railway lines in Satyanarayanpuram area of Vijayawada. The hon. Members from Andhra Pradesh must be knowing that in my Budget Speech I had made certain announcement in respect of introduction of some new trains which were—Sikandarabad-Nizammudin Rajdhani Express, Vishakhapattanam-Nizammudin Swarn Jayanti Express via Vijayawada (twice in a week) and Madras Intercity Express, which I had announced at last. In view of the demands of hon. Members and also keeping in view the available resources with Railways, I have proposed to introduce the following additional railway services—

Extension of Guntoor-Nandiyal-Amarawati Exp. upto Vasco, Extension of Guntoor-Nandiyal Passenger train upto Hubli and Extension of Tirupati-Kondupuram Passenger Train upto Ghazipatari...(Interruptions) I am telling what has been done. You will simply to say that I am making only announcements and work will never start thereon...(Interruptions) Now I will dwell on projects in Assam.

[English]

SHRI RAM NAIK : He has been addressing them and not you.

MR. SPEAKER : Since he is about to speak Assam, I am here in the chair.

[Translation]

SHRI RAM VILAS PASWAN : The work on Jogighopa-Guwahati project was undertaken during 1983-84 and the estimate cost of this project is around Rs. 635 crore. Its length is 142 km. long. A sum of Rs. 390 crores has already been spent upto 31-3-97 on this project. We have made a provision of Rs. 45 crores in 1997-98 Budget. The targetted and expected completion time of this project of laying rail line between Jogighopa and Gwalpada, is December 1997. We will be completing the work between Bolpara and Guwahati by December, 1998. As a bridge is being constructed over the river Brahmaputra, the project is running slightly behind the schedule Dudhnoi-Deepa project was approved in 1992-93. Its total length is 15.5 km. and the estimated cost thereof is Rs. 22 crores. We have already spent Rs. three crores upto 31-3-97 on this project. There is no scarcity of Fund for this project.

The greatest problem with us is that we are facing difficulties in acquiring the required land. Sir, I would request you also to give us land as soon as possible and soon after acquiring the land we will start our work on these projects. We will complete these projects within a couple of years. Acquisition of land is our greatest problem in North-East. Fund is no scarcity for Assm.

Kumarghat-Agartalla project was approved in 1996-97. After that the CCEA also gave their clearance. Its total length is 119 km. and its cost is around Rs. 575 crores. So far we have spent Rs. one crore. We have provided Rs. 10 crores for this project in this year's Budget. Harmooti-Itanagar rail line project was included in 1996-97 Budget. Its total length is 33 km. and the estimated cost is Rs. 156 crores. So far we have spent only Rs. one lakh thereon. It has been given the necessary clearance. In 1997-98, Budget we have made a provision of Rs. 10 crores. We are conducting the final location survey. I want that the hon. Members and representing that area should make their all out efforts to see that this amount of Rs. 10 crores is fully utilized.

On the same line, we have included Deefoo-Karong project in 1997-98 Budget. It will cover a distance of 123 km. with cost of Rs. 800 crores and the provision made so far for it is of Rs. one lakh. It has not got the clearance of CCEA. For your kind information, I would like to tell you that we are conducting the survey from Karong to Imphal also. Principally, we have decided to lay rail track from Karong to Imphal also.

Following are the informations regarding gauge conversion. The gauge conversion of Lamding-Dibrugarh

railway line was and approved way back in 1993-94. Its total length is 628 km. and the total cost is Rs. 552 crores. I am pleased to inform you that its targetted completion time was 31-3-97 and we have completed in by 31-3-97 itself. Likewise we have also completed in time the work on Tinsukiya-Lekhapani branch line. Work is underway on Simalgudi to Mornahat line. We will complete it by December, 1997. Survey order has been given for Moranahat-Dibrugarh rail line. Further work is continue on Farkating-Jorhat Mariyani loop line which is targetted to be completed by December, 1997. For loop line, which is main project, we have earmarked Rs. 165 crores and Rs. 155 crores respectively, which, in my view, is a sufficient amount. Likewise we have approved Lamding-Silchar rail line project is 1997-98. Its length is 198 km. and estimated cost is Rs. 648 crores. So far we have spent Rs. 6 crores on it. In 1997-98 Budget, we have made a provision of Rs. 34 crores for this project. 276 km. long New Jalpaiguri-Bongaigaon project awaits the C.C.E.A. clearance. It has also been included in 1997-98 Budget. But we have earmarked Rs. 20 crores for it in this years Budget. Bogiwill Bridge project has been approved in 1997-98. We have inaugurated this 46 km. long project. The then Prime Minister had also attended the inaugural function. In this year, 1997-98, we have earmarked Rs. 15 crores for this project. A railway line from Siliguri to Golkhola was laid long back which was completely washed away in the flood of 1950. There is a longstanding demand of the people to reconstruct it. I have given orders for conducting survey for this project. On the insistence of the State Government this survey has been extended upto Gangtok via Sigdam where an industrial township is upcoming. The survey is expected to be completed this year itself and we will take further action it soon after submission of the survey report.

As hon. Members from Assam know, after conversion of the railway line from Lamding to Tinsukia-Dibrugarh line, we will be providing some railway facilities to the passengers on this route. Besides, we will be extending Delhi-Guwahati Rajdhani Exp. upto Dibrugarh weekly. We will also be extending Manglour-Howrah Express, which is weekly, upto Guwahati. In view of the demands of the hon. members and the resources available with us, we are going to introduce the following additional railway services...
(Interruptions)

SHRI BHAGWAN SHANKAR RAWAT (Agra) : Sir, its time to take up the Private Member's Bill. Let us first start it and after that we may continue it.

[English]

SHRI RAM VILAS PASWAN : Sir, it was decided that I would start my reply at two o'clock...(Interruptions)

[Translation]

SHRI RAJENDRA AGNIHOTRI (Jhansi) : Sir, every Member wants to listen something about his state. The hon. Minister has asked us to write down letters to him... (Interruptions) The hon. Minister is giving information about every state. I, therefore, also want to listen about my state. He should be given at least two hours' time...(Interruptions)

SHRI BHAGWAN SHANKAR RAWAT : O.K. Let us start it after six o'clock...(Interruptions)

[English]

MR. SPEAKER : What should we do now ?

[Translation]

SHRI SYED MASUDAL HOSSAIN (Murshidabad) : We one of the view that should be continued...(Interruptions)

SHRI DILEEP SINGH BHURIA : Sir, give half-an-hour more.

MR. SPEAKER : But it will not be over in half-an-hour.

[English]

He would not be able to complete it in half-an-hour.

(Interruptions)

SHRI BHAGWAN SHANKAR RAWAT : Sir, you may keep it for Monday.

MR. SPEAKER : Genral Budget is also there.

(Interruptions)

SHRI RAM NAIK : This is true that every hon. member wants to get information about his or her constituency...(Interruptions) Therefore, let us do one thing, suppose it is completed in one hour then, after that, we may continue Private Member's Bill till the end of the day. It would be proper to continue that till the allotted time is over, otherwise its continuity will be disturbed...(Interruptions) I am not opposing it...(Interruptions)

SHRI BHAGWAN SHANKAR RAWAT : It has been the practice that we take up the Private Member's Bill only at this very time...(Interruptions)

SHRI RAJENDRA AGNIHOTRI : Sir, we should continue the practice of taken up Private Member's Business...(Interruptions)

[English]

SHRI P. UPENDRA : Sir, I have a suggestion.

The hon. Minister is giving details about the number

of projects which were already included in the Budget. The allocations for them are all known to the hon. Members and so, they need not be repeated. He can only explain whatever he wants to concede now, after the presentation of the Budget, either in continuation of his reply now or at 6 p.m., after the Private Members' Business in over. In the meanwhile, he can work out and delete other details about the length of the railway line, the allocation, etc. which are already there in the Budget document. Let him only highlight whatever he wants to concede now...(Interruptions)

[Translation]

SHRI RAJENDRA AGNIHOTRI : Sir, he has taken 25 minutes in giving details about Andhra Pradesh only and still there remain 16 more districts about whom he has to give information...(Interruptions)

[English]

SHRI P. UPENDRA : For the entire Andhra Pradesh, there are only two new things in the Budget...(Interruptions)

[Translation]

SHRI BRAHAMANAND MANDAL (Monghyr) : Sir, It is not going to conclude in one hour, therefore, it should be listed for Monday...(Interruptions)

[English]

MR. SPEAKER : Okay, hon. Minister may continue now. We can extend the time of the Private Member's Business later on.

[Translation]

SHRI RAM VILAS PASWAN : Mr. Speaker, Sir, now I would say something about Bihar. The first railway line project in Bihar is Mandarhill, Rampurhat and Dumaka line. It was laid in 1994-95. Its length is 130 km. and we have spent only one crore of Rupees on it till the year 1997.

This time we have made an allocation of Rs. five crore for this project. The work between Sugouli and Narkatiyaganj has been completed by 31-3-97. The work on Narkatiyaganj-Balmikinagar line was to commence in 1994-95. Its length is 50 km. and its estimated cost was about Rs. 36 crores but till 31-3-97 we have spent only Rs. eight crores on it. In this year's budget we have allocated Rs. 25 crores and it is likely to be completed by June, 1998. The construction of railway bridge from Balmiki Nagar to Gorakhpur has been completed and the allocation for the construction of road bridge has been received. The Ministry of Water Resources has contributed 22.53 crores and the Government of Bihar has contributed Rs. 4.5 crores. Work on this project is also going on with fast pace.

The work on Hazipur-Bachhawara project was started in the year 1996-97. Its a 71 km. long project with a budgetary allocation of Rs. 54 crores. It is expected to be completed by December, 1997.

Manasi-Saharasa project was sanctioned in 1996-97. This is 155 km. long. We will be spending a sum of Rs. 210 crores on it. We have spent Rs. 8 crores till 31-3-97. We will be spending Rs. 8 crores more during the year 1997-98.

15.37 hrs.

[SHRIMATI GEETA MUKHERJEE *in the Chair*]

Khagariya-Samastipur line is 86 km. long. We have allocated Rs. 70 crores for this project. So far no amount has been given out of this amount because it has been included in this year's budget.

The length of Hasanpur-Sakari line is 76 km. and the budgetary allocation of Rs. 15 crores has been made for it.

Kusesar Khagariya project is 44 km. long with the estimated cost of Rs. 78 crores. We have sanctioned Rs. 10 crores for this project.

The length of Giridih-Kurnama new railway line is 105 km. It has been included in this year's budget. It will be terminating at Hatiya *via* Barkhakhana. We will start the work on it after getting the necessary clearance.

The longstanding demand for Aara-Sasaram line has also been included in this year's budget. The work on this project will also start after the necessary clearance.

Muzaffarpur-Sithamarhi project will also start after obtaining the necessary clearance.

The gauge conversion of Ranchi, Lohardanga, Todi was included in the last year's budget. It has been cleared by the CCEA. The work on this project will start after it is inaugurated.

We have made a provision of Rs. 15 crores in this Budget for construction of a bridge over the river Ganga at Patna. In view of the opinions expressed by the hon. members including Sh. Brahmanand Mandal and all other colleagues, we have decided in principle to construct this bridge at Mungerghat for pilgrims going on Ganga shrine. The work on this project is underway...*(Interruptions)* Likewise of the railway lines between Sonnagar and Mughalsarai is also going on. So far we have spent Rs. 137 crores on it. We have provided Rs. 28 crores for this work.

A sum of Rs. 10 crores have been provided for the

project from Patna to Parsa Bazar. This line will start from Parasa Bazar and terminate at Gaya *via* Punpun. We are undertaking the doubling work from Karpoori Gram to Siho and this is in Low-priority. Only a sum of Rs. one lakh has been given for this project.

This line from Goilkera to Manoharpur has been included in 1997-98 Budget.

Patratu-Sonnagar route was electrified by March, 1997.

Likewise we have allocated Rs. 3 crores for the work between Guniya-Patratu line which is expected to be completed by December, 1997.

Electrification on Sita-Rampur, Danapur-Moughalsarai route is expected to be completed by March, 1999.

The work on City-Moori-Hatiya-Bona-Monda-Vimalgarh-Kiriburu, Poourulia-Kotshilla projects will be completed by December 1998. We have made an allocation of Rs. 60 crores for these projects.

Chandil-Barkhakhara project was included in 1993-94 Budget. Which is likely to be completed by March, 1998.

Mr. Speaker, Sir, our colleagues were making a demanding for laying a line from Nirmali to Bhopaliyai. Its length is 15-20 km. For this, we have covered some parts in Nepal also. Survey order for this project has been given. This project will be given approved after the survey is completed and then we will take up this work.

Likewise a demand was raised by the hon. Members and a B.J.P. colleague to allocate money and construct a road overbridge in Saharsa. I would like to tell them that whenever the state government contribute their share, the railways will also allocate their share at once. As a Minister of Railways, I can assure you about it...*(Interruptions)* I have received your letter and the State Government has also sanctioned their share of amount and that has been included in this Budget.

The survey work for Arariya-Galgaliyaganj is underway. The Prime Minister had gone there. During his visit he was asked to meet this demand. We will start the work on this project after we have received the survey report. Survey is being conducted for Rajgir-Budh Gaya rail line. A project was also there from Buddh circuit to Valshall *via* Sugoli. This project is also under survey. Shri Ram Bahadur Singh Ji had made a submission. I want to let him know that an announcement regarding Maharaganj-Gharonda railway line project was made in the last years Budget speech itself. It was said that a railway bus would be introduced there after that line is restored there still that announcement exists. If you have not got a letter in this respect, it is own mistake. I beg pardon for that mistake.

The hon. Members from Bihar much be knowing that I have announced to introduce certain railway passengers facilities in my Budget speech which included the introduction of Ranchi-Delhi Swarn Jayanti Exp. and Katihar-Barouni Link Exp. terminating at Tatanagar. One of our colleagues was saying that Dhanbad-Tatanagar Swarn Rekha Exp. should run daily instead of six days in a week. A demand to extend Kurla-Mujaffarpur Exp. and Gorakhpur-Darbhanga Exp. upto Jaynagar was also revised. In view of the feelings of the hon. Members but due to scarcity of resources, we have decided to introduce a weekly train between Muzaffarpur and Delhi via Faizabad, Varanasi and Balia. Some of our colleagues and Shri Chandra Shekhar Ji from Balia were saying that since Faizabad is having broadgauge railway line, therefore, superfast trains should be introduced there. I think this would really boost their morale. Passenger shuttle trains are also to be introduced between Darbhanga and Jaynagar and Sagoli-Narkatiyaganj.

The Gaya-Dehri-on-Sone passenger shuttle service should be extended upto Garudha Road.

The Hon. Members from Gujarat were expressing their anger because of talk of information or may be due to some other reason. I want to make it clear for their information that Kapadganj-Modasa is the first new rail line which was sanctioned in 1978-79 almost twenty years back. So far two crores of rupees have been spent on this project. Earlier five crores of rupees were earmarked for this but now this amount has been raised understand that in nineteen years... (*Interruption*)

SHRI DINSHA PATEL (Khedra) : Fifteen crores of rupees were to be sanctioned for this project.

SHRI RAM VILAS PASWAN : You see that we have sanctioned ten crores of rupees for such a project which was frozen earlier. Work had been commenced by Railways in 1994-95 after de-freezing this project. It is likely to be completed by the year 1999. The Godhra-Indore-Devas-Maksi project was sanctioned in 1989-90. Its total length is 316 km. and its total cost is Rs. 597 crores. So far 11 crores of rupees have been spent on it. It had been planned to be executed in two phases. The work between Maksi and Devas has been in progress and is likely to be completed by December, 1999. The railway line between Devas to Indore is already existing and work on Indore to Godhra, Maksi-Devas will commence later on.

Bhidi-Viramgam project via Mehsana was approved in 1991-92 and its total length is 157 km. and its estimated cost is Rs. 155 crores. This work is frozen. Only one section of this project i.e., from Viramgam to Mehsana was taken up under Bolt scheme but now it is being started by the Railway. Its total length is 67 km. and 50 crores

of rupees will be spent on this. Two crores of rupees have been sanctioned in 1997-98 budget. The Rajkot-Verawal project belongs to 1994-95 and its total length is 155 km. One hundred crores of rupees are likely to be spent on this project out of which five crores of rupees had been spent on it. We have allowed 13 crores of rupees in this year Budget but this amount will be raised from 13 crore to 20 crores of rupees.

The Gandhidham-Bhuj project pertains to 1995-96 and its total length is 58 km. at the estimated cost of construction of this bill is 42 crores of rupees. It cleared in September, 1996 and 13 crores were put in for expenditure till 31-3-97. Out of which only 3 crores were spent on it. Since there was no expenditure last year so I have decided to enhance the amount from Rs. two crores to Rs. five crores but the earlier amount has not been spent so we want that immediate action be initiated in that direction. The Bankaner-Maiya-Miyana project pertains to 1995-96 and its total length is 90 km. at the estimated cost of Rs. 79 crores. This was also under the 'Bolt' scheme. But it has been decided to get this work done by the Railway and completed this work by December, 1999.

The Surendranagar-Bhawnagar-Dhola-Dhansa-Mahuwa-Pipavaw project was taken up in supplementary Budget. Its total length was 85 km. at the total cost of rupees 337 crores of rupees. The C.C.A. has cleared it. The cost incurred for the construction of railway line between Surendranagar-Dola-Pipavaw will be borne by the Pipavaw authority and between Dola-Palitana will be borne by the Railways. The port authority has offered this amount and this work will be executed like the 'Bolt' scheme. The gauge conversion work of Ankheswar-Rajpipla, narrow gauge line which was washed away in 1993-94 due to heavy rains, has been included in this Budget and the work has commenced. Likewise, Jhagria-Netran-Kaushamba-Umarpada and the restoration work of Badli to Chota Udaipur, which was rejected earlier, was Included in the Budget. The demands, to create entrance at the other end of Badodra Railway Station and also to open a booking office there, were accepted and work on these have been commenced after inclusion of these works in this Budget.

The broad gauge conversion works of Khuda Salt Siding from Dharangdhara is to commence in joint partnership of the Salt Department of the Gujarat Government and the Central Government. As soon as an agreement is reached, the work will commence the new survey order include gauge conversion from Gandhidham-Palanpur and conversion of narrow-gauge into broad-gauge. As the Hon. members of Gujarat are aware that more facilities will be extended to the passengers in Delhi-Ahmedabad section after gauge conversion on Ajmer-Ahmedabad section. Apart from this a weekly Delhi-Ahmedabad Swarna Jayanti

Rajdhani Express train will also be introduced. A lot of many other features have also been proposed for inclusion in the Budget. This includes increase in the frequency of Surat-Patna Express and Surat-Varanasi Express from 4 days a week to 5 days a week. Keeping in view the demands from the hon. members and the resources of Rail Committee the Verawal-Khijiria Passenger train will be extended upto Dhola and as I have stated eight now, we are visiting Ahmedabad tomorrow on 3-5-97 where a new B.G. rail line will be inaugurated and there after Rajdhani express will be considered. This is an important line on which most of the trains will ply but we shall start this on experiment basis after the inauguration we had promised to introduce a Rajdhani express during the Golden Jubilee celebration on 15th of August. If the hon. members desire we will introduce a few trains earlier...*(Interruptions)*

SHRI DINSHA PATEL : Hon. Minister, members are not at aware of your tomorrow's visit. We haven't received any invitation.

SHRI RAM VILAS PASWAN : I have personally written letters, not only to the hon. Members of Gujarat but to all the hon. Members belonging to areas falling between Gujarat and Delhi and hon. Members from Delhi...*(Interruptions)*

SHRI DINSHA PATEL : We have not been invited.

SHRI RAM VILAS PASWAN : You are cordially invited if you did not get that letter. I am advertising it in newspapers as well since yesterday...*(Interruptions)*

SHRI DINSHA PATEL : You go through the today's newspaper.

SHRI RAM VILAS PASWAN : I am personally inviting you...*(Interruptions)*

In Haryana, a survey work is being undertaken from Rewari to Rohtak for laying new rail lines. Necessary work will be executed after the survey work. Priority is being given to Rewari to Delhi. This work is included in 1995-96 Budget and 59 crores of rupees have been earmarked for the guage conversion of this 83 km. stretch. A provision of five crores of rupees has been made in 1997-98 Budget. Time consuming like these pertaining to soil and bridges etc. have commenced. Guage conversion works will be commenced from Rewari-Sadulpur so that the traffic on metre guage section is not disturbed. Rewari-Sadulpur is included in 1997-98 Budget. Its estimated cost is 110 crores of rupees. Work will commence once the approval is granted. The electrification work from Delhi to Ambala-Ludhiana was included in 1991-92 Budget and 208 crores of rupees earmarked for this purpose. So far 187 crores of rupees have been spent on it. 20 crores of rupees have

been earmarked in 1997-98 Budget. The work between Delhi and Ambala is complete. Train service is operating on this section from December, 1996 and the work between Ambala to Ludhiana sector has also been completed in March, 1997. As such this work is complete.

As per the demand made by several friends, orders have been issued for survey work of Sirsa-Agrola-Fatehabad rail line so the work on this project could move further. Secondly, orders have been issued for the survey of Jakhhal-Fatehabad rail line. Hon'ble Members from Haryana know that after guage conversion of Ajmer-Ahmedabad rail line arrangement for some passenger facilities shall be made on Delhi-Ahmedabad section, and it will also benefit the passengers of Haryana. Besides, you had made a declaration in your budget speech that rail-bus services would also be started on Harswaroop-Farrukhnagar line. Keeping in view the demand of the hon'ble members also demand that Jaipur-Amritsar Express should be run twice a week via Hissar. A passenger shuttle train should be run between Hissar and Sadulpur and Hissar-Jakhhal passenger train should be extended upto Dhuri.

SHRI SATYA PAL JAIN (Chandigarh) : So far as Haryana is concerned, you had said that from Chandigarh via Jagadhari...*(Interruptions)*

SHRI RAM VILAS PASWAN : Nangal Dam-Una-Talwara new rail line project in Himachal Pradesh was sanctioned in 1981-82. It is 83 km. long. Its estimated cost has extended upto Rs. 250 crores. Till 1997, Rs. 24.73 crore have been spent on Nangal-Una Section of this project. More than Rs. 200 crore will be expended on Una-Talwara Section. According to the first agreement the State Government had to provide land and also sleepers but as the State Government did not provide land and sleepers, the project was shelved. In July 1996, when I became the Minister, I had talk with the Home Minister and I had urged upon him that keeping in view the problems of backward states like Himachal Pradesh, if the State Government provided land, the Railway would start work. The Chief Minister had agreed and accordingly, we made an announcement about it in the reply to the discussion on the budget 1996-97.

But until now, neither the State Government has provided land nor any concrete action has been taken for acquisition of private land. We have provided Rs. five crore in the budget of 1997-98 for this purpose but I am not sure whether this amount will be spent or not. I, therefore, assure and urge upon the hon'ble Members that they should request the State Government to provide the requisite land so that the work would be started immediately.

[English]

SHRI SAT MAHAJAN (Kangra) : On behalf of the Government. I give an assurance that we will give the land.

[Translation]

SHRI RAM VILAS PASWAN : I request you to give me patient hearing. Such problems crop up when we do not find any cooperation. Kalka-Parwanoo project is a five kilometer long riding. Parwanoo is an industrial area. This project costs Rs. 20 crores. Its survey was got done in 1994 at the expense of Himachal Pradesh Government. Its report had been submitted to the State Government. As per the existing rule, siding work is done through deposit. The willing party gets it done by providing funds. But keeping in view the situation in Himachal Pradesh and the feelings of the hon'ble Members we have decided to undertake this project as a special case and given a proposal to lay new railway line from Kalka to Parwanoo. This proposal has been submitted to the Planning Commission. The project from Bhanupalli to Bilaspur has to be completed with the help of Himachal Pradesh Government, Railway and Cement Manufacturing industry. For this purpose, a new corporation will be set up which will be known as Satluj Valley Railway Corporation. The Chief Secretary of Himachal Pradesh is monitoring this work and 3 meetings have been held so far. The last meeting was held in March 1997. Level structure of the corporation is being made and as soon as it is formed, the work will start. The member have demanded gauge conversion of Pathankot-Joginderpur line via Kangra and laying of new rail line from Jogindernagar to Bilaspur.

SHRI SAT MAHAJAN : This relates to gauge conversion.

SHRI RAM VILAS PASWAN : Yes, the survey work is going on and on the demand of MPs, it has been asked to submit the survey report by July 1997...*(Interruptions)* There is a project in J & K and the total length of Jammu-Udhampur project of 1981-82 is 53 kilometre. Its estimated cost is Rs. 326 crore. As on 31-3-97, Rs. 235 crore have been spent on this project. In 1997-98, Rs. 29 crore have been provided for this project and it is likely to be completed by 31-12-99. Its main reason for the delay is that three bridges and a tunnel is yet to be constructed. For some days, there was the problem of law and order and contractors etc. were forced to pay money. This is also the reason for the delay but we have said that as soon as...*(Interruptions)*

SHRI CHAMAN LAL GUPTA (Udhampur) : In your last budget speech you had stated that this would be completed by December 1997. It was part of your budget speech. I would say that still you won't be able to complete this project by above date.

SHRI RAM VILAS PASWAN : You were with me in Udhampur. You are M.P. from there. You can see that Rs. 235 crores out of Rs. 326 crore have been spent. Three bridges and a tunnel are yet to be constructed. You must get it done soon. We will give you the required amount of money and you should get it done soon. It is in your hands until December 1997 and we are ready for it. It is my duty to provide money...*(Interruptions)* Please listen to what he says that work was not done there. Nobody allowed the contractor to do the work. The contractor was forced to part with money and as a result he left the work incomplete.

SHRI P. NAMGYAL (Ladakh) : Sir, one more point was also raised in this House that Baramula Kajigond...

SHRI RAM VILAS PASWAN : Let this matter be first settled. Why are you raising it now. The total length of Udhampur-Srinagar-Baramula line which was sanctioned in the year 1994-95 is 290 kilometre. We have provided Rs. 75 crore for 1997-98. The papers of land acquisition have been sent to the State Government. We have laid the foundation stone at Udhampur.

16.00 hrs.

Again in May, we will lay the foundation stone at Baramula and Kajigund and will ensure the work is started at all the three places and no hurdles come up in the progress of this work in future.

SHRI CHAMAN LAL GUPTA : I had demanded for constructing double line track, from Jalandhar to Jammu and that was a main project but you have not said anything about the progress in it...*(Interruptions)*

SHRI RAM VILAS PASWAN : It is difficult to remember the names of so many projects. However, the hon'ble Members have demanded a new railway line from Jammu to Poochh via Rajauri. I am very happy to inform the House that we have ordered for survey work on this line and it is going on and priority will be given to it. As soon as the survey report is received, further action will be taken...*(Interruptions)* As regards the point of changing the via of Mandari Hill line, we will consider the issue and see what could be done.

The 65 km. long Kotur-Harihar line in Karnataka was included in the 1995-96 Budget, the cost being Rs. 66 crores. The documents regarding its final location survey and land acquisition are being prepared. Work will start after land acquisition. Thereafter the Munirabad-Mehboobnagar line...*(Interruptions)*

[English]

SHRI K.C. KONDAIAH (Bellary) : When will be Kotturu-Harihar line completed?

SHRI RAM VILAS PASWAN : Once the land is acquired, then we can fix certain date.

SHRI K.C. KONDAIAH : Are the land acquisition papers ready?

SHRI RAM VILAS PASWAN : After the land acquisition, the work will be started. Now the work has not started only because the land has not been acquired.

[Translation]

The work on 222 km. long Munirabad-Mehboobnagar new railway line has been included in the 1997-98 Budget. Its estimated cost is Rs. 388 crores. This work would begin after relevant approval. The 100 km. long Kodur-Chikmagalur railway line was included in the 1996-97 Budget. Its estimated cost is Rs. 157 crores. Cabinet approval for this work has been granted. Documents regarding its final location survey and land acquisition are being prepared. After land acquisition work on this line would begin. The 166 km. long Hassan-Mangalore rail line was included in the 1996-97 Supplementary Budget. Its estimated cost is Rs. 295 crores. Cabinet approval has been obtained for this work. Document are being prepared regarding its final location survey and land acquisition. Work on this line will start after the land is acquired. The 200 km. long Bangalore-Sat-Mangalam rail line was included in the 1997-98 Budget. Its estimated cost is Rs. 225 crores. The 164 km. long Hubli-Ankola rail line has been included in 1996-97 Supplementary Budget. Its estimated cost is Rs. 480 crores. Cabinet approval has been obtained for this work. Work has started regarding final location survey and land acquisition. The work on the 489 km. long Hospet-Hubli-Goa rail line was started in 1992-93. The gauge conversion work on this line was completed recently at a cost of Rs. 522 crores. At present trains are running from Hospet to Castle-Rock. Passenger train is running from Castle-Rock to Vasco. And After C.R.S. approval passenger train will run on the remaining portion also.

The work on the 469 km. long Bangalore-Hubli-Berur-Shimoga-Talguppa rail line, was started in 1992-93. It has been completed at an estimated cost of Rs. 412 crores. The approval for the gauge conversion and material modification has been given for the Shimoga-Talguppa section. And in the coming years, the remaining work would be completed. The work on the 236 km. long Arsikere-Hassan-Mangalore section was included in the 1994-95 Budget. It would be completed at a cost of Rs. 185 crores. The work on Arsikere-Hassan section on this line has been completed and trains are running on this section. The work on the Hassan-Sakleshpur section would be over by June 1997. And the remaining work would be completed by December 1998.

The work on the Yelahanka-Chikballapur and Bangerpet-Kolar rail line was included in the 1994-95 Budget. Its cost has been estimated at Rs. 57 crores. The work on the Yelahanka-Chikballapur section on this line has been completed. And the Bangarpet-Kolar line would be started in May 1997.

[English]

SHRI P. KODANDA RAMAIAH (Chitradurga) : Sir, you are not saying about Chikballapur-Kolar gauge conversion. It is not taken up. The single line is from Bangalore to K.G.F. Two sectors were taken up and the middle sector is left out...(Interruptions) About Tumkur-Davanagere line, the survey has been done.

SHRI RAM VILAS PASWAN : Let me complete about all Karnataka projects.

SHRI P. KODANDA RAMAIAH : I will take a minute. New lines are being taken up. There is an old report about Tumkur-Davanagere survey. This is a side line...(Interruptions)

SHRI P.R. DASMUNSI (Howrah) : All will be referred to the World Bank...(Interruptions)

SHRI P. KODANDA RAMAIAH : Sir, you are going by personalities and not by principles...(Interruptions)

[English]

SHRI RAM VILAS PASWAN : The Mysore-Hassan line was included in the 1995-96 Budget. The estimated cost of 119 km. long line is Rs. 116 crores. The work has been completed on this line from Hassan-Holenarsipur.

The train is running on this track. The work on Holenarsipur to Mysore line will be completed in this year. The gauge conversion work of Mysore-Chamrajnagar line and its extension has been included in the Budget of 1997-98. The total length of this line is 214 km. and its cost is Rs. 175 crore. It is a new project and the work would start on it after due approval.

The Solapur-Gadag line was included in Budget of 1993-94. The gauge conversion work of this 300 km. long line would cost Rs. 208 crore. This work is being undertaken in two phases. In the first phase, the work on Hotagi-Bijapur section would be completed in September 1997 and rest of the work would be completed in 1998.

As regards Bangalore-Kangori-Kabali line, this project was included in the budget of 1995-96. 24 crores rupees would be spent on the doubling of this twelve kilometre long railway line. The work on this line has commenced but some MPs have suggested that it should be extended upto Mysore. The survey work has been started so that

it could be assessed as to where the facilities should be provided for efficient traffic movement.

The Kangeri-Ramnagaram project with an estimated cost of Rs. 45 crore has been included in the Budget of 1997-98. The work on this project will commence after due approval.

The Bangalore City-Krishnarajpuram project has been included in the budget of 1997-98. The estimated cost of this project is around Rs. 85 crores. After due approval, the project work would commence.

The Hospet-Guntkal project had been included in the budget of 1996-97. An expenditure of Rs. 105 crores is estimated to be involved in this 175 kilometre long line.

As regards Whitefield-Kuppan project, the work on this had been initiated in 1993-94. The estimated cost of this project is Rs. 105 crore. Thrity crore rupees have already been spent on it. The first phase of the project i.e. Whitefield-Mailur line is likely to be completed by May, 1997. The remaining work is targeted to be completed during Ninth Five Year Plan.

So far as electrification of Rainigunta-Guntkal-Hospet-Harsasonoor-Ranjitpura is concerned, this project had been included in 1992-93 budget. This project had been sanctioned with an estimated cost of Rs. 177 crore. Its length is 448 kilometre. However, due to shortage of resources the work has not yet been taken up. After the projects in hands are completed, the work on this project would be taken up.

The hon'ble Members from Karnataka are aware that frequency of the Bangalore-Nizamuddin Express has been increased twice a week. In addition to it, I had also announced in my budget speech that new services namely Vasco-Bangalore Express, Bangalore-Nizamuddin Swarn Jayanti Express (via Hubli) and Bangalore-Coimbatore Shatabadi Express would be introduced. In view of the demand of the hon'ble Members, I propose to extend Mangalore-Kuddapura passenger train upto Kanapauna of Konkan Railway.

The Angmali-Shabaramalai project in Kerala has been included in the Budget of 1997-98. An expenditure of Rs. 550 crores is estimated to be incurred on this 116 km. long line. The work would start after giving due approval is accorded. *[English]* The Standing Committee had stated about C.C.A. clearance. C.C.A., Expenditure Board and all these thing. *[Translation]* Shri Ramesh Chennithala have been making a demand for only one line i.e. Anganmali-Shabrimalua. There is another line. Kottayam to Shabrimalua orders for a survey have been issued and the work in this direction would start, thereafter...*(Interruptions)*

SHRI RAMESH CHENNITHALA (Kottayam) : The survey report has come.

SHRI RAM VILAS PASWAN : Alright. I would like to urge upon the honourable Members that sometimes, there are many routes for a single place. For example, there are three routes for Guruvayur or Shabrimalua. One is from Anganmali to Shabrimalua. Another route is from Kotayam to Shabrimalua. The third is from Punlur to Shabrimalua via Erimali...*(Interruptions)* Shabrimalua is a very wonderful place. One should visit that place every year. As regards gauge conversion of Quilon-Tirichandur-Tenkasi, Virudhnagar, this is a very long railway line. An expenditure of Rs. 280 crore is estimated to be incurred on it. It is a new project and it is still to get approval from C.C.E.A. After its approval, the work on this project would start.

Regarding doubling of Mangalore-Shornur line, this project was included in the budget of 1995-96. An estimated expenditure of Rs. 300 crore is likely to be incurred on the 227 km. long line. Thrity seven crore rupees have already been spent on it. A provision of Rs. 9 crore had been made in the 1997-98 budget for this project. However, on the strong demand of the Hon'ble Members it has been increased to Rs. 50 crore...*(Interruptions)* You clapped when I made an about the increase of rupees fifty crore but not on rupees 'Pachas' crore.

There are thrity one stations on this section. The doubling work covering four stations with a total length of 29 km. has been completed till June 1997. The whole project work is likely to be completed by 1999. Kuttipuram-Guruvayur project had been accorded approval in 1994-95. It is a 36 km. long line and with a total cost of Rs. 30 crores. A survey is being conducted regarding final location because four routes of this line have come up as a station. First is from Guruvayur to Kuttipuram. The second is from Guruvayur to Tanur and the third is from Guruvayur to Tirur. There are two vias i.e. coastal and hinterland. On the demand of the Hon'ble Members, we have ordered for conducting surveys.

Trivendrum-Quilon project had been included in the 1990-91 budget. An expenditure of Rs. 99 crores had been estimated on this project. Rs. 36 crore have so far been spent on it. A provision of Rs. 2 crore had been made in the budget, which has been increased to Rs. 15 crores after discussions with the hon. Members. This project is programming at a slow place since the process of a acquisition of land by the State Government is also very slow. The work on Trivendrum-Kochiveli line is likely to be completed by June, 1997 and the remaining target would be fixed after the acquisition of land.

[English]

Once the land is available, within two years that work

would be completed. But it is subject to the availability of land.

[Translation]

As regards electrification of Erode-Palghat-Ernakulam track, this project was sanctioned in the 1992-93 budget. It is a 324 kilometre long line...*(Interruptions)* Had I heard last time, I would have responded in the same manner, but the time is short. This project had been included in 1992-93 budget. Rs. 151 crore were estimated to be spent on this 324 km. long line. The project work till Shornur has been completed. The work from Shornur to Ernakulam is in progress. Further target would be fixed to complete the work as fast as possible. The decision regarding doubling of Ernakulam-Kayankulam railway track has been taken. *[English]* We have decided then *[Translation]* Doubling of Mangalore-Ernakulam railway line is in progress. Besides, doubling of Kayankulam to Trivendrum track is also in progress. Ernakulam-Kayankulam route via Allepy and Kottayam are very busy. Survey has been ordered for both ways. Whatever feasible is there, we will consider that. Priority will be given to survey of Tanur-Ernakulam-Erapalli-Tatiya railway line which will be followed by further necessary action thereon. So far as the demand for doubling of Ernakulam-Kayankulam railway line is concerned, the hon. Members of Kerala should know that in my Budget speech, I had made announcements in respect of the following passengers' services—Extension of Kochin-Howrah Weekly Express upto Tiruananthapuram and extension of Nizamuddin-Mangalore Mangala Express upto Ernakulam via Konkan Railway. In view of the demands of the hon. members and limited resources of the railways, I propose to introduce the following new extra railway services—Nizamuddin-Ernakulam Weekly Express and a direct train between Kollam-Madurai...*(Interruptions)*

[English]

PROF. P.J. KURIEN (Mavelikara) : Why are you extending it up to Ernakulam only? Why do you not extend it up to Trivendrum?

SHRI RAM VILAS PASWAN : We will try.

PROF. P.J. KURIEN : You please extend it via Kottayam.

SHRI RAM VILAS PASWAN : Please do not put that condition because it will create problem and you all three will stand up.

PROF. P.J. KURIEN : We all agree on it.

SHRI RAM VILAS PASWAN : If you all agree then we do not have any objection. But if somebody objects then we will have to see.

[Translation]

SHRI SHIVRAJ SINGH (Vidisha) : Don't show niggardly attitude in respect of Madhya Pradesh.

SHRI P.J. KURIEN : You did not speak anything about the line in Kerala which is being surveyed. You have given Survey Orders which would be in your file.

SHRI RAM VILAS PASWAN : We have taken a decision thereon. Very soon I am going to dwell on it.

PROF. P.J. KURIEN : I am sitting this side still you forget me.

SHRI RAM VILAS PASWAN : How can I forget you? Guna-Itawah line via Shivpuri-Gwalior-Bhind was sanctioned in 1985-86. It is 348 km. long and so far we have spent a sum of Rs. 170 crores on it. In 1997-98 budget, we have made a provision of Rs. 14 crore for this project which will be increased upto Rs. 20 crores in future. Work on Guna-Khazori and Panihar-Gwalior-Shanichara project has been completed. The work between Panihar-Khajuri will be completed by December, 1998. The gauge conversion work from Shanichara to Bhind and from Bhind to Itawah is underway. The work between Shanichara and Bhind will be completed by December, 1998. Since there are two big bridges to be constructed over Chambal and Yamuna river, the project between Bhind and Itawah will take some more time and it is expected to be completed in the 9th plan. We have decided to include Itawah-Mainpuri project also in the budget and survey orders have been given therefor. The survey report will be submitted to us very soon. Dalli-Rajhara-Jagdarpur Railway line was sanctioned in 1995-96. This is a 135 km. long and its estimated cost is around Rs 360 crores. This project is to be completed with the participation of the Ministry of Steel and the Madhya Pradesh Government. The share of Railways, Madhya Pradesh Government and the Ministry of Steel in this project will be Rs. 128 crores, Rs. 27 crores and 241 crores respectively. So far, the work on this project has not begun for want of necessary clearance to the Ministry of Steel from the Ministry of Environment. However, the Memorandum of understanding has been prepared. Lalitpur-Satana-Deewa-Singrauli project has been included in 1997-98 Budget. Its cost is around Rs. 925 crores and this is 627 km. long line. We will start the work on this project soon after getting the necessary clearance.

KUMARI UMA BHARATI (Khajuraho) : Let me know as to when you will get the clearance...*(Interruptions)*

SHRI RAM VILAS PASWAN : Your leader Shri Ram Naik has put a condition that unless clearance by CCEA is received, it will not be sent to Planning Commission...*(Interruptions)* What can I do when the Standing Committee's has come in between?

KUMARI UMA BHARATI : I want to know as to how much more time it is likely to take in getting clearance.

SHRI RAM VILAS PASWAN : Very soon. With your cooperation this much work has been done and I am confident that this hurdle will also be cleared very soon ...*(Interruptions)* Godhara-Indore-Devas-Maksi line was approved and included in 1989-90 budget. Its length is 316 km. long and the estimated cost is Rs. 597 crores. The work is underway on Devas-Maksi section. So far, we have spent Rs. 11 crores on this project. Devas-Maksi project is targeted to be completed by December, 1999. Indore-Godhara project will be started later.

SHRI DILEEP SINGH BHURIA : Hon'ble Minister, please take up this project on priority basis. You should get this project inaugurated at the earliest.

SHRI RAM VILAS PASWAN : This time, we have made a provision of Rs. 3 crore which I will increase later. Just before, I had talked to you.

The work of Neemuch-Ratlam gauge conversion was included in the 1993-94 Budget. An amount of Rs. 116 crore is likely to be incurred on the 135 kilometre long railway line. The target is to complete this line by end of the Ninth Plan period because this metre gauge line is necessary till the completion of gauge conversion work between Ratlam and Khandwa. We had allocated Rs. 1 crore for this purpose. Please allocate Rs. 2 crore instead of Rs. 1 crore. Jabalpur-Gondia-Balaghat-Katangi gauge conversion work had been included in the supplementary budget of 1996-97.

SHRI SUNDER LAL PATWA (Chindwada) : Mr. Minister, the incompleting work between Ratlam and Neemuch, you have gone upto Khandwa and Indore, but it is completed from Kota to Chittaur and Neemuch and the work of Neemuch to Ratlam which is in progress, it is again lagging behind the schedule, then why you have allowed it to lag behind the schedule?

16.22 hrs.

[SHRI P.C. CHALKO *in the Chair*]

SHRI RAM VILAS PASWAN : We are completing this work. We have also said about Neemuch to Ratlam. Neemuch-Ratlam had been in the budget of 1993-94 and it was estimated that Rs. 116 crores are likely to be incurred on this 135 kilometre long railway line. Till now two crore rupees have been spent during the last four years. Two crore rupees have been given. It was kept at very low priority, because it was said that till the completion of Ratlam-Khandwa gauge conversion work, it is necessary to keep metre gauge functional but during this year we have allocated Rs. 5 crore for this work whereas only two

crore has been provided during the last four years and we will see that, with due respect to your feelings, we will start this work as early as possible.

SHRI SUNDER LAL PATWA : There is no obstacle in completing it upto Ratlam.

SHRI RAM VILAS PASWAN : No, the amount of funds available in all heads, we are giving that much only. Jabalpur-Gondia-Balaghat-Katangi gauge conversion work, has been included in the supplementary budget of 1996-97. An amount of Rs. 356 crore is likely to be incurred on this 285 kilometre long line. It has been cleared just now and arrangements are being made to start the work. We will provide Rs. 10 crore for this work. Doubting...*(Interruptions)*

SHRI PRAHLAD SINGH (Seoni) : Mr. Minister, the information about Jabalpur-Gondia is that you are starting the work from Gondia side, is there any difficulty in starting the work from Jabalpur side?

SHRI RAM VILAS PASWAN : I do not know, I will talk about this. Under Hatimpur-Cher, section a new bridge is being built on Chambal river. It's cost is Rs. 32 crore and Rs. 27 crore has already been spent and Rs. 2 crore is allocated in this year's budget. This work will be completed by December, 1998. There is no lack of funds for this, but the problem is arising due to the peculiar type of soil of Chambal area and that is the cause for this delay. Money is not the reason for delay in this work.

Urakura-Raipur-Sarona, the cost of doubling of this 11 kilometre stretch is Rs. 12 crores.

Rs. 16 crores have already been spent on this work. This time we have allocated five crores for this. This work will be completed by 31st December, 1998. Korba-Saragbunia is 15 kilometre long line. Rs. 22 crores are to be incurred on this and Rupees five crores have already been spent on this. The target is to complete this work by September, 1999. Bilaspur-Vakura third line is a new work of 1997-98. It will be started after the passing of budget. The total cost for this is Rs. 152 crores. Champa-Saragbunia third line is a new work of 1997-98. This work is likely to be started after the passing of budget. The total cost for this is Rs. 40 crores. Sarona-Bolai is a third line. It is a new work of 1997-98. It is likely to be started after the passing of budget. Its cost is Rs. 35 crores.

KUMARI UMA BHARATI : There is no problem of C.C.A. in it, it is occurring in my case only.

SHRI RAM VILAS PASWAN : Yours is a new line. C.C.A. will also come to your line.

KUMARI UMA BHARATI : We will get the foundation

stone laid by you before 20th May.

SHRI RAM VIALS PASWAN : When we have put this much of our labour, then why we will not put our labour in C.C.A. Peeramroad-Belcha and Bolai Akodia is recently completed with a cost of Rs. 27 crores. The cost of doubling of Kalapipal-Fanda 41 kilometre long line is Rs. 53 crores. This work has been stopped because from operational view point. It is felt that it is less necessary. The cost of doubling of 20 kilometre line of Bolai-Kali-Sindh-Bechi and Peeramroad is Rs. 49 crores. Till date, rupees one crore has been spent on this. Rupees two crores have been allocated in this year's budget. Work is being started on four block sections. When we work there, at that time, a number of M.Ps. and Government of Madhya Pradesh also had demanded for a new line from Vishrampur to Ambikapur. We have accepted this demand.

Similarly, the line which from Lalitpur to Singrauli goes via Khajuraho and there a great demand from the Members of Parliament for a new line from Khajuraho to Mohwa. We have accepted that demand also.

KUMARI UMA BHARATI : Have you accepted that a survey has to be conducted for this?

SHRI RAM VILAS PASWAN : Not survey, the line has been accepted. The necessary formalities will be completed. That is needed by you and all. There is a great demand for a line from Bilaspur to Jabalpur, it is added in the survey and orders for the survey has been issued. There was a demand to extend second Raipur-Chantari-Rajim gauge conversion upto Balot, survey orders have been issued for this also. Survey order has been issued for the line from Indore via Nasrullaganj to Budhni.

SHRI PUNNU LAL MOHLE (Bilaspur) : Survey for Bilaspur-Jabalpur has already been conducted.

SHRI RAM VILAS PASWAN : It the survey has already been conducted then we will send it to the Planning Commission. I have received letters from some hon. Members requesting for the survey. But the line for which survey has conducted, we will send it to the Planning Commission.

Sunder Lal Patwaji has sent a letter urging to conduct survey for the conversion of narrow-gauge into broad-gauge from Nagpur to Chindwara-Parua, for this we will issue order for survey. You have also urged to start a superfast train between Bhopal and Baraan, in this regard, I cannot do anything at the moment. We will discuss and then we will write a letter to you.

As the Hon. Members of M.P. are aware that in my Budget speech I had announced to introduce trains from Delhi to South India which will also motivate the State

Government. Apart from this it has also been decided to enter the Howrah-Singrauli Shaktipunj Express upto Jabalpur. In view of the opinion and suggestions of the hon. Members, I propose to introduce the following new trains—Indore-Jaipur weekly express, and for daily commuters, Jhansi-Gwalior passenger train Beena-Katni and Katni- Menhar D.M.U. services...(Interruptions)

AN HON'BLE MEMBERS : Hon. Minister, please divert the Malwa Express Via Guna for two days in a week. This demand is being raised since long...(Interruptions) Local people are planning to stage a demonstration for it... (Interruptions)

[English]

MR. CHAIRMAN : At a time one Member may speak, please listen to him first, please.

[Translation]

SHRI RAM VILAS PASWAN : These services are being introduced after good deal of discussion and with the consent of the Railway Board.

[English]

MR. CHAIRMAN : It is not done like this. Take your seat please.

(Interruptions)

MR. CHAIRMAN : Mr. Minister, you may complete your speech.

[Translation]

SHRI RAM VILAS PASWAN : I cannot do anything just now about the demands which are being made by MPs here in this House. No one can remember so many suggestions...(Interruptions)

[English]

MR. CHAIRMAN : This is enough. It is an assurance given on the floor of the House. Take your seat, please. Then, what is it that you want?

[Translation]

SHRI ASHOK SHARMA (Rajnandgaon) : Hon. Ministers, Sir, you have given assurance to introduce Saarnaath Express from Dongargarh to Chhapra. I have raised this demand on the 13th of the Budget session and had met you with several other M.Ps and you had given assurance for its extension. With this, 61 km. distance from Durg to Dongargarh the entire Madhya Pradesh and Chhattisgarh is covered. Please make an announcement in this regard...(Interruptions)

SHRI RAM VILAS PASWAN : It will be done if assurance has been give...(Interruptions)

[English]

MR. CHAIRMAN : Mr. Minister, you may complete the speech.

[Translation]

SHRI PANNU LAL MOHLE (Bilaspur) : Hon. Minister, Sir, I request you to tell your decision about Bilaspur. I would like to know...(Interruptions)

SHRI RAM VILAS PASWAN : Hon. Members know all the things and procedure. But you always raise the issue regarding Bilaspur zone. We meet all our colleagues during inter session and try to speed up the work. Even then you are raising this issue every now and then. We are discussing this matter with our friends.

SHRI PUNNU LAL MOHLE : I would like to know as to whether this proposal has been sent to Planning Commission...(Interruptions)

[English]

MR. CHAIRMAN : Please understand that he has already explained it.

[Translation]

SHRI RAM VILAS PASWAN : Amravati-Narkher line has been included in the budget for 1993-94. It is 138 km. long and costs Rs. 182 crore. So far Rs. 11 crore have been spent on it and Rs. 10 crore have been earmarked for it. The Ahmadnagar Beed-Parlee-Baijnath is a 250 km. long railway line which is going to cost Rs. 353 crore and it has been included in the budget for 1995-96. Earlier two project was not accorded the approval of C.C.A. But now we got it and started work take action on it and one crore rupees have been allocated for it In the budget. Punwel-Karjat 28 km. long new railway line has been included in the supplementary budget for 1995-96 which will going to cost Rs. 89 crore. So far Rs. 4 crore has been spent on it. The land has been acquired for it and work is to be started. Outlay for it will be increased to Rs. 5 crore from one crore...(Interruptions). The work on the Baramati-Lonaad new railway line will be started after getting approval. It is 54 km. long and going to cost Rs. 75 crore.

The 16 km. long Kopargaon-Shirdi railway line for linking the holy place of Shirdi has been included in 1997-98 budget and it will cost Rs. 32 crore. The work on this project will be started after getting approval. The gauge conversion of 242 km. long railway line with a cost of Rs. 215 crore had been included in budget for 1992-93. So far Rs. 138 crore have been spent on it. Rs. 55 crore have

been allocated for it this year. The work on Godiya-Nagbir railway line has been completed. The train has been plying on it.

The work of Nagbeer-Chandaport line will be completed during this year.

The gauge conversion of 359 km. long Miraj-Latur line was included in the budget of 1993-94 with an estimated cost of Rs. 310 crore. Rs. 24 crore have been spent on it so far and a provision of Rs. 20 crores has been made for the year 1997-98. Gauge conversion of Latur-Latur Road new line and Kurdpadi-Pandarpur will be done in the first phase. This work will be completed upto December, 98 and the completion target for the remaining work has been fixed during the Ninth Five Year Plan.

As regards doubling of 25 km. long Divapanvel line, it had been included in the budget of 1995-96 with a cost of Rs. 52 crore. This work is going on in full swing. This work will be completed upto December, 98. Diva-Vasai project has been included in the budget of 1995-96 with a cost of Rs. 90 crore. Rupees four crore have already been spent on it. A provision of Rs. 5 crore has been made for this purpose the budget of 1997-98. This work will be completed upto 1998-99. Panvel Roha...(Interruptions) The turn of Uttar Pradesh is yet to come...(Interruptions) Panvel Roha...So much labour has been put in it and lot of writing work has also been involved in it, that is why...(Interruptions) Since the need of doubling of Panvel Roha line is being felt, the land has been acquired in the first phase. A cost of Rupees four crore is estimated for it. This will be completed upto December, 1998. The remaining work will be included in the next budget doubling of 27 km. long Dond-Bigban line has been sanctioned with a cost of Rs. 39 crore. Rupees five crore have already been spent on it. This project is targeted to be completed by December 1999. The orders for doubling the Udna-Jalgaon line have been issued. But, Honourable members, three works are being done there. Signalling system is being made better. Tracks are being improved. The work of electification upto Udna-Jalgaon has been sanctioned. A provision of Rs. 19 crore has been made in the budget of 1997-98. The survey for the doubling of this line is also being done.

The Honourable members of Maharashtra know that in my budget speech I had announced several new railway services from Delhi to South India which would also cover Maharashtra State also.

In addition to it, the frequency of Nanded-Amritsar Express would be increased from once a week to thrice a week. Kachiguda-Aurangabad Express will be extended upto Manmad. In view of the demands of Honourable members and the limited resources of the Railways, I

propose to start Pune-Nizamudeen Swarn Jayanti Express weekly.

The Honourable members from Goa are also aware that in my budget speech, I had announced Basko-Bangalore Express. But in view of the welfare of Honourable members, I propose to start DMU services and Basco-Kasalrock Londa station service in Goa area.

In Orissa, 78 km. long Hardaspur-Paradeep project had been included in the 1996-97 budget. A provision of Rs. 10 crore has been made for this project in the 1996-97 budget. There is a demand for new Talchar-Bimlagarh railway line and the survey for this line is being done.

While drawing the attention of Shri K.P. Singhdeoiji, I would say that we have decided to include Talchar-Sukinda Road line in the 1997-98 budget and the CCEA has also sanctioned it. This work will be started this year...*(Interruptions)*

As regards 174 km. long Talchar-Sambalpur project of 1984-85, a provision of Rs. 54 crore has been made for this project in the budget of 1997-98 and the work of this project will be completed during this financial year 1997-98. Daitari-Banspani project is being undertaken partly under BOLT scheme. Under this scheme, Rs. 50 crore were to be paid by the Steel Plant, Rs. 170 crore by IRCON and the remaining Rs. 180 crore were to be contributed by Railways.

Railways have already given Rs. 110 crore out of its share and Rs. 70 crore are still to be paid by the Railways. Rs. 25 crore have been provided in the budget of 1997-98. The remaining amount will be given in the two instalments of Rs. 25 crore each in the next two years. This project will be completed by 31st December, 2000, Lanjigarh-Junagarh Road project was sanctioned in 1993-94. It is a 54 km. long line. An expenditure of Rs. 100 crore had been estimated for this project. Rs. 10 crore have spent on this project so far. A provision of Rs. 2 crore has been made in the budget of this year for this project. However in view of strong demand made by the Honourable members, this amount will be increased upto Rs. 10 crore. Khurda Road-Bolangir project which was sanctioned in 1994-95 is 289 km. long and expenditure of Rs. 353 crore had been estimated for it. A provision of Rs. 2 crore has been made for this project in the 1997-98 budget, but this amount will be increased upto Rs. 5 crore. Rupsa-Bangariposi gauge conversion project was sanctioned in 1996-97. This project is 89 km. long. One crore rupees have been spent on it so far. This project has been sanctioned by C.C.A. A provision of Rs. 3 crore has been made for it which will be increased upto Rs. 5 crore ...*(Interruptions)*

KUMARI SUSHEELA TIRIYA (Mayurbhanj) : The amount was to be increased from two crore rupees to ten crore rupees and when all Members from Orissa had met you, you had assured that it would be increased to Rs. 10 crore but you have increased upto Rs. 5 crore only...*(Interruptions)*

SHRI RAM VILAS PASWAN : We are still to get some money from the budgetary support, whenever we receive that money, we will increase this amount. Naupada-Gunupur line, which is 90 km. long, has been included in the budget of 1997-98. Some formalities are still to be fulfilled in this regard. A decision has been taken to electrify Khadagpur-Bhuvneshvar-Paradeep port line and Bhuvneshvar-Vishakhapatnam line and the work will start this year. The total cost of this project is Rs. 450 crore, out of which Rs. 30 crore have been allocated in 1997-98 for Bhuvneshvar to Vishakhapatnam, Khadagpur-Bhuvneshvar line was earlier under BOLT scheme, which has now been taken over by the Railways. Rs. 16.5 crore have been allocated for this purpose. The orders for the survey of Naupada-Gunupur line have been given for its extension upto Raigarh. Orders have also been given to up-to-date the survey of new line from Lanjigarh Road to Ambaguda. Survey of new line from Jaypore to Naurangpur has also been ordered. Orders have been issued to make the survey of Vimalgarh-Talcher line up-to-date.

Sir, Honourable members from Orissa know that the frequency of New Delhi Rajdhani Express has been increased to twice a week. In addition to it, I had announced extension of the following passenger services. There has been a demand for the extension of Koraput Raigarha Link Express upto Bhuvneshvar, Howrah Raigarha Express upto Todapur and Nizamuddin-Sambalpur Express upto Raigarha and Koraput. A decision has been taken to start a 'Through Post Service' between Raigarha and Delhi to fulfill this demand.

Tarantaran-Goindwal project in Punjab has been included in the budget of 1997-98. The cost of this 21 km. long line is Rs. 25 crore. This work will be started after getting necessary sanction. The work of Chandigarh-Ludhiana line has been included in the 1997-98 budget. The cost of this 95 km. long line is Rs. 150 crore. The work will be started after getting proper sanction. The electrification work of Delhi-Ambala-Ludhiana line had been included in the budget of 1991-92 with a cost of Rs. 208 crore and the work of electrification of 314 km. long line has been completed on 31-3-97.

In order to provide amenities to the thousands of pilgrims visiting Vyas, the Hon. Members have demanded to lay railway lines from Vyas to Derababa, Jaimalsingh for 3.8 Rail Bus. I have decided to commence this work

once I get the approval of the Planning Commission. The survey work of a new rail line from Abohar to Fazalika is in progress. The survey report will be sent to the Planning Commission for its approval and work will start as soon as the necessary approval is accorded.

I have directed the Northern Railway to complete the survey work from Patiala, Smana, Nakhana rail line by the June, 1997 so that further necessary work on this project may be taken up. The volume of traffic has increased at the Chandigarh station creating a lot of problems due to lack of necessary infrastructure. The provision for the maintenance work of passenger coaches is already there in the budget. Now these facilities will be extended to wagons and fresh traffic handling facilities will be started.

The Hon. Members of Punjab are aware that I had announced passenger service in my budget speech regarding extension of Jammu-Tavi-Ferozpur Express to Jodhpur, Dhanbad-Ludhiana Express to Ferozpur and also introduced Shri Ganganagar-Haridwar link express. In view of the Hon. Members' demand we have decided to introduce Ferozpur-Ludhiana passenger service very soon.

The 2392 km. long Dausa, Sri Ganganagar rail lines in Rajasthan were included in 1996-97 budget and its estimated cost is Rs. 152 crores. Necessary approval is accorded and after taking the final location the Railways will commence its work. Land acquisition work will be taken thereafter and then the work will commence...*(Interruptions)* At present an amount of Rs. 1 lakh has been earmarked for this which will be extended to the tune of Rs. 10 crores.

Viram village to Jodhpur via Bildi, Samdari, Luni work were included in 1990-91 budget but Delhi-Ahmadabad gauge conversion work was approved in 1992-93. The relevance of this work...*(Interruptions)* has dwindled and this work is stopped. Now this route, which covers Delhi, Jodhpur, Luni which is a part of Marwar will be completed by the year 1997. Rest of the work will be done later. Traffic will be smooth in this area once the remaining gauge conversion works are completed.

The work related to Phulera, Marwar, Ahmadabad is the part of Delhi-Ahmadabad gauge conversion works. This 572 km. long rail line at the estimated cost Rs. 542 crores was included in 1993-94 budget. So far, Rs. 443 crores have been spent on it. This work has been completed. This line is related for mangaration on 3rd of May at Ahmadabad Sabarmati yard. This work is likely to be completed this year.

This 72 km. long rail line of Luni-Marwar was included in 1995-96 budget at the estimated cost of Rs. 46 crores. We have provided 30 crores of rupees in 1997-98 budget. The work is in full progress and it is likely to be completed by September, 1997.

The work relating to Ajmer, Udaipur and Chittorgarh was included in the Supplementary Budget of 1996-97. Rs. 262 crores are likely to be incurred on this 300 km. of gauge conversion work. Necessary approval has already been given and this work will commence soon. This year Rs. 5 crores have been provided for this purpose...*(Interruptions)* You know that we have completed the Ajmer section and 436 km. within two months time. *(Interruptions)*

PROF. RASA SINGH RAWAT : Thank you for that.

SHRI RAM VILAS PASWAN : Initially very little amount is incurred on this, but when investigation is carried out larger amount is incurred on it.

The 300 km. long Luni, Badmer, Munabak gauge conversion work has been included in 1997-98 budget at the estimated cost of Rs. 240 crores. The work will commence as soon as we get clearance.

The doubling of Kota, Gurla, Chambal Bridge rail line has been taken at the cost of Rs. 10 crores. The work in full progress and is likely to be completed by June, 1997 and Rs. 5 crores are kept in 1997-98 for this work.

The orders related to survey work for Rewari, Loharu, Jhunjhunu, Sikar, Jaipur for gauge conversion (MG to BG) have already been given and as soon as it gets finished the work will be initiated.

The order relating to survey for gauge conversion of Marwar, Mawli, Badi, Sadli line has already been given. The order for survey work of new rail lines from Jaipur via Toda, Raiseen and Tonk upto Sawai-Madhupur were already given.

Decision has been taken for gauge conversion from Piparoad to Qilara. The Hon. Members from Rajasthan know about it.

PROF. RASA SINGH RAWAT : What happened to Parvatsar-Makrana lines and funds sanctioned for Bandikui to Agra Fort?

SHRI RAM VILAS PASWAN : The Hon. Members from Rajasthan know that passenger amenities will increase after the gauge conversion of Delhi-Ahmadabad. Apart from this, Delhi-Ahmadabad Golden Jubilee Rajdhani Express will also be introduced.

Apart from this, I had announced to provide the following services in my budget speech. The frequency of Jaipur-Madras express will be enhanced and it will run thrice a week. Jammu-Ferozpur express will be entered upto Jodhpur via Bikaner. With due respect to the feeling of hon. Members I propose to announce the following passenger services viz., the introduction of Bi-weekly

Jaipur-Amritsar Express via Hissar, the extension of Bikaner-Ratangarh passenger upto Churu and extension of Churu-Sikar passenger train up to Jaipur...(Interruptions)

[English]

MR. CHAIRMAN : Please ask questions, one Member at a time. Please let him complete.

(Interruptions)

[Translation]

PROF. RASA SINGH RAWAT : Kindly extend the train coming from Amritsar upto Ajmer twice a week. The distance between Jaipur to Ajmer is only 110-115 km. On the line of Jaipur a train should also be introduced from Ajmer.

SHRI RAM VILAS PASWAN : We will talk to you in this regard...(Interruptions) Whatever we are doing we are doing on our own and whatever is feasible will be done.

PROF. RASA SINGH RAWAT : Once the survey work is completed, it must be announced to connect Ajmer from Pushkar...(Interruptions)

[English]

MR. CHAIRMAN : Please ask questions one Member at a time. Let him ask the question and others may please sit down. Let him put the question.

(Interruptions)

MR. CHAIRMAN : This is the problem. I told you about that.

(Interruptions)

[Translation]

PROF. RASA SINGH RAWAT (Ajmer) : When other hon'ble members were asking then they were told nothing. We are requesting you and need your protection.

[English]

MR. CHAIRMAN : One hon'ble member may ask at a time. That is what I am requesting; otherwise, how can the hon'ble Minister reply? Please understand that the hon'ble Minister cannot reply to the questions if three hon'ble members ask questions at a time. Please ask one at a time. Why do others not take their seats?

[Translation]

SHRI GIRDHARI LAL BHARGAVA (Jaipur) : A broad gauge line from Bandikui to Agra has been left. If this is connected then every train will go to South India from

Jaipur. Until it is connected, the people will have to take another route via Sawai Madhopur. In this process there is wastage of time and money. Every day there is a loss of revenue of Rs. 300 lacs and you have transferred it from bolt scheme to general scheme. Rs. one crore have been provided for this purpose and it is of no use. You may or may not give Rs. one crore, you must provide atleast Rs. 100 crores for this scheme. Next year Rs. 150 crores are to be provided...(Interruptions)

[English]

MR. CHAIRMAN : What is this? Let him also put his question and then the hon. Minister would reply.

[Translation]

SHRI NIHAL CHAND CHAUHAN (Shri Ganganagar) : Ours was Sri Ganganagar Saroopsar line. In 1989 Shri Madhu Dandwate and in 1994 Shri C.K. Jaffer Sariff also underlook it but no announcement is being made in this regard. Its survey was conducted. Line was 160 kilometre long. We have travel 100 kilometre by train. I am the youngest member in the Parliament. Therefore, please note my point.

SHRI RAM VILAS PASWAN : You met me earlier also. I am not repeating those things which are already declared in the budget. We will again get it done.

SHRI NIHAL CHAND CHAUHAN : Its survey has been conducted three times.

SHRI RAM VILAS PASWAN : We will get it reviewed. If possible, we will consider it also. There is nothing like this. I want that the demands of MPs should be fulfilled. When I was M.P., I used to fight with other Ministers for getting our work done. We ourselves understand your feelings. As far as possible, we shall accommodate. You have told about Agra. If railways undertake a scheme on its own under any bolt scheme then it means that railways consider it important for its requirement also. Railways have kept it with itself taking it out from bolt scheme. If this will be a matter of Rs. one crore then the amount will be increased. We shall see ourselves. The important matter will also be seen. There is paucity of funds but once the budget is made we cannot make any increase or decrease in it. We shall give assurance for future. We shall get Rs. 170 crores for which we are making budget. If some amount is left then we shall also consider these schemes also.

Regarding Karur-Selam new line, this project of 85 km. long rail line was included in the budget of 1996-97. The cost is Rs. 136 crore. Cabinet has sanctioned it. Documents regarding final location survey and land acquisition are being prepared. This work will commence after land

acquisition. We have just given Rs. 5 crores and if needed, after getting land, the amount will be increased.

Dindigul-Trichi gauge conversion. This work was included in the budget of 1992-93. Its length was 93 kilometres and the cost was Rs. 80 crores. The work is in progress and it will be completed by December 1998. For this purpose Rs. 30 crores have been given in the year 1997-98. Madras-Trichi gauge conversion. This work has been included in the budget of 1992-93. 340 kilometres long rail line will cost Rs. 300 crore. The work is in progress. This will be completed during the current financial year. Rs. 151 crores will be provided for this purpose... (Interruptions)

[English]

SHRI N.S.V. CHITTHAN (Dindigul) : Sir the gauge conversion between Dindigul and Madras which hon. Minister was talking about, consists of two phases. The other day the hon'ble Minister had promised one thing about Madras Beach project.

MR. CHAIRMAN : He is coming to that point, Shri Chittan. Otherwise, you can ask it.

[Translation]

SHRI RAM VILAS PASWAN : Trichi-Madras Rs. 139 crores, Trichi Nagaur-Karaikal gauge conversion. This work was included in the budget of 1995-96. Work is in progress on this 200 km. long rail line costing Rs. 139 crores. The work on the line from Trichi to Tanjavour will be completed by June 1997. The remaining work of this line has also been started simultaneously. This project will be completed by December 1999. For this purpose provision of Rs. 10 crores was made in the budget which has been increased to Rs. 15 crores.

16.59 hrs.

[COL. RAO RAM SINGH in the Chair]

The project of Vilupuram-Pondichery gauge conversion was in the budget of 1997-98. Pondichery has been included for broad-gauge line at the cost of Rs. 30 crores. The work will be started after receiving sanction.

Quilon-Tirunalvelli-Chindur-Tenkansi-Virudnagar gauge conversion work has been included in the budget of 1997-98 and it will cost Rs. 200 crores. The work will be started after getting due sanction.

The work of Irugur-Coimbatore gauge conversion project was included in the budget of 96-97. This line is 18 kilometres long. It will cost Rs. 25 crores. Maps and estimates are being prepared. This work will be started in the next financial year in full stream. The work of Erode-

Vayalar electrifications was included in the budget of 1992-93. Its length in Tamilnadu is 130 kms. and in Kerala it is 194 kms. It will cost Rs. 151 crores. This work has been completed in Erode-Sharnoor section. The remaining work in Kerala is in progress. Rs. 30 crores have been provided in the year 1997-98. The work of Chennai Beach Ludge M.R.T.S was for 83-84. Nine kms. long line is being constructed at the cost of Rs. 260 crores. Five kilometres long Chennai Beach-Chepak section has been opened and the remaining work from Chepak to Ludge will be completed by June 1997.

17.00 hrs.

Rs. 24 crores has been provided for the year 1997-98. The project of Ludge-Vellacheri has been included in 1996-97's budget. Its cost is Rs. 105 crores in which the contribution of railways is Rs. 142 crores and that of State Government is Rs. 464 crores. This project will be completed by the year 2000 A.D. Railways has contributed Rs. 50 crores in it in the year 1997-98.

[English]

An amount of Rs. 100 crores was from the State Government. We have already given it...(Interruptions) Let me finish.

[Translation]

Keeping in view the constant demand of Members of Parliament we have decided that the gauge conversion of Arakonam-Chengalpettu will be done under Chennai-Trichi project as a material modification.

[English]

We have also tried to have a survey from Madurai to Rameswaram for gauge conversion from Tanjore to Padukkottai for a new railway line.

[Translation]

The MPs of Tamilnadu are aware that during budget speech I had announced that services. The frequency of Nizamuddin-Chennai Rajdhani Express would increased from once a week to twice a week. Similarly, the frequency of Coimbatore-Bangalore Shatabadi Express and Chennai-Jaipur Express would be increased from one a week to thrice a week. In view of limited resources of Railways and the demands of the MPs, I proposed that-Madurai-Erode Link Express would run upto Jammu via New Delhi twice a week.

[English]

SHRI P. SHANMUGAM (Vellore) : Now, the electric train is going from Chennai to Arakonam. May I know

whether it would be extended up to Jolarpetti and if not, at least, upto Katpadi?

SHRI RAM VILAS PASWAN : We will discuss it.

SHRI P. SHANMUGAM (Vellore) : I have already spoken about it in this August House...*(Interruptions)* Kindly look into the matter.

SHRI RAM VILAS PASWAN : I will look into this matter sympathetically.

[Translation]

A provision had been made in 1994 budget for the construction of Katra-Faizabad line in Uttar Pradesh. The total cost of this seven km. long railway line is estimated to be Rs. 51 crore. A bridge is also to be constructed over Saryu river on this line. The land has been acquired for this purpose. The construction work of the bridge is likely to start this year. The gauge conversion of Mau-Shahganj line was included in 1994-95 budget. This work has been completed with an expenditure of Rs. 44 crore and now the train is running on this line. The gauge conversion work of Chhapra-Qnrihar line having a total length of 171 kilometre has also been completed with an expenditure of Rs. 145 crore and the train is running on this track.

Gauge conversion work of Mathura-Achnera railway line had been included in 1995-96 budget. Twenty crore rupees are proposed to be spent on this 35 km long line. This job was taken up under BOLT scheme but in the absence of reasonable rates, it has been decided to take up this work with the funds of Railways. This work would be undertaken along with the work of Kanpur-Kasganj-Mathura. The gauge conversion work of Kanpur-Kasganj and Kasganj-Bareilly has been included in 1997-98 budget. Rs. 395 crore are estimated to be spent on this 458 km long line. Arrangements are being made to start this work. This year, the budget allocation for this project is for Rupees one lakh. This provision would be increased to Rupees ten crores.

The lines which have to be doubled in Uttar Pradesh ...*(Interruptions)* The lengths of the tracks which are proposed to be doubled are : Tundla-Yamuna-21 km; Kanpur-Panki-Third line-9 km; Muradnagar-Meerat-30 km; Ghaziabad-Moradabad 37 km; Gonda-Zarud-road 45 km; and Gorakhpur-Sahajnawa-15 km....*(Interruptions)*

SHRI GANGA CHARAN RAJPUT (Hamirpur U.P.) : If four lane traffic system is introduced on Kanpur-Jhansi line then the Mumbai line would completed become a four line track. It covers a distance of 100 kilometres.

SHRI RAM VILAS PAWAN : The electrification work of Ambala-Moradabad railway line was included in the

budget of 1992-93. An expenditure of Rs. 152 crores is estimated to be incurred on the electrification of this 274 km. long line. The work on Ambala-Saharanpur line is likely to be completed by 1998. The remaining work would be taken up at a later stage. The work on Khurja-Meerut-Saharanpur was included in 1996-97 budget. Rs. 89 crores had been sanctioned for the electrification of this 267 km. long line. A demand has been made for the electrification of Lucknow-Bareilly line. This work has already been started and it would be completed in many phases ...*(Interruptions)* Two phases of work on Gonda-Jarbalroad line and Karpurigram-Sihor line is in progress. Gorakhpur-Sahajanwa project work has been included in the budget of 1997-98. The doubling of this lane would be finished in the coming years. The Uttar Pradesh Government has been directed to give priority to the survey work relating to Hardwar-Kotdwara-Ramnagar, Kichha-Nanakmattha-Khatima and Bareilly-Pilibhit-Tanakpur-Purnagiri lines so that a decision in regard to the work on these lines is taken up as early as possible. Priority would also be given to the survey work on Gola-Shahjahanpur-Farrukhabad. Orders have also been given for the survey of Sikandrara-Biduna-Mainpuri and Alipur-Jhinjhakpur lines. The gauge conversion of Sitapur-Pilibhit-Tanakpur-Bareilly would be taken up and Guna-Etawah line would be extended upto Mainpuri. Orders for the survey regarding gauge conversion work on Shikohabad-Mainpuri line and the work in this regard would be taken up only thereafter. Members of Uttarakhand have demanded that gauge conversion work of Kasganj-Bareilly line should be extended upto Lalkuan.

SHRI CHANDRABHUSHAN SINGH (Kannauj) : Sir Shikohabad-Mainpuri line is already a broad-gauge line.

SHRI RAM VILAS PASWAN : No, this work is regarding doubling of the railway track. Shri Mulayam Singh had made a written request in this regard.

SHRI CHANDRABHUSHAN SINGH : Mainpuri will remain incoved.

SHRI RAM VILAS PASWAN : We would look into it ...*(Interruptions)* There was some misunderstanding among many Members on the other side that I made an announcement of the project but there was no provision for the funds. But you would observe that we have provided more funds than allocated during last three to four years.

[English]

Where there is a will there is a way...*(Interruptions)*

[Translation]

MR. CHAIRMAN : There are more interruptions in the House now.

SHRI OM PAL SINGH 'NIDAR' (Jalesar) : You have praised yourself but the lines for which no funds were required, have not made any progress.

SHRI RAM VILAS PASWAN : The MPs from Uttarakhand have made a demand that the gauge conversion work of Kasganj-Bareilly line should be extended upto Lalkuan. I have ordered the survey in this regard. Shri Vajpayee had demanded electrification of Kanpur-Lucknow line and we have decided to take up this work. Orders have been issued to update the survey work. A decision has been taken to take up the work.

SHRI SONTOSH MOHAN DEV (Silchar) : All these works have been completed in a year.

SHRI RAM VILAS PASWAN : Some projects are essential from the view point of Railway Department. It is not proper if the electrification is done in some portion of the line and the remaining part is left incomplete.

SHRI RAJENDRA AGNIHOTRI (Thane) : If this line it to be completed, then, it is necessary to link Kanpur-Jhansi. First, Lucknow was linked with Kanpur. If Jhansi is not linked then Mumbai and South...

[Translation]

SHRI RAM VILAS PASWAN : Now, you please do not create confusion.

SHRI RAJENDRA AGNIHOTRI : Forty five minutes are being taken at Jhansi for the replacement of engine.

SHRI RAM VILAS PASWAN : You please come tomorrow or day after tomorrow. We will discuss on this issue. Indara-Fefna gauge conversion work was stopped. Chandra Shekharji is not present here, he has written me a letter and inquired about this. Now it is defreezed. We will start this work as soon as we get the resources. A shuttle train will ply between Ent and Coneh.

Again the same thing will come before us about which you have just told...*(Interruptions)* Once again I want to tell you that shuttle train runs six times a day while rail-bus runs 6 times a day. There is a facility for the people to reach their destinations promptly with the rail-bus. that was a small train which used to arrive and depart from every station frequently. One benefit with the shuttle was that the big businessmen used to get the facility of transporting their goods. Now we do not know what will be the public pressure because we had received such letters that the coach bus which you are plying, it runs 6 times a day, which is beneficial from passengers view point but as per your suggestion if I start plying the shuttle, then something will happen. Then you do not ask me that why you have changed...*(Interruptions)*

SHRI RAJENDRA AGNIHOTRI (Jhansi) : The bus which is not in use with you, you please give it to Jhansi...*(Interruptions)*

[English]

MR. CHAIRMAN : I request the hon. Minister to kindly carry on with the speech and not to react to every interruption.

[Translation]

SHRI RAM VILAS PASWAN : As the hon. Members from Uttar Pradesh are aware that in my budget speech I had announced the following passenger services—

- (A) Gorakhpur-Dehradun Express—twice a week.
- (B) Delhi-Gonda Express extended upto Gorakhpur.

Keeping in view the demand of hon. Members and limited resources of Railways, I propose to introduce the following additional passenger trains—

- (A) Delhi-Faizabad-Varansi-Balia-Muzzaffarpur Weekly Express.
- (b) Shuttle service between Sitapur and Lucknow.
- (C) An additional passenger service between Varanasi-Balia-Chhapra.
- (D) Mau-Varanasi Inter-City.
- (E) Gonda-Budwal-Sitapur passenger...*(Interruptions)*

I would like to inform you that survey of Gonda-Gorakhpur loop line has been conducted and we are sending this proposal to the Planning Commission...*(Interruptions)*

MR. CHAIRMAN : I think you can ask the hon. members that if anybody has any suggestion or any work has to be done, they can give you in writing. If the hon. Members want that the Minister of Railways should immediately make an announcement here, then it is impossible. Therefore, you, please send your suggestion in writing to the Minister.

No interruption, please.

SHRI RAM VILAS PASWAN : I would like to inform the hon. Members that I conduct meetings with MPs, statewide, zonewise, I conduct meetings with the Consultative Committee, I conduct meetings formally and informally also. As a result of that I have tried to satisfy maximum number of MPs. If, inspite of this, you don't feel satisfied then, you, please, come...*(Interruptions)*

SHRI ILIYAS AZMI (Shahabad) : I have written you 5 times in this regard...*(Interruptions)*

[English]

SHRI RAM VILAS PASWAN : The Railways property is not the Railway Minister's private property. I have to abide by certain rules and norms.

[Translation]

You come to me. I will call my officers and discuss before you and after the discussion, if any thing is possible then I will do that...(Interruptions)

MR. CHAIRMAN : No interruption, please. Whatever the Railway Minister has said here, he is slowing transparency and he is very much accessible to us. No Railway Minister used to meet with the members in this manner. So you please do not interrupt him. Whatever you demands may be, you write them and send them to him and I hope that Mr. Minister will give full attention to it. Now you please sit down because there is private Member's business also to be conducted after this.

SHRI RAM VILAS PASWAN : Now I come to West Bengal Aadra-Aamta rail line work was included in the budget of 1994-95...(Interruptions)

[English]

SHRI SRIBALLAV PANIGRAHI (Deogarh) : Since you are supporting us, we will support you.

[Translation]

MR. CHAIRMAN : Panigrahi, he has not given much to Haryana, but still I appreciate him.

SHRI RAM VILAS PASWAN : I was talking about Aadra-Aamta rail line that approximately expenditure of Rs. 100 crores is likely to be incurred on this 73 kilometre line. Rs. 25 crore has already been spent on this line till date...(Interruptions) After the completion of work from Howrah to Bargachia it had been stopped due to the financial reasons but in 1995-96 on MPs request this work again been started.

Work is in progress on 8 kilometre long stretch of Bargatia-Musheerhat section. This work will be completed in the year 1997-98 subject to the condition that State Government should provide the land spread in three kilometres to the Railway. The work has not been started in the remaining part till date. A provision of three crore rupees have been made in 1997-98.

Ekiakhi-Balurghat—this work was included in the budget of 1984-85. The cost of 87 kilometre long stretch is Rs. 81 crores. Already Rs. 13 crores have already been spent on this work and a provision of 13 crore rupees have

been made in the budget of 1997-98. It is true that this work is making slow progress due to the lack of resources. In 1996-97 only three crore rupees were available for this work. Rs. 10 crore has been provided for this and we will try to complete it as early as possible in the coming years.

Tamluk-Deegha—This work was included in the budget of 1984-85. That was the budget presented by Ghani Khan Chaudhary. The cost of this 87 kilometre long stretch is estimated Rs. 135 crores. Rs. 32 crore have been spent on this line till date. In this year's budget we have kept a provision of Rs. 10 crores. This work is also making slow progress due to the lack of financial resources. I have given priority to this work. Last time I had provided only two crore rupees for this.

Laxmikantpur-Namkhana—this work has been included in the budget of 1987-88 and Rs. 70 crores have been estimated as the cost of 47 km. long rail line. Rs. 42 crore have already been spent on this work so far. A provision of Rs. 5 crore has been made in the budget of this year for this work.

The work on Laxmikantpur-Nishchitpur line has been completed and the work of Nishchitpur to Kashinagar will be completed during this year. The work of Kashinagar to Namkhana line will depend on the progress of the work of land acquisition. The main problem here is of encroachment. You know it. The doubling work of Sahabganj-New Farrukha-Malda town was included in the budget of 1986-87 and the cost of this 49 km. long line has estimated to be Rs. 61 crore. Rs. 58 crore have been spent on this line so far and during this year, doubling work of 33 km. lengths has been completed on this line. The work of 16 km. length which was stopped due to land acquisition, is now in progress and this will be completed during 1997-98.

Dattapukur-Howrah project was included in the budget of 1990-91 and the estimated cost of this 14 km. long line was Rs. 18 crore. Rs. 17 crore have been spent so far on this line and a provision of Rs. one crore has been made during this year. This work has been completed fully.

Khana-Saithia Phase-1, Khana to Jhaptardal, project had been included in the year 1992-94. The estimated cost of this work is Rs. 12 crore. Seven crore rupees have been spent on this work so far. A provision of Rs. 4 crore have been made in the budget of 1997-98. This work was stopped due to the cases pending in courts and the problems of contractors, but these have now been resolved and this work is in progress. This work will also be completed in this financial year only.

The cost of Jhaptardal-Ghuskara, Phase-II project is Rs. 12 crore and seven crore rupees have been spent so

far. A provision of Rs. 4 crore has been made during this year. The work of one block has been completed so far and the remaining work will be completed during this year.

The estimated cost of Ghuskara-Bolpur project is Rs. 24 crores and Rs. 2 crore have been spent so far on it. A provision of Rs. 5 crore has been made during this year.

[English]

This is phase-wise. I am talking about the third phase...
(Interruptions)

DR. RAM CHANDRA DOME (Birbhum) : What about the fourth phase?

[Translation]

SHRI RAM VILAS PASWAN : No sanction has been granted to fourth phase so far. When the sanction is received we will look into it...(Interruptions) The cost of Baj Baj-Akara project is Rs. 8 crore. Rupees one crore have been spent on it so far. This work will be completed upto December 1999. The estimated cost of Gurup-Shaktigarh project is Rs. 42 crore. This was included in the year 1996-97. It is 16 km. long line. Rupees two crore have been spent on it so far. This work is targeted to be completed by December, 1999.

The work of Bandel-Katwa was included in the budget of the financial year 1992-93 the cost of electrification of 205 km. railway line was estimated to be Rs. 50 crores, out of which Rs. 40 crore have been spent so far. A provision of Rs. 5 crore has been made this year. This work has been completed upto March 1997. Adra-Midnapur electrification work was included in the budget of 1993-94. The cost of 155 km. electrification has been estimated to be Rs. 84 crore. Rs. 19 crores have been spent so far. A provision of Rs. 20 crore have been made this year and this work will be completed by March, 1999. Electrification work of Panaghat-Badgaon line was included in the budget of 1997-98.

[English]

It is subject to clarification.

[Translation]

As regards the demand of MPs, Kumari Mamata Banerjee had demanded electrification of Tolyganj-Gharia and M.R.T.P. lines. In this regard, I would like to tell the honourable Members that the Government have decided that the work related to M.R.T.P. project would be done by the Ministry of Urban Development all over the country.

This work comes under the Ministry of Urban Development. Even then, in view of the feelings of MPs

I have brought this matter to the notice of the Government and I would be happy if this is entrusted to Railways. But, it comes under the Ministry of Urban Development. I wanted to say this thing on that day also. We have given survey orders for the electrification of Ranaghat-Hasnabad line...(Interruptions) The orders for the survey of Krishnanagar to Lalgola have been given and after that the work of electrification would be started.

Regarding Bankura-Damodarghat line—I don't know how this line did not find a mention in the letter written to the Hon'ble Members—we have decided to restore the Bankura-Damodarghat line to N.G. Railway and to start a bus on it. The requisite amount has been provided for it. The N.G. railway line will be required by the Railways and thereafter, the restoration will be done.

[English]

DR. RAM CHANDRA DOME : What about Katwa-Amitpur section?

[Translation]

SHRI RAM VILAS PASWAN : I will look into it. It is not yet under consideration...(Interruptions) This has not been included in it. The MPs from West Bengal know it that...(Interruptions)

[English]

PROF. P.J. KURIEN (Mavelikara) : You will not be able to satisfy the left people.

SHRI RAM VILAS PASWAN : I will be happy to...
(Interruptions)

MR. CAHIRMAN : There are too many interruptions. Please do not interrupt. I would the Minister not to react to every interruption.

(Interruptions)

MR. CHAIRMAN : Kindly sit down. Nothing will go on record. No interruption will go on record.

(Interruptions)*

[Translation]

The Hon'ble Members from West Bengal are aware that by increasing the frequency of New Delhi-Bhuvneshvar Rajdhani Express to twice a week, the service of Rajdhani Express has been made available daily between New Delhi and Howrah via Dhanbad. In addition to it, announcement has been made to start E.M.U. services in Asansol, Chitranjan, Jhajha and on existing sections of Purulla-

Asansol. The MPs of West Bengal have been demanding to start an additional railway service between Calcutta and New Jalpaiguri. The master plan of Hawarha-Cochin complex is being finalised and it will take some more time. In between, the proposal to extend 3153-3154 Syaldah-Maldah Gour Express upto New Jalpaiguri is being finalised with which one additional daily service will be available.

Apart from this some of the Hon. Members had said they love written...*(Interruptions)*

[English]

SHRI P.R. DASMUNSI (Howrah) : What about the gauge conversion between Barshol junction of N.F. Railway and Radhikapur Junction of West Bengal?

[Translation]

You have allocated rupees 300 crore for Kashmir which is located on the Indo-Pak border. We congratulate you for that. You have sanctioned railway services for some of the areas along Indo-China border. We congratulate you for that too.

[English]

A backward zone on the Bangladesh border has been deprived for the last forty years of getting the broad gauge line from Barshoi to Radhikapur. For what reason is this gauge conversion not being done? The distance is only 60 kilometres. It is not correct to deprive the entire district of having a railway line with headquarters.

[Translation]

I have written to you four times in this regard. The only excuse of Railway Board is that this is the border of Bangladesh. If lines can be laid in Kashmir and Pakistan border then why can't be it laid on Bangladesh border.

SHRI RAM VILAS PASWAN : I have received two letters from you and you have made a request personally also. We are looking into it seriously. It's not that we have adopted any negative attitude but we are looking into it seriously from the angle which you have mentioned.

Our friend Shri Sukdeo Paswan has written about Mansi-Saharsa whereas this is Mansi-Saharsa-Farbisganj ...*(Interruptions)*

SHRI HANNAN MOLLAH (Uluberia) : There is a great demand regarding introduction of a train from Delhi to Siyaldah. What happened to that.

[English]

SHRI RAM VILAS PASWAN : The Delhi-Sealdah train is very much under consideration.

[Translation]

I had mentioned in the last Budget regarding Mansi-Saharsa-Farbisganj and Katihar to Farbisganj. But this will be done in a phased manner. Next, Shri Ramkripal has said about the construction of an overbridge on Mithapur for which State Government have sent a proposal. I have received this proposal sent by the State Government. We will do with the help of central funds.

[English]

SHRI P.R. DASMUNSI : Mr. Minister, I am thankful to you that you have extended the Gour Express to New Jalpaiguri. My proposal was for a Shatabdi Express between Calcutta and New Jalpaiguri because the Gour Express is catering only to two districts—South Dinajpur and North Dinajpur—where there is no railway line. If you extend the Gour Express to New Jalpaiguri, the passengers of that zone will not get any room. I am from that area. I am a victim. So, please extend the Gour Express upto Malda and give a Shatabdi Express between Calcutta and New Jalpaiguri. Why do you not do it? This is everybody's demand. Please consider it.

[Translation]

SHRI RAM VILAS PASWAN : As I have said that this was our misfortune that the production of the coaches for Shatabdi train had been discontinued for the last 3-4 years. Had we not looked into it seriously it would have slipped this time also. Consequently, we have placed order for 2500 coaches for different trains such as Shatabdi and Rajdhani, as it require different type of coaches. You must have noted that we have introduced many trains in Punjab and elsewhere which we had not announced in the Parliament...*(Interruptions)*

SHRI P.R. DASMUNSHI : Please make such arrangements here also.

MR. CHAIRMAN : Please give your suggestions writing.

SHRI RAM VILAS PASWAN : Your demand is genuine I understand the feelings of all members. We are increasing the number of trains on the basis of coaches last month I had received a few coaches and on that basis I have introduced some trains. As soon as we get more coaches we will introduce more trains keeping in view your demands.

With these words I once again ensure the hon. Members that we belong to one family and your difficulties are mine. Today I am the Railway Minister tomorrow I may not be that's why it's my earnest desire that...*(Interruptions)*

[English]

DR. T. SUBBARAMI REDDY (Visakhapatnam) : Sir,

he has got the good wishes from all parties. Shri Paswan, all parties have complimented you. It is a big compliment. All parties are happy.

[Translation]

SHRI RAM VILAS PASWAN : I would like to assure the hon. members that this is not my last Railway Budget speech. Apart from this we will try to solve your small problem as a members of a family. I am very-very thankful to you for your co-operation.

With these words I present the supplementary demands for grants (Railways) 1997-98 in this House.

[English]

SHRI SONTOSH MOHAN DEV (Silchar) : Mr. Chairman, Sir, I have been a Member of this House from 1980 and I have never heard a Railway Minister replying to the debate for 2 hours and 43 minutes. In view of this fact, I congratulate the hon. Railway Minister and on behalf of all of us no cut motion and no amendment should be pressed.

[Translation]

SHRI AMAR PAL SINGH (Meerut) : Hon. Chairman, Sir, my cut motion is placed at no.1 and I want assurance from the Minister.

[English]

MR. CHAIRMAN : Hon. Members, a number of cut motions have been moved by Members to the Demands for Grants (Railways) for 1997-98. Shall I put all the cut motions to the vote of the House together or does any hon. Member want any particular cut motion to be put separately?

SHRI AMAR PAL SINGH : Sir, I want my cut motion to be put to vote separately.

[Translation]

If Hon. Minister assures that he would increase the amount i.e., 50 lakhs, given to Muradnagar-Meerut then I will not move my cut motion separately.

SHRI RAM VILAS PASWAN : Hon. Speaker, Sir, when he met me earlier I had told him that we are increasing the amount for all who have been given 50 lakhs earlier when we are increasing the amount in all such cases, then there is no question that we would not increase in this case.

SHRI AMAR PAL SINGH : You give assurance to increase this amount to five crores.

SHRI RAM VILAS PASWAN : Now don't ask as to

by how much the amount will be increased. In view of your feelings I will enhance it from 50 lakhs.

SHRI AMAR PAL SINGH : Now, he has assured us.

MR. CHAIRMAN : Are you withdrawing it?

SHRI AMAR PAL SINGH : I am not pressurising him.

[English]

MR. CHAIRMAN : Is it the pleasure of the House that the cut motion moved by Shri Amar Pal Singh be withdrawn?

The cut motion was, by leave, withdrawn.

[Translation]

MR. SPEAKER : Is there any other members who want to move has cut-motion separately.

[Translation]

SHRI RAJENDRA AGNIHOTRI : I shall also withdraw. Let me put my point. Allow me for a minute. I would like tell hon'ble Minister of Railways that...(Interruptions)

MR. CHAIRMAN : Do you have any cut motion?

(Interruptions)

[English]

MR. CHAIRMAN : Nothing will go on record.

*(Interruptions)**

MR. CHAIRMAN : I shall now put all the other cut motions which have been moved together to the vote of the House.

The cut motions were put and negatived.

MR. CHAIRMAN : I shall now put the Demands for Grants (Railways) for 1997-98 to the vote of the House.

The question is :

"That the respective sums not exceeding the amount shown in the fourth column of the Order Paper be granted to the President of India out of the Consolidated Fund of India, to complete the sums necessary to defray the charges that will come in the course of payment during the year ending 31st day of March, 1998 in respect of the heads of demands entered in the second column thereof against Demand Nos. 1 to 16."

The motion was adopted.

Demands for Grants (Railways) for 1997-98 submitted to the Vote of the Lok Sabha

No. of Demand	Name of Demand	Amount of Demand for Grants on Account voted by the House on 13-3-97	Amount of Demand submitted to the Vote of the House
1	2	3	4
1.	Railway Board	6,00,76,000	30,03,82,000
2.	Miscellaneous Expenditure (General)	28,23,30,000	141,16,52,000
3.	General Superintendence and Services on Railways	201,62,50,000	1008,12,50,000
4.	Repairs and Maintenance of Permanent Way and Works	392,87,93,000	1964,39,67,000
5.	Repairs and Maintenance of Motive Power	222,81,85,000	1114,09,25,000
6.	Repairs and Maintenance of Carriages and Wagons	405,15,66,000	2025,78,28,000
7.	Repairs and Maintenance of Plant and Equipment	209,22,22,000	1046,11,08,000
8.	Operating Expenses—Rolling Stock & Equipment	319,90,98,000	1599,54,91,000
9.	Operating Expenses—Traffic	1324,39,10,000	2991,95,47,000
10.	Operating Expenses—Fuel	744,69,11,000	3723,45,55,000
11.	Staff Welfare and Amenities	147,21,59,000	736,07,97,000
12.	Miscellaneous Working Expenses	182,75,71,000	913,78,58,000
13.	Provident Fund, Pension and other Retirement Benefits	418,84,00,000	2094,19,99,000
14.	Appropriation to Funds	1177,66,67,000	4406,33,33,000
15.	Dividend to General Revenues, Repayment of loans taken from General Revenues and Amortization of Over-Capitalization	4,28,11,000	1625,43,89,000
16.	Assets—Acquisition, Construction and Replacement		
	Revenue	7,50,00,000	37,50,00,000
	<i>Other Expenditure—</i>		
	Capital	1608,67,21,000	8043,36,04,000
	Railway Funds	682,59,67,000	3412,98,33,000

17.34 hrs.

APPROPRIATION (RAILWAYS) NO. 3
BILL*, 1997

[English]

MR. CHAIRMAN : Now, the House will take up item no. 6.

[Translation]

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN) : Mr. Chairman, Sir, I beg to move :

"That leave be granted to introduce a Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1997-98 for the purposes of Railways."

[English]

MR. CHAIRMAN : The question is :

"That leave be granted to introduce a Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1997-98 for the purposes of Railways."

The motion was adopted.

[Translation]

SHRI RAM VILAS PASWAN : Sir, I introduce** the bill.

[English]

MR. CHAIRMAN : The Minister may now move that the Bill be taken into consideration.

[Translation]

SHRI RAM VILAS PAWAN : Sir, 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 services of the financial year 1997-98 for the purposes of Railways, be taken into consideration."

[English]

MR. CHAIRMAN : The question is :

"That the Bill to authorise payment and appropriation

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**Introduced with the recommendation of the President.

of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1997-98 for the purposes of Railways, be taken into consideration."

The motion was adopted.

MR. CHAIRMAN : 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.

Clauses 2 and 3 were added to the Bill.

MR. CHAIRMAN : The question is :

"That the Schedule stand part of the Bill."

The motion was adopted

The Schedule was added to the Bill

MR. CHAIRMAN : The question is :

"That Clause 1, the Enacting Formula and the long Title."

Stand part of the Bill

The motion was adopted.

Clause 1, the Enacting Formula and the Long Title were added to the Bill.

[Translation]

SHRI RAM VILAS PASWAN : Sir, I beg to move :

"That the Bill be passed."

[English]

MR. CHAIRMAN : The question is :

"That the Bill be passed."

The motion was adopted.

(Interruptions)

MR. CHAIRMAN : I think the hon. Railway Minister richly deserves congratulations, But I would like to bring the House to order.

The House will now take up the Private Members' Legislative Business.

17.37 hrs.

CONSTITUTION (AMENDMENT) BILL*

*(Amendment of Article 171)**[English]*

SHRI K.C. KONDAIAH (Bellary) : I beg to move for leave to introduce a Bill further to amend the Constitution of India.

MR. CHAIRMAN : The question is :

"That leave be granted to introduce a Bill further to amend the Constitution of India."

The motion was adopted.

SHRI K.C. KONDAIAH : I introduce the Bill.

17.38 hrs.

LAND ACQUISITION (AMENDMENT) BILL*

*(Insertion of new clause 54A)**[Translation]*

SHRI BHAGWAN SHANKAR RAWAT (Agra) : Sir, I beg to move :

"That leave be granted to introduce a Bill further to amend the Land Acquisition Act, 1894."

[English]

MR. CHAIRMAN : The question is :

"That leave be granted to introduce a Bill further to amend the Land Acquisition Act, 1894."

The motion was adopted.

SHRI BHAGWAN SHANKAR RAWAT : I introduce the Bill.

17.39 hrs.

LAND ACQUISITION (AMENDMENT) BILL*

*(Substitution of New Section for section 16 etc.)**[Translation]*

SHRI BHAGWAN SHANKAR RAWAT (Agra) : Sir, I beg to move :

"That leave be granted to introduce a Bill further to amend the Land Acquisition Act, 1894."

[English]

MR. CHAIRMAN : The question is :

"That leave be granted to introduce a Bill further to amend the Land Acquisition Act, 1894."

The motion was adopted.

SHRI BHAGWAN SHANKAR RAWAT : I introduce the Bill.

17.40 hrs.

STATES REORGANISATION (AMENDMENT) BILL*

*(Amendment of Section 51)**[Translation]*

SHRI BHAGWAN SHANKAR RAWAT (Agra) : I beg to move :

"That leave be granted to introduce a Bill further to amend the States Reorganisation Act, 1956."

[English]

MR. CHAIRMAN : The question is :

"That leave be granted to introduce a Bill further to amend the States Reorganisation Act, 1956."

The motion was adopted.

SHRI BHAGWAN SHANKAR RAWAT : Sir, I introduce the Bill.

17.41 hrs.

TERRORIST AND DISRUPTIVE ACTIVITIES (PREVENTION)*

(WITHDRAWAL OF LEGAL PROCEEDINGS) BILL

[English]

SHRI G.M. BANATWALLA (Ponnani) : Sir, I beg to move for leave to introduce a Bill to provide for withdrawal and prevention of all legal proceedings under the Terrorist and Disruptive Activities (Prevention) Act, 1987 which expired on 23 May, 1995 and for matters connected therewith or incidental thereto.

MR. CHAIRMAN : The question is :

"That leave be granted to introduce a Bill to provide for withdrawal and prevention of all legal proceedings under the Terrorist and Disruptive Activities (Prevention) Act, 1987 which expired on 23 May, 1995 and for matter connected therewith or incidental thereto."

The motion was adopted.

SHRI G.M. BANATWALLA : Sir, I introduce the Bill.

17.42 hrs.

CONSTITUTION (SCHEDULED TRIBES) ORDER
(AMENDMENT) BILL*

(Amendment of the Schedule)

[English]

SHRI P. KODANDA RAMAIAH (Chitradurga) : Sir, I beg to move for leave to introduce a Bill further to amend the Constitution (Scheduled Tribes) Order, 1958.

MR. CHAIRMAN : The question is :

"That leave be granted to introduce a Bill further to amend the Constitution (Scheduled Tribes) Order, 1950."

The motion was adopted.

SHRI P. KODANDA RAMAIAH : Sir, I introduce the Bill.

[English]

MR. CHAIRMAN : I have to go back a bit. There was a Bill to be introduced with it. Shri Kanshiram Rana, and another hon. Member is also associated with it. Shri Kanshiram Rana was not present, but I think Dr. Jagannath is present.

SOME HON. MEMBERS : He is not present.

MR. CHAIRMAN : Okay, let us go to serial number 19.

17.43 hrs.

PUNJAB MUNICIPAL CORPORATION LAW
(EXTENSION TO CHANDIGARH)
AMENDMENT BILL*

(Amendment of the Schedule)

SHRI SATYA PAL JAIN (Chandigarh) : Sir, I beg to move for leave to introduce a Bill to amend the Punjab Municipal Corporation Law (Extension to Chandigarh) Act, 1994.

MR. CHAIRMAN : The question is :

"That leave be granted to introduce a Bill to amend the Punjab Municipal Corporation Law (Extension to Chandigarh) Act, 1994."

The motion was adopted.

SHRI SATYA PAL JAIN : Sir, I introduce the Bill.

17.44 hrs.

PRIVATE SCHOOLS (REGULATION) BILL*

[English]

SHRI G.A. CHARAN REDDY (Nizamabad) : Sir, I beg to move for leave to introduce a Bill to regulate the functioning of private schools and for matters connected therewith or incidental thereto.

MR. CHAIRMAN : The question is :

"That leave be granted to introduce a Bill to regulate the functioning of private schools and for matters connected therewith or incidental thereto."

The motion was adopted.

SHRI G.A. CHARAN REDDY : Sir, I introduce the Bill.

[English]

MR. CHAIRMAN : The House will now take up further consideration on the Constitution (Amendment) Bill, 1996.

DR. T. SUBBARAMI REDDY (Visakhapatnam) : Sir, I would like to say that one hour only is left now for discussion of the Bills. So, I must be given a chance to move my Bill. The total time given is four hours. Three hours were over in the previous discussion. Today only

one hour is left for the discussion of this Bill. So, I must be given a chance to move my Bill within this one hour. Otherwise, I will lose the opportunity to move my Bill.

SHRI P.R. DASMUNSI : This Bill is to be discussed now. The discussion is continuing. The time allotted today for discussion on the Private Members' Bills is four hours.

MR. CHAIRMAN : The time allotted is 4 hours 21 minutes. The time taken is 3 hours 21 minutes. The balance left is one hour.

DR. T. SUBBARAMI REDDY : Only one hour is allotted for discussion of this Bill. So, I must be given an opportunity to move my Bill during this one hour.

MR. CHAIRMAN : What you mean is that the discussion on your Bill should be commenced today.

DR. T. SUBBARAMI REDDY : Even If I am given one minute, that will be sufficient for me. I must be given a chance to start it.

MR. CHAIRMAN : That is very fair. On the Bill that was under discussion last time, Shri Satya Pal Jain was speaking and he has already taken 20 minutes and he will continue his speech.

17.46 hrs.

CONSTITUTION (AMENDMENT) BILL,
1996*—Contd.

(Omission of article 44, etc.)

[Translation]

SHRI SATYA PAL JAIN (Chandigarh) : Mr. Chairman, Sir, I rise to support the bill presented by Shri Bhagwan Shankar Rawat. I was speaking in support of that. Last time discussion could not be completed due to time factor and the discussion was postponed for today.

Sir, I would like to quote article 44 of the Constitution of India. It reads—"The state shall endeavour to secure for the citizens a uniform civil for throughout the territory of India". This article deals with Directive Principles of State policy. Article 37 of the Constitution of India says that the fundamental Directives shall be applicable for all the policies of the Government. Article 37 of the Constitution of India says—"the provisions contained in this part shall not be enforceable by any court but the principles therein laid down are nevertheless fundamental in the governance of the country and it shall be the duty of the state to apply these principles in making laws." Everything mentioned in this section is important—the organisation of Gram

Panchayat, equal rights, equal employment allowance for men and women, development of Scheduled Castes and many other things, which are basic for the Directive Principles of Government and necessary for running the Government, have been included in this sections.

Sir, you must be aware that in 1971-72 when Smt. Indira Gandhiji nationalised the banks then a discussion was held in the country. The discussion was as to whether the fundamental rights given in the Constitution of India are supreme or the Directive Principle of State Policy given in the Constitution of India are supreme? Whether Fundamental Rights are supreme or 14 Directive Principles of the State Policy? At that time our leftist people were supporting Shrimati Indira Gandhiji saying that in making of Government and in making the policy of Government there should be supremacy of Directive Principles of State Policy and the points enshrined in the Directive Principles of State Policy should be given priority in making the policies of the Government. Therefore, I would like to urge upon you that when article 44 of the Constitution of India says that the Government shall try to make uniform civil code for all the citizens. I think that any one who has faith in the Constitution of India will not oppose the step taken by Shri Rawat in this direction.

Mr. Chairman, Sir, Shri Banatwala was speaking that day. He has mentioned article 330 and 331 and some other articles of the Constitution of India. In respect of all the articles of the Constitution of India from 301 onwards it is said that all these articles are temporary and were created for very limited period. If you see article 330 of the Constitution of India then you will find that in Part XVI, it is written special provisions made for certain categories are temporary. I, therefore, feel that if we want to reject this proposal by mentioning one or two points of those articles then it would be unjust and it would be insult of the concept and spirit of the Constitution of India.

Mr. Chairman, Sir, the Highest Court of the country, the Supreme Court has given its verdict in Shrimati Sarla Modgil versus Government of India case that uniform code of conduct should be implemented in India.

Mr. Chairman, Sir, last time some people told there is no such thing in the verdict of Supreme Court. I would like to quote some paragraph about the verdict of Supreme Court, where the Supreme Court has not only told that uniform civil code should be made but has also the condemned the indecisionness of the Government in this regard. In its decision the Supreme Court says :

[English]

"Successive Governments till date have been wholly

remiss in their duty of implementing the Constitutional mandate under Article 44 of the Constitution of India. It is an unequivocal mandate under Article 44 of the Constitution of India which seeks to introduce a uniform personal law as a decisive step towards national consolidation."

Further, the Supreme Court says :

"Article 44 is based on the concept that there is no necessary connection between religion and personal law in a civilized society. Article 25 guarantees religious freedom whereas Article 44 seeks to divert religion from social relations and personal law. The personal law of the Hindus such as relating to marriage, succession and the like have all a sacramental origin, in the same manner as in the case of the Muslims or the Christians. The Hindus along with Sikhs, Buddhists and Jains have forsaken their sentiments in the cause of the national unity and integration, some other communities would not, though the Constitution enjoins the establishment of a common civil code for the whole of India."

[Translation]

Mr. Chairman, Sir, Supreme Court has also directed the Government to send all information, regarding the steps taken for implementing the Uniform Civil Code. Previously in Shahbano case also Supreme Court had made a similar statement. In this judgment Justice Kuldeep Singh has said in his verdict :

[English]

"When more than 80 per cent of the citizens have already been brought under the codified personal law, there is no justification whatsoever to keep in obedience any more, the introduction of a 'uniform civil code' for all citizens in the territory of India."

[Translation]

Mr. Chairman, Sir, when even the Supreme Court has said in its verdict that there is no reason for not implementing the Uniform Civil Code. It has even directed the Government to implement it. It is a matter of surprise that in such a situation how any person can talk otherwise.

Mr. Speaker, Sir, the whole counting is aware of the Shahbano case under Criminal Procedure Code's section 125. An aged woman was demanding a maintenance allowance of Rs. five hundred, already fixed under the law. Supreme Court gave its verdict in favour of that woman. At that time, I remember, the then Prime Minister Shri Rajiv Gandhi had congratulated Shri Arif Mohamad Khan for speaking in favour of that judgment of Supreme

Court. But became under pressure due to political reasons and another act was enacted to change this judgment. Mr. Speaker, Sir, if a Muslim divorces his wife then she is not entitled to receive any maintenance allowance under section 125 of CrPC but the woman belonging to other religions or their children are entitled to receive the maintenance allowance under Section 125 of Criminal Procedure Code. Therefore my submission is this that one way of checking atrocities against women in the name of religion is to enact Uniform Civil Code in the whole country.

Mr. speaker, Sir, population growth has become a very serious problem. Our problems get entangled due to the growth of population. All formulations of plans and schemes become failure and development work has come to a stand still. If the process of population growth is to be controlled then religious partiality should not confuse. For people of one religion the norm of two children and for people of other religion, the principle of many children would not work. If the norm of two children is to be followed it should be based on the principle of secularism. If it is not followed then it would create problem when in the name of religion you disrupt the process of solving such big national problems, many problems arise. Even Muslim women are not benefited therefrom. How can a husband feed four wives and fifteen children when cost of living is so high that feeding a single family is a difficult task for a husband, these days. We will have to pay attention to this aspect also. To meet the requirement of nuclear family is a difficult job. Nowhere it has been mentioned in the Muslim religion that every Muslim will have four marriages. There is only this provision that if there is no son from first wife then he can marry again. In that also, the maximum limit of four has been prescribed. Mr. Speaker, Sir, even in any of the Muslim countries, Muslims have no right to have more than one marriage. If that is the condition in Muslim countries, then why the some approach should not be adopted in India also. We are unable to understand the justification behind this practice. It is neither in the interest of Muslim Community nor Muslim women. It is not even in the interest of the nation.

[English]

DR. T. SUBBARAMI REDDY : Mr. Chairman, Sir, the concerned Minister is not present in the House when a very important is going on we are very sorry to say that.

MR. CHAIRMAN : The concerned Minister has asked the permission of the Chairman and the hon. lady Minister is present.

[Translation]

THE MINISTER OF STATE OF THE MINISTRY OF COAL (SHRITMATI KANTI SINGH) : I have been present

here throughout the day. Minister of Law is coming.

MR. CHAIRMAN : Very important debate is going on. Please pay attention to it. The interests of the women are being discussed.

SHRI SATYA PAL JAIN : I am pleased to note that the Central Government has directed a lady Minister to take notes on this topic. At least she would have the some sympathetic feelings and she would try to impress the Government in our favour as well as in favour of woman and give her report regarding the atrocities on women.

Mr. Speaker, Sir, due to the practice of four marriages the percentage of growth in Muslim population is increasing and the percentage of growth of population in other communities specially Hindus is decreasing. Population growth is not a welcome phenomenon and it should be checked. You cannot allow the growth of population of one single community.

18.00 hrs.

If the Government would try to check the growth of one community then it would have serious repercussions and consequences. It is a fact and I don't blame anyone. In all country, the law and order problems are more in those regions where Hindus are in minority. Where Hindus are in majority, anti-national and terrorist activities are comparatively less. At present anti-national activities are at their peak in Jammu and Kashmir and Hindus are in minority there. In other states where Hindus are in majority, anti-national elements do not get chance to raise their heads. So the problem should be studied in proper perspective here.

For the unity and integrity of the country, it is high time that harmonious atmosphere should be developed. For how long would we generate a feeling among people that Muslims are different, Christians are different, Jains are different, people in minority are different, people have different religion and dresses and so they should live in different manner.

If you remain outside the main stream of the country then it will not be in the interest of the nation. It would be better if we keep all types of persons together. If somebody has some different lifestyle then let us try to explain him that you must not remain outside the main stream of nation and try to be a part of the main stream, it will be beneficial for you. Even after the 50 years of our Independence we are not interested in implementing the directive given in our Constitution.

One of my communist friends was talking about a different thing. He said that, "I agree with the spirit of it,

but I oppose the bill." I would like to bring into his consideration that whether he talks about personal law in country or about other things, in every communist country of the world there is only one law and which is applicable on its every citizen. It rarely happens in a country that a person of a certain community can marry four times.

Banatwalaji had said in his speech that followers of polygamy practice are minimum in Muslims and it is practiced at large scale in other religions. He had said that its followers are more in Hindus. I think that it is all right that its followers are more in Hindus but if polygamy is a wrong practice then it is wrong for everybody. If 'Sati Pratha' is a wrong custom then it is wrong for everybody and nobody can justify it. So, do not say that its followers are more in Hindus or Muslims. The practice of polygamy, must be abolished.

Shri A.C. Jos had said in his speech that Supreme Court said that it is 'desirable'. There are so many things which are desirable. We cannot implement every desirable thing. I have mentioned the judgment of the Supreme Court. Clear cut directives are given by the Supreme Court. Therefore, I conclude my speech with these words that we should respect the judgment of Supreme Court and also respect the Article of that constitution which was created by Dr. Ambedkar, Dr. Radhakrishnan, Dr. Rajendra Prasad, Pandit Jawahar Lai Nehru. The greatness of their personalities is such that our opponents also cannot say that they were communal. There is no doubt about their communalism. Please implement Article 41 of the constitution created by them. While extending my support to this bill I conclude my speech. Thanks.

[English]

DR. T. SUBBARAMI REDDY : Totally one hour is given for this discussion today. I am just reminding the hon. Chair that already half-an-hour is over. The Minister has to give reply. But the Minister is not here.

MR. CHAIRMAN : You said that for you to introduce the Bill and start the discussion, five minutes would be enough.

DR. T. SUBBARAMI REDDY : When one hour is given, one-and-a-half hours may be taken.

SHRI HANNAN MOLLAH (Uluiberia) : Why are you wasting the time of the House ?

SHRI RAMESH CHENNITHALA (Kottayam) : This is an important Bill and let the Members speak on this.

DR. T. SUBBARAMI REDDY : Abolition of Begging Bill is more important.

MR. CHAIRMAN : I can only request the hon. Members to be brief.

PROF. RASA SINGH RAWAT (Ajmer) : When Private Members' Bill is being discussed he should not interrupt.

MR. CHAIRMAN : I would request hon. Members to kindly restrict the time of their speeches.

SHRI HANNAN MOLLAH : Sir, I am sorry, but I beg to differ with the object of this Bill moved by my friend, Shri Bhagwan Shankar Rawat. He is not present here. In my opinion, it is an ill-conceived, ill-timed and a very narrowly motivated piece of legislation that he has proposed.

I want to start with a quotation of a former Justice of the Supreme Court, Shri V.R. Krishna Iyer. He said and I quote :

"Hurried remedies, enthusiasts and chauvinists will aggravate the malady; for, in the socio-political field, one wrong step forward is two regrettable steps backward; and a policy of principled compromise, not of doctrinaire or sectarian rigidity, moving up in zigzags, maybe, in the right approach.

The resistance pockets, the political overtones, the inner urges of the progressive wings of the community and its power equation *vis-a-vis* the unthrowing crust of unorthodoxy—these are pragmatic considerations for the law-making statesman. And the psycho-social complex of a minority to keep its family untouchable by a majority-dominated legislature cannot be ignored."

MR. CHAIRMAN : I would now request the permission of the House to extend the sitting of the House. The normal time is up to six o'clock. I think, we can extend the sitting by two hours initially. I hope, it is all right.

SOME HON. MEMBERS : Yes.

MR. CHAIRMAN : So, the House is extended up to eight o'clock.

SHRI HANNAN MOLLAH : What I had quoted is the right approach regarding this point.

I know that this Bill has not been brought with good intentions. It has very categorical ill-intention. It can be seen from the speeches that came from that side. The particular attitude which was expressed by them on this Bill was that they want to target a community. The hon. Member who spoke just before me has made derogatory remarks and statements full of poisonous hatred against a community. We have just now heard that.

My humble submission is this. An argument has been

made that Article 44 of the Constitution is the guiding principle for this Bill. This Article has been very consciously formulated. It says :

"The State shall endeavour to secure for the citizens a uniform civil code throughout the territory of India."

The situation prevailing in the country, the religious, cultural, linguistic and psychological diversities of our country should be kept in mind when we endeavour to reach that goal.

There are many people here who are inspired by Guru Golwalkar. Even he said :

"India has always had infinite variety. And yet, for long stretches of time, we were a very strong and united nation. For unity, we need harmony, not uniformity."

So, to put a uniform code on everybody is totally unrealistic in the Indian situation.

There are many things in the Directive Principles like free education for all, employment for all, etc. But when a question of religion and other sensitive issues are related, we should be cautious. This is, as I have already quoted, the approach expressed by Justice Iyer and that is the correct approach. In that situation, we should be very cautious so that the unity of this country, in diversity, would be maintained. That is the crux of the understanding of our Constitution.

The second point is that Articles 36 to 51 deal with the Directive Principles of State Policy. Those Articles have given direction for social, educational, economic and cultural developments. But this Article 44 is directly opposed to some other Articles of the Fundamental Rights, that is, Articles 25 to 28, dealing with Right to Freedom of Religion, these Articles are directly opposed to the Article 44 in the Directive Principles. It is not easy to do it.

Arguments regarding communal, family, children and population were made and they are all extraneous arguments, only to malign a minority community. Due to this, I beg to differ with the contents of this Bill. I think, a reasonable view should be taken; a movement should come from within the minority we should encourage the progressive, advance or forward looking people of the community. That demand is coming up. The progressive and educated people of the minority communities are raising it through discussions; and in seminars, they are debating it with the fundamentalist section of their own religion. So, if we encourage them and if gradually it comes from within that community, it will be acceptable and in due course, it will be in our Statute Book.

We are for Common Civil Code, but it should not be

imposed in this country because that would be the beginning of disintegration. They want to impose such a thing because they are against diversity. Due to this reason, I would say that this type of an approach should not be taken in Parliament, the highest forum of this country. We should inspire the people, we should unite the people and inject the ideas of unity, integrity and patriotism. In that way, we can advance.

In this situation, I would appeal to the hon. Member who has moved not to insist on such a Bill. It will not help the unity and integrity of our country. In the name of uniformity, it will just try to stifle the voices of thousands of people of the other sections of the society and it will create a problem for this country. This type of Bill should not be brought forward. We should encourage the progressive forces of that particular community who are coming forward so that from that community that demand would come; and in course of time, it would be accepted by the people of that community as well as of the whole country.

18.13 hrs.

[SHRI P.C. CHACKO in the Chair]

So, this is my view on this Bill and we should not drag it on further. The way the arguments have been put forward is not a healthy way, especially to do it inside Parliament. It would create fissures among the people which do not help the unity and integrity of the country. This is my view. Thank you very much.

SHRI P.R. DASMUNSI : Mr. Chairman, Sir, with a heavy heart, I would like to disagree with the observations or the comments made by the previous speakers—Shri Hannan Mollah and Shri Satya Pal Jain. These comments or arguments have failed very sadly because a particular community has become a target to justify the introduction of this Bill, to have a Uniform Civil Code.

We all know how the society changes. We also know the bond of the Indian society. When I write my religion, I write as Hinduism. If a Muslim boy ask me, "Whom do you adore most?", I will answer as '*Mariyadha Purushottam Ram*'. If he asks me as to how many mothers he had, I have to answer that he had four mothers. What is his father's name? It is Lord Dasharatha. How many wives did he marry? He married four wives. Was it wrong in our culture? The answer is 'no'. If the same Muslim boy asks me, "Whom do you adore most in Mathura on the day of *Janmashanti*?" I will say, "Lord Krishan". How many wives did he have? Some say as more than 100 and some say as more than 50. Was that wrong in your spiritual concept? My answer is 'no'. If somebody ask me, "How many wives did the great warrior, Arjuna have?", I will have to answer

that he had more than one wife. Was it wrong in our spiritual and social concept? I will say 'no'.

But history has changed. Society has changed. Now, if you try to justify everything on a particular angle and approach, I think the very basis of the Directive Principles of State Policy will be frustrated. There were times from *Vedic* era to the *Aryan* rule when the number of women was less and men were more and to get a woman, men had to fight. The rule was for one woman, many men will fight and the ultimate fighter will get the woman. What did the fighter used to do? When he finally won the battle, he used to touch the sword on the top of the *tilak* of that lady and blood used to come out which we call as *sindoor* and then, he used to marry her. That was the established rule. No religion says about the concept of *sindoor*. The concept of *sindoor* had come in that order. What are the Hindu Law, Marriage Act and what is the Hindu *Shastra*? While we marry a Hindu girl touching the fire, we used to chant the mantra, "Yathastu Hriyadayam Tava, Tathastu Hriyadayam Mam."

And finally, we end that we are inseparable not only for this life but for all lives to come. But what does the law say? It says that we can divorce. But the guru says that we cannot divorce. By chanting the Mantra, we become inseparable and we are practising in law that separation is possible because separation is the requirement of social change and the religious custom is the faith.

Try to understand the whole issue. We just cannot impose a doctrine on our own will. We are very careful in studying the Directive 44 of the Directive Principles of State Policy. Have you gone through the other Directive which says that the State shall promote with special care the educational and economic interests of the weaker sections of the people which is the priority of the State? If we improve the economic arrangements of the society, the message will go to do something more and that message will automatically call on the society that the law should be introduced in this order. Without making social changes in the economic and other orders and without looking at the priority where the direction was given, we are selecting one. And our target and common belief in uniform civil code is *per se* good to influence the country. Any knowledgeable person who talks about uniform civil code will say that it is a must. We all know that it is a must. What is uniform civil code so far as the marriage is concerned? It is a very very small molecule of our legislation. Is that all? And what is social commitment? What is religious bondage which ties our society in the real concept of unity and diversity? Have we really studied that? We suddenly quote a few things from the Directive Principles of State Policy without considering the Fundamental Duties. There is a chapter in the Indian Constitution called "the Fundamental Duties"

and there it is said like this :

"51A. (b) to cherish and follow the noble ideals which inspired our national struggle for freedom;"

Which are those ideals which began from Bahadur Shah, the last Emperor of the Mughals, who fought the Sepoy Mutiny being the first man and the first hero of the Indian Revolution and, in a way, with Mahatma Gandhi? What was the cherished value of the freedom? The cherished value was within our own custom, within our own usage, within our own religion, within our own ties and bond of friendship today. And let us make a journey in India and in that journey of friendship, let us develop, educate and settle ourselves and aspire for other higher goals. How will we feel ourselves not in terms of religion and caste? We are yet to achieve that order of social change.

I am not saying that the concept of a uniform civil code itself is a very bad idea. I am saying that we should try to understand it. Is it a priority thing of the nation at the moment? Is it a priority agenda of the country at the moment? It may be a priority agenda of a particular political campaign. But is it a priority agenda of the nation at the moment? Take the Census Report and justify it.

There is a myth going on in the country that Muslims are marrying more. That is why the population is increasing and one day, the Muslims will capture India. What a nauseating and nonsense concept! Take the Census Report. It says that the average growth of population in India is as far as it should be with other religions. Muslims have not crossed that limit. On the contrary, it is low. Take the recent Census Report. You try to understand it. I am sorry, Mr. Chairman. I seek the indulgence of the House... (Interruptions) You justify it with your figures...(Interruptions) You come with your facts. Well, I know the facts also. You listen to me. I am coming to it...(Interruptions) You speak about it in your turn. Why do you interrupt me?

MR. CHAIRMAN : No interruptions, please.

SHRI P.R. DASMUNSI : You have a right to speak. I give you the examples. What is the problem? The problem is that the population increases. It is not merely confined within Hindus and Muslims. You go anywhere. You visit any slum of India whether it is dominated by Hindus, Dalits, Muslims or Christians. You go to the poorest of the poor of the area. You go to any poverty-stricken area whether it is a slum or a village. You will find that where education is not there, enough living space is not there, no positive recreation or no social upbringing is available, their only recreation is sex. I am sorry about it. Their only recreation is sex. Let the nation understand the agony and the pathetic thing.

It may not be with you. I do not argue with you. It is my observation. I am also a social worker and not merely a Member of Parliament. I have been doing social work from slum to slum. I have tried to express my concern. Is it true? The people often think that the Muslims are increasing their population like anything and Muslims are making merry at any moment of time. No. I know the poorest of the poor Hindu families. The urge of making children for him is that if he has no children, who will take care of the agricultural field? One will take care of his mother. One will assist him in another field.

The same is the concept in another poor family whether he is a Muslim or anybody else. I have seen it in the slums. I have counted slum by slum. Is our criminal law not uniform? Ninety-eight per cent of our legislation is uniform. The only area where still social stability and understanding is yet to be reached is this area only. And in this area, what are we harping for? I am sorry for the observation that threat of terrorism and threat of anti-nationalism has come where Muslim domination is there. I am so sorry about it. Is the Muslim domination there in Punjab? Is the Muslim domination there in Tamil Nadu? Is the Muslim domination there in the border areas of West Bengal and Tripura? It is not correct. Let us not insult it. Let us not question the *bona fides*. I cannot forget that if I am to write the history of India one day in my own diary as citizen of India, I will not write the name of Mahatma Gandhi first. I will write the history from Bahadur Shah onwards. Let us not confuse the history. Let us not undo the importance of those who fought for freedom. It is still our perception that only those areas where the Muslims are concentrated are a threat to the nation. I am sorry. It is not a correct perception.

If we continue with that perception, whether there is the Uniform Civil Code, or not, would we be able to keep the unity of the nation? Would we be able to tie the nation together with that law? Would we be able to keep the unity of the country by a doctrine of certain commands? What about the social change and change in our hearts ?

Mr. Chairman, Sir, I have seen in all the slums, be it a poor *dalit* or be it a poor Muslim, the kind of treatment we give and the kind of civil amenities that we provide to them are of a different order than what we provide to the people living in the elite areas. It is always there. It is a question of mental attitude. We have not changed our attitude. I have seen it.

When *Durga Puja* is celebrated in Bengal we start the job of erecting *pandals* before one month and almost one-and-a-half-month is consumed for dismantling the *pandal* and immersion of the idol after the celebrations are over. During the *Kali puja* and *Diwali* celebrations, the roads

remain blocked for almost 15 days. But on the day of *Id* when the Muslims block the road for a few hours in a day, we hear comments like, 'look, what an appeasement of the Muslims are going on? They have blocked the roads for three hours and the traffic just cannot move. They have no *Mosque* and thus they have captured the main road in Mumbai, Calcutta, Delhi etc.' These are the type of comments we come across and these are made not by the poorest of the poor but the educated intellectual lot of this country who try to view this Uniform Civil Code from a communal angle with a view to isolating a community. This is what is going on. We do not say anything when the *Hindus* celebrate Durga Puja and keep the *pandals* for over a month with a 'no entry' sign board hanging. Is this our tolerance? If anything has been taught in the Hindu religion, it is tolerance. If we forget that tolerance then we forfeit our right to be called as *Hindus*. This is what is happening in this country today.

What is this Uniform Civil Code? A law has been passed with regard to the *Panchayati* system. What is there in the *Panchayats*? In Nagaland their conventional customs provide that the *Gaon Bura* will decide everything. Can anybody here in Parliament say that his law would be enforced here and there is no question of any *Gaon Bura*? You can enforce the law by quoting a provision in the Constitution but you have also to be prepared to see whether Nagaland then would be within India or outside India. We have to understand the reality—the sensitive cords. There are seven cords in a music. A musician must know as to which cord should be pulled at what time to produce good music otherwise he would only spoil the music. This is what is happening.

Now, somebody made a reference of the Supreme Court while talking about the Uniform Civil Code. I am not questioning the wisdom of the Supreme Court. The Supreme Court in many ways has interpreted our law as they have felt proper; the Supreme Court in many ways interpreted the law as they liked. I know the Supreme Court also tried to interpret *Hindutva* as well which could not be interpreted by Yagyabalkya, Swami Vivekananda and Lord Ramakrishana. But maybe, the Judges of the Supreme Court had more wisdom than Yagyabalkya and Swami Vivekananda. They have interpreted *Hindutva* and how could I question that? I consider that the Supreme Court is supreme in its own ways but Parliament is the superior and supreme body when it comes to understanding and reading the minds of the people and taking the country to the path or progress in the desired direction. If we digress from that direction, from our commitment, then the country would face a disaster.

So, Mr. Chairman, Sir, the first point that I would like to make is that Uniform Civil Code would come as a

process of social change. It would come through social and economic development, by removing the disparities. Today, there is a tremendous distrust amongst community and community. Forget my political identity. The Sikhs in this country contributed a lot to our struggle for freedom and towards the defence of this country. The contribution of the Sikhs and the *Gorkhas* are unparalleled in this regard. Even selectively I can take the names of a few Muslims in regard to the role they played to defend the borders of this country. It is unparalleled. The only answer to their contribution is that Parliament should not do anything which does not permit us to do at this hour. If we impose on the sweet will of the people then we are deliberately ignoring our commitment to the nation.

Today is a day when the Sikh community feels that they have been let down. It is right when you are hurt. You may give the example of 1984 riots. I strongly feel about it. On the one hand, Shrimati Indira Gandhi died, there was a wave of sentiments, a cry and on the other hand the innocent Sikh people were haked to death in New Delhi. I was present here on that night.

SHRI MOHAN RAWALE (Mumbai South-Central) : Who did all that?

SHRI P.R. DASMUNSI : Please do not bring politics into it. If you talk of 'who', should I refer to Mumbai again? Please try to understand it. Let us not discuss such things. People are fanatics. Fanatics are there everywhere, in my Party, in your Party and in all other Parties. Can you deny the fact? Why do you say all this? Please try to understand the situation. Fanaticism has no language. Nobody can control it. Could Bal Thackrey control Mr. Rawale when he sat on fast? He could not control him. Why did he sit on fast? He must understand the present situation of the country. They have the genuine feeling that they have been let down. After the 6th December, Muslims had the feeling that they had been let down. In these circumstances, is it not the responsibility of Parliament to restore their confidence? If my father has done something wrong, I should kill the father and take his name out of history. Allow me to repair the road. He can also give a helping hand to repair the road because the road is ours. My brother or son will come and they will work in that direction. In that situation, is it the priority now to bring a Uniform Civil Code? Let us restore the confidence. Let us understand their mood. We cannot remove the *gaon bura* of the Nagaland Panchayat by imposing an Act, in the name that there is an Act. Let us not create distress and confusion.

Rituals and religion are two different things. I know it. The religion should not dictate law. I also agree to that but law should not create a confusion by which a religious right is vitiated. This is India, where we should understand

each other. We should understand where to cooperate and where not to cooperate. Even among the Hindu religion, Muslims have not come to tell us to fight between *Brahmins* and *Rajputs* or *Rajputs* and *Yadavs*, or *Yadavs* and *Dalits*, Muslims have never told this to us. Why do we fight and kill ourselves?

One may read the *Poojarini* of Gurudev Tagore, in whose name we sing the National Song. It says that there is only one devotee of Lord Buddha. When Ajatashatru came after Bimbisar, he did not spare even that one devotee and said, 'in the name of *Hinduism*, I will finish her also'. She was also finished. Then Tagore said, "if this is religion, let this religion be finished. Let humanity go and a new religion of humanism may come." This was Tagore.

SHRI KALPNATH RAI (Ghosi) : Who was killed ?

SHRI P.R. DASMUNSI : The King who thought that *Hinduism* should establish supremacy over Buddhism.

Is it not a fact? This is what our Indian society is. Keeping that in view, a Uniform Civil Code is acceptable intellectually. It is very sound politically but socially, in the given situation of the country, it is not a priority. It is a matter to be debated, to be conveyed and to be educated. I know a number of Muslim families, who do not eat beef. They do not even touch it. I know a number of Muslim families which are more concerned about the family planning than ourselves. They know the reality. So, let us not discourage them. Let us not give them the impression that they are all suspects. How long can we continue it? If all of them want to stay in India, how long can we keep a big community like Muslims or other minority communities in a suspect zone and talk all good things about national unity, national security, secularism and so on? This is absolutely absurd. It is not permissible and not possible.

We had taken a conscious decision that we would not have the Hindu Raj in consonance with the slogan of Jinnah and that is why we are in India. If we have taken this decision, we must continue. We have a commitment. Therefore, the concept of a Uniform Civil Code is not a priority. At the moment, it is not called for. It may serve the purpose of intellectuals, so far as seminars are concerned or so far as writing good books is concerned. At this juncture, it is not a priority. We, however, must not say that the Uniform Civil Code should be ruled out.

We must say that we shall carry the essence of this message. We shall go and preach all religious communities that time will come so they get themselves mentally prepared to respond to a situation when the economic policy, and the anti-poverty programme of India will show that they are moving in a stable direction. The Mandal

Commission's message was to provide economic and social directions. Somebody tried to use it in a positive manner and somebody tried to use it in a different manner. Is it not a fact? Is it right or wrong?

Therefore, I would only submit with all humility at my command to the Mover of this Resolution that he may continue to preach the concept of Uniform Civil Code free from the angle of political manoeuvre at religious places. But the genuine angle of social change cannot be ensured unless the Directive Principles of State Policy, as enshrined in the Constitution, are fulfilled first in consonance with the fundamental rights and duties. If the rights and duties are given the second priority and are chosen as the pick up examples, then, I would say, it is a dangerous thing. Therefore, I disapprove and oppose the Resolution at this moment. Let us not play with fire. Let us say that we can manage the affairs in a better way.

Today more and more inter-casts and inter-religious marriages are taking place in the society. If it happens in large numbers, the social fabric will become still stronger. The same is the case with religions also.

Our own religion says that the proceedings of the Hindu marriage and the Hindu law are two different things. Therefore, let us not preach others that this is the order of the religion and this is the approach of the law.

I conclude, Mr. Chairman, by saying that Uniform Civil Code may not be in the priority agenda. Let it be discussed at a stage when the entire society is ready. Let us not impose it.

[Translation]

SHRI MOHAN RAWALE (Mumbai South-Central) : Mr. Chairman, Sir, I strongly support the bill on Common Civil Code which is moved by Rawatji. Just now Shri Das Muni has said about Dasrath that he had four wives. In spite of four wives the Hindu Law was framed and such a provision was made in this law one cannot marry more than once. I would like to tell Shri Das Muni that he has talked about Polygamy. You go to Iran, Egypt, Iraq, Bangladesh, Syria, Tunisia, Algeria, Pakistan, Morocco, Cyprus, Malasiya. These countries have amended personal law to check the abuse of Polygamy among Muslims. I would like to ask the House through you that whether the Shariat of these countries and our Shariat are two different things, whether their Islam is different from ours, whether their Allah and our's Allah are two different identities ? Islam is the same, Allah is also one : I want to say that...*(Interruptions)*. Even a committee has been constituted in Pakistan. Polygamy was banned in Lebanon in 1932, in Syria in 1953, in Tunisiya in 1956 and in Iraq in 1959. The practice of polygamy and to keep a mistress were prohibited under a law passed by the Parliament of Iran.

They have also made a provision in that law that mere wishes cannot be the reasons for divorce. You were talking about Pakistan. An Act in the name of Family Law Ordinance has been enacted in Pakistan. A rule has been made in Pakistan that if any person wants to marry for second time then he has to obtain the written consent from his first and would be wife and a mediatory council would be constituted to take a decision on this written consent. If with consist of a representative of the first wife and a representative of the would be wife, it will decide whether second marriage is necessary and then only he will get the right to marry for the second time. As per this Act of Pakistan the whole decision has to be in written form and that decision cannot be challenged in any court of Pakistan, it cannot be challenged. Even Courts cannot change it. This provision is also there under this rule that, if, at any time he wishes to divorce, then, he has to provide maintenance allowance for life long and he has to return entire property of dowry, this type of Act has been enacted in Pakistan.

There is a word secular in constitution. Now a days we discuss secularism so much and usually we say that he is not secular. But you are secular. 'Sarvdharm Samhav' i.e., secularism should be there. Is it secularism. Our sisters are sitting here, lady minister is here. Some-one is somebody's wife or mother or daughter or sister. Is this not injustice with them. One law for one person and one other law for another person, whether this is not injustice with him. Think it on humanity grounds.

Shahbano had filed a case in Mazgaon Dock court in my area, and she won the case. She was paid the maintenance allowance as per section 25. Verdict was given to pay the maintenance allowance and at that time, as my friend Shri Jain has told, Rajiv Gandhi also praised former minister Arif Mohammad Khan. Muslim women had gone to meet Shri Rajiv Gandhi, he told them also that we will make amendments in the Bill. But he did not bring common civil code and passed the 'Black law' in this House. There are Muslim women, when the verdict on Shahbano case was given, demonstration was staged against Shahbano, more than 5 lakh people were there but there was no women among them. I am telling you because after the verdict of Shahbano, several applications were received in this Mazgaon Dock court informing that we have been given divorce. Divorce is given by saying Talaq Talaq Talaq. Whether she is a thrown vegetable or spoiled vegetable which should be thrown away. She is a women, she is a wife, who is thrown away. When she get married, she is asked thrice, her consent is taken but her consent is not taken at the time of divorce. At the time of marriage her consent is taken by saying whether you

accept this marriage, you accept this marriage, you accept this marriage, when she says yes, only then she is married. But at the time of divorce just by saying 'Talak', she is sent away in no time. This is a question of humanity ...*(Interruptions)* Yes, her consent is taken but her consent is not taken by saying 'Kabul hai, Kabul hai, Kabul hai' i.e. do you accept.

Our friend Priyaranjan Das Munshi has gone from here, we are proud of him, he belongs to Bengal. I am also son of a mill worker. I have a separate feeling about him but he says : Go to Japan, Malasia, Egypt, all these countries are developed. They have developed their countries after controlling population. If the population is not controlled then from where will we get food? 15-15, 20-20 children all there in one family. There are Muslim brothers, Muslim ladies and Muslim sisters residing in my area we have...*(Interruptions)*

SHRI KALPNATH RAI : This year 20 lakh ton wheat is being imported.

SHRI P.R. DASMUNSI : I only want to say that I don't know how many ladies are thrown out like vegetables by saying Talaq three times but many Hindu girls are burnt alive for not bringing dowry, what would you like to say about that?

PROF. RASA SINGH RAWAT : Social Reformer. like Raja Ram Mohan Rai was born in this country who made this country vigilant against it.

SHRI P.R. DASMUNSI : In your state Rajasthan Roop Kanwar was burnt alive and she was named Sati.

PROF. RASA SINGH RAWAT : Whether you want to put the country in dol-drums?

[English]

MR. CHAIRMAN : This is a very sensitive subject. The Members may please restrain from interrupting. Please do not try to reply to each other.

[Translation]

SHRI MOHAN RAWALE : Those who want to continue the Sati Pratha, they must be punished they have talked about Bahadur Shah, we are proud of him. But this policy is existing from the time of congress. Bahadur Shah gave his life saying Vande-Matram while fighting the freedom. The word 'Vandematram' has the sense of braveness. After saying this he was hanged to death.

SHRI KALPNATH RAI : Had Jafar said Vande-Matram ?

[English]

MR. CHARIMAN : Nobody will intervene unless the Member, who is speaking, yields. If the Member yields, then I cannot do anything.

[Translation]

SHRI MOHAN RAWALE : You listen to me. The provoking elements of Muslim Community protested against Vande-Matram because they say that the meaning of Vande-Matram is that Mother, I bow myself before you. Politicians are creating this type of misunderstanding. The name of Ram Mohan Rai is taken. He stopped 'Sati Pratha'. Earlier in Maharashtra women had to cut their hairs after becoming widow but now it is stopped. Similarly, marriage of the girl below the age of eighteen is banned here. Why don't you take the opinion of a Muslim woman in this regard I told you earlier also, when the verdict of Shahbano came, there was no Muslim woman in the Morcha which went there.

SHRI ILIYAS AZMI : Muslim women are backward make some provision for their reservation.

SHRI MOHAN RAWALE : If our own mother, sister or daughter is divorced after saying 'Talaq-Talaq' only then we can understand. Our friends from left parties had given approval to this issue when this matter was discussed. They said, this should be there but there should not be any compulsion. Is there no compulsion in Muslim countries? There, also, if somebody wants to marry second time then he has to take the permission of his first time. If some-body gives divorce forcefully then the affected woman can go to woman court.

Sitting here, you are talking like this, can you talk like this in Britain also? Whatever Salman Rushdi has written, the people made this impression in their mind that he told wrong things about 'Prophet Mohammad'. Several people wanted to kill him in this matter. This was also said that abide by our law other-wise leave England.

[English]

MR. CHAIRMAN : We have to extend the time for this discussion we have two more speakers.

SHRI SATYA PAL JAIN : That has already been done.

MR. CHAIRMAN : That is for the Private Members' Business in general but for this particular discussion, time was extended for one hour. We started this discussion at 5.48 PM. Now it is 6.50 PM. Two more speakers are there. The Law Minister has to reply and Prof. Rasa Sing Rawat has to speak.

SHRI SATYA PAL JAIN : Please extend it by another one hour.

DR. T. SUBBARAMI REDDY (Visakhapatnam) : I have to move the Bill. Otherwise I will sit on *dharna*. Therefore, we cannot agree to this. We have to do this also. Otherwise I will sit on *dharna*. There is no question of extending the time.

SHRI MOHAN RAWALE : Let him move the Bill.

MR. CHAIRMAN : You will get time. There is no need for *dharna*.

DR. T. SUBBARAMI REDDY : If one hour is given, that one hour can be extended to another half-an-hour. It cannot be so for both the sides.

MR. CHAIRMAN : Mr. Subbarami Reddy, you will get time. Do not worry. We have time up to 8.05 PM. We have extended the time of Private Members' Business to 8.05 PM. So we will get sufficient time. We are allotting another half-an-hour only to complete this Bill.

...(Interruptions)

MR. CHAIRMAN : That is enough. Only two more speakers are there. Please complete quickly and come to the Uniform Civil Code, that is, the topic.

...(Interruptions)

MR. CHAIRMAN : Please avoid beating around the bush. Please come to the topic.

...(Interruptions)

MR. CHAIRMAN : Half-an-hour will do.

SHRI BHAGWAN SHANKAR RAWAT (Agra) : One hour is necessary...(Interruptions)

MR. CHAIRMAN : Yes, please.

SHRI BHAGWAN SHANKAR RAWAT : You will be having sufficient time...(Interruptions)

MR. CHAIRMAN : All right. We have decided that we will take up that also after this.

[Translation]

SHRI MOHAN RAWALE : Mr. Chairman, Sir, through this House, I would like to make an appeal to my Muslim brothers that law has been amended in various Muslim countries and these countries have made tremendous progress. The status of Muslim women has been raised there. When the Muslim countries noticed that a specific class is being oppressed by the Personal Law, it was

amended, but, in India, Muslims are still in dark. They do not want to come out of this darkness because they do not want that Muslim women should lead a dignified life. By when they will be treated like slaves. Everyone should be equal before law and law should not be enacted to oppress someone. We all are Indians and therefore uniform law should be enacted for everyone. Difference in law, for person to person is injustice and impropriety.

Except Muslims, Family Planning Policy is applied to all the sections of society. Why they are excluded? They are free to marry as many times as they want and have large families. After sometimes, they demand to raise quota for reservation in proportion to their population. Family Planning Policy should also be applied to them. Shri Bala Saheb Thackrey, Shri Atal Bihariji and Advaniji are called traitors for speaking in favour of it. I would like to say as to whether you are secular?...*(Interruptions)*

[English]

MR. CHAIRMAN : Shri Mohan Rawale, you are deviating from the main topic.

(Interruptions)

MR. CHAIRMAN : Not necessary. That will be done by Prof. Rasa Singh Rawat.

[Translation]

SHRI MOHAN RAWALE : You say that Personal Law is based on Shariyat. Those muslims who have made amendments in Shariyat. Is their Shariyat different? I would like to make two-three important points. Muslim men can have four marriage? Can Muslim women also do that? In the morning, I was watching a T.V. Programme in which a Muslim Social Reformer was asked as to what will happen if Muslim women perform four marriages. Quran has not forbidden Muslim women from doing so..*(Interruptions)*

SHRI LALMUNI CHAUBEY (Buxar) : Why you cannot do so when this practice was prevalent during times of Mahabharat...*(Interruptions)*

SHRI MOHAN RAWALE : As per the law, this practice has been prohibited. In India the Emperer Allauddin Khilji raised his voice to make amendments in Shariyat. He did that. Kajies issued Fatwa against him when he took a desicion contrary to Shariyat. Then the King said that he would be punished by Allah if his intentions behind it were bad and he was ready to bear the punishment for it. In Constituent Assembly, this question was raised and some Members said that customs of Muslims cannot be changed. At that time, the then Law Minister Dr. Ambedkar challenged this view and told that it was done in Central

Assembly in 1935, 1937 and in 1939. It is not a new thing. Central Assembly had done that it is really incorrect if we say that Pariament has no power to do so.

It is very surprising that the issue regarding Hindu Code Bill was taken up with fervour and even the written dissent of the then President Dr. Rajendra Prasad was not taken care of. But on the issue of Uniform Civil Code he said in the Parliamnet that "I do not think that India is ready for it. I will try my best to pass the resolution regarding Uniform Civil Code." I think that there are two aspects of one thing—good and bad, and we should adopt that option which may benefit majority of the population. It is also possible that some person may feel that their feelings are hurt. They are being oppressed but it is really true that such sentiments weaken the unity and integrity of the country.

Uniform civil code favours the human values. A committee was constituted to study all these aspects and the revolutionary changes adopted by varous countries and the points where they faced opposition. I would like to say that after conducting this study a draft of the law should be prepared. Three members of the Minority Committee of the Constituent Assembly Shri M.R. Masani, Shrimati Hansa Mehta and Rajkumari Amrlt Kaur had given their written dissent on it. They wrote "The existence of various Personal Laws on the basis of religion is one of the several obstacles in progress of India as a strong nation. These various Personal laws divide the nation into sealed compartments. It is really unfortunate that we could not make any progress in this regard even after 50 years of Independence.

SHRI KALPNATH RAI : What did Dr. Ambedkar say? ...*(Interruptions)*

SHRI MOHAN RAWALE : He had said that several countries of the world had changed...*(Interruptions)*

SHRI ILIYAS AZMI : I have visited various parts of the world but no country has made any change...*(Interruptions)*

SHRI MOHAN RAWALE : Sir, through you, I demand that it is the demand of humanity and welfare of Muslim women. They narrate their woes before workers of our party.

19.00 hrs.

The leader of Shivsena Bala Saheb Thackrey favours the uniform civil code and if people support him that is the victory of an ideology. Hon. Atal Bihari Vajpayee and Advaniji also favour it. It is a demand from Muslim women, I request you to pass it.in the House and support it.

SHRI ILIYAS AZMI : Whether my name has been cut from the list.

[English]

MR. CHARIMAN : You were not here when your name was called. So, we are following this list. Please take your seat.

SHRI ANADI CHARAN SAHU (Cuttack) : Mr. Chairman, Sir, with your kind permission, I would like to take all the Members back to the post-Vedic period of Jambudweep. India was a part of the Jambudweep. When you go back to the post-Vedic period, that is the Upanishadic period, you will find in the Upanishads a steady, unobtrusive and silent regulation of family lives and social orders where people have been regulated in a very nice manner.

I will give a concrete instance. There was a sage called Uddalaka. He had son called Swetaketu. Swetaketu was a small boy aged about eight or 10 years. Uddalaka was making morning oblations to the Sun God. His wife was supplying water to him. While the oblations were continuing, another Brahmin came and made a proposition to the lady that they should go together for sexual intercourse and the lady readily agreed. The boy was taken aback and Swetaketu told his father : "How is it that you have allowed my mother to go with another man?" The father, Uddalaka says : "Boy, that is the rule of the land." But Swetaketu did not agree. At a later stage, he became a great sage. He wrote an Upanishad also and he propounded the first theory of Uddalaka-Swetaketu principles where in adultery was prohibited. Even today that same usage has come in our Indian Penal Code where adultery had been prohibited as Swetaketu had said.

The Indian Penal Code says that if any person has a relationship with a lady without the consent of the husband, then only he can be prosecuted and that was the same principle which was propounded by Swetaketu long back. What I wanted to tell at this juncture is that usages become law. But if we try to impose something on people it will be tyrannous. There is a Latin proverb which says :

"Summum jus summa injuria."

If you have lots of law, it will cause lots of injury to the citizens. It would be better not to have many laws. That is what the Prime Minister has said only two days back when he said that Govt. would be setting up a Commission to look into the different laws which have been enforced upon the people in this land. There should be minimum of laws. That is what I said in the words of that Latin proverb :

"Summum jus summa injuria."

Later on, I would like to tell how the usages had come

in and how we have not been able to enforce laws. My friends from the Bharatiya Janata Party are sitting here. I would not like to tell about the Manusmriti. Manusmriti has a tinge of religious discourse in it. I would not like to dilate on that. But I would like to tell about a constitution—I call it a constitution—which was propounded during the Mauryan period by Kautilya, the Arthashastrist. In the second book, he had indicated about eight types of marriages.

If I elaborate those eight types, it will take a lot of time. The first four types are *daivas* and the last four types are *laukiks*. How did they come? From *Upanishads*' period up to the *Maurian* period, we had lot of Inflow of people. The *Shakas*, the *Yavanas*, the *Hoons* and many other people had come to India and the *animsts* and the tribals were taken into the Hindu society. In order to accommodate all their customs and all the aspects of married life, Kautilya propounded a theory of marriage, divorce and inheritance. It has become a part of our life. We are now talking of article 44 and my friend has tried to put the main thrust on marriage, divorce and inheritance. That was the thing which was discussed by Kautilya long back in the Fourth century B.C. Now, I would like to tell that we have four *Laukik* types of marriages. One is called the *Gandharva* marriage where a boy meets the girl and they decide to marry. It is happening now a days. It has a different concept altogether. There is no religion, there is no social order, and there is no bondage of any sort to prevent them from marrying. A Hindu or a Muslim or person belonging to any other caste or any other group can marriage. For that there would be different types of attitudes, laws, rules, etc. if all are to be accommodated.

Now I will come to the *Asur* marriage. It is question of snatching the girl and paying bride-money to the parents. Even today, in my own State, we have two types of *Asur* marriages among the tribals, viz., one is the *Jhinka* and the other is the *Vdaliya*. In the North, it is *Jhinka* in the South, it is called *udaliya*. You meet the girl in the SHOTUL and next day you propose to her. When she is going to the *shandi*, you snatch her away and show your bravado. You may promulgate any type of Hindu marriage code but you cannot prevent *Gandharva* marriage or even the other types of marriages like *udaliya* or the *Asur* marriage. They have come to stay in this country and we cannot prevent them by any sort of legislation.

Sir, I would like to take you back to Pope Pious The-II in the 19th Century. When a group of Roman Catholic missionaries were going to China, they went to the Pope and told him : "Sir, we are going to China to propagate our religion, viz., Christianity. What is your advice?" The Pope said : "Impart the faith, nothing else." Kindly mark my words, 'impart faith and nothing else'. Only take the

faith and take nothing else. Unfortunately, for this country it is the travesty of history or the tyranny or a very unkind nature which has created a lot of problems for us. When many religions came, they brought with them their customs, their tradition and their narrow parochial interests. It has come to stay and it will stay. We cannot unscramble the eggs now. It has come to stay.

Many religions have come. But there are some religions which have adapted to this land and which have adapted to the requirements of this land. For example, the Baptists or the Scottish Church people, have adapted themselves very clearly and in a very nice manner. But those who do not adapt, you cannot compel them to follow your principles, your ideologies and your way of thinking. If you try to compel them, it will create a lot of problems. I am sorry to say that Section 125 of the Cr. P.C. is one of the best secular or best sort of an order which was propounded in 1871. Unfortunately, we had a retrograde action in 1986. When we changed the basic secular out look of Sec. 125 Cr. P.C. It is a part of history. No doubt, we had a retrograde action. What could have been done is that slowly we introduce the usages into the system of the social order unobtrusively without impinging upon the liberty of other people, and without causing any suspicion in the minds of those people. Slowly we may try to have a social order.

My friends in the B.J.P., Shri Mohan Rawale and Shri S.P. Jain, would kindly permit me to say that having four wives, what the Muslims can have was a revolutionary process in the Seventh Century. There were two revolutionary principles which Prophet Mohammad had used. I am an atheist, so I analyse in a very disaffectionate and dissecting manner. There were 341 gods in the Arab world. He reduced it to one God, "La Ilaha Illallah Mohammad-ur-Rasul Allah". He reduced it to one God. People were marrying hundreds of wives. He said, "No, you cannot go beyond four." That was a revolutionary concept which was introduced by Mohammad the Prophet in the Seventh Century A.D.

Now, to say that it is bad is not correct. What is required is that one must have a slow understanding of the problems, which any Muslim who is educated is understanding. He is not marrying four wives. There is no question of marrying four wives.

There are two types of *talaqs*. Perhaps, my friends might be knowing about these two types of *talaqs*. There is a subtle difference between these two *talaqs*. I would just make a reference to it. In Verse 6 of Sura 65, you have lot of things. 'Assalam' and 'Barakat' are the two types and there are different types of *talaqs* also.

We had the Shariat Law in 1937—marriage, divorce

and inheritance are the civil matters on which you are trying to put pressure and you are trying to say that these things should be changed—and some people who were not following the Muslim Shariat were brought into the ambit of those laws. That is history. Let us not think of it. As I said earlier, let us not unscramble the eggs.

Now, in the present context, let us think in what manner we can bring about think of a uniform civil code. A uniform civil code can come only when there is a change of mind, when there is an attitudinal change, when the people would think that medieval behaviours in the society are not good, and these types of behaviours where the religious priests hold the uppermost are not correct. History is replete with lots of instances where religious leaders have created lots of problems for society, be they the Hindu societies, be they the Muslim societies or be they the Christian societies. And where there is a priest-king, it is mostly disaster for the community. It has happened. Now, let us not think of such disaster for the country, which is a pluralist society with different ethnic aspirations and groups of people who live in this.

That is why, the founding fathers, during the framing of the Constitution, thought it over in very nice manner—Article 35 was that which became Article 44 later. They said, "We should only put endeavour, we should try, we should make an attempt, but we should not compel." Now, when you take out endeavour as this amendment of hon. Rawat says, then you will be compelling the Government to frame laws which would impinge upon the social status, attitude and behaviour pattern of different minority groups we call or ethnic groups we call. We had lots of laws which could not be enforced even now. The Sarada Act and laws have not yet been enforced even now. So, there are many laws which we have enacted but we have not enforced. Why get into that again? That is why, during the discussions on Constitution between 1947-50, Dr. B.R. Ambedkar was very forthright, honest and had a farsight. I would only quote a portions of what he had said and conclude my speech. He says :

"I think we have read too much into the Article, which merely proposes that the State shall endeavour to secure a civil code for the citizens of the country. It does not say that after the code is framed, the State shall enforce it upon all citizens merely because they are citizens."

Kindly mark the farsight that the man had shown :

"The State will not enforce it because they are citizens. It is not necessary to enforce it. It is perfectly possible that the future Parliament may make a provision by way of making a beginning that the codes are applied

only to those who make a declaration that they are prepared to be bound by it."

It is a question of voluntary acquisition, voluntary acceptance, of the principles that are to be enunciated so that in the initial stage, the application of the code may be purely voluntary. Parliament may fill the ground by some such method. What Shri P.R. Dasmunsi has said is "We are the distillates of the people. We know what is the mood of the people". And once we know the mood of the people, we can make a beginning by trying to convert people into certain usages as this Udalalak Swetaketu principle had been done. First, we try in the social order. Then we come to the Parliament to have new laws. Without doing that, it would be inappropriate to start here saying that "Let us amend Article 44 immediately". It will be disastrous to the country.

So, I oppose this amendment and I say that restraint would be better for us at this juncture.

MR. CHAIRMAN : Prof. Rasa Singh Rawat will now speak.

...(Interruptions)

MR. CHAIRMAN : You should be present in the House. After giving the names, if you are not present, then what can we do ? We have to regulate the debate according to the time. Now it is all right. You will get your chance after the speech of Prof. Rasa Singh Rawat.

Now Prof. Rasa Singh Rawat will speak.

[Translation]

PROF. RASA SINGH RAWAT : Mr. Chairman, Sir, I wholeheartedly support the Bill introduced by my colleague Shri Bhagwan Shankar Rawat which seeks amendment in article 44 of our constitution and replace the same by inserting a new chapter, part-4.

Just now it has been said that we should gradually move in this direction. India achieved independence on 15th August, 1947 and was declared as democratic republic on 26th January, 1950. Now 47 years have passed since our constitution was adopted. After that, during the tenure of Pt. Jawahar Lal Nehru, Hindu Code Bill was enacted covering the 80 per cent people of India. It was not applicable on rest of 20 per cent people. We do not say that Hindu-Muslim-Sikh-Christian are separate entities. They have been and will remain always one and united. We all—Hindu-Muslim-Sikh-Christian are brethren. India is one from Kashmir to Kanyakumari and from Gujarat to Nagaland. We are one nation. If a part of our body, to say our thumb, is injured it pains our whole body but it does not mean that we may cut amputate our thumb and

throw it away for if we do so our body cannot function in its entirety. We have to inculcate the feelings of nationalism, patriotism, harmony and unity in their hearts so that the unity and integrity of the country is further strengthened for which it is necessary to introduce a uniform civil code to bring them in the mainstream of the country. If we put our collective efforts as much as possible, no doubt we can move forward in this direction. It has been the Directive Principles enshrined in our constitution that envisage that efforts would be made to bring all citizens of our country under a uniform civil code which means equality in all respects. The issue of introduction of a uniform civil code also came up before the people who took over the power.

Mr. Chariman, Sir, a uniform civil code is urgently needed today but I am sorry to say, through you, that due to the vote bank politics and appeasement policy, this beautiful thing has been interpreted in a very distorted manner. We may belong to any state—be it Kerala, Tamilnadu or Aasam or Arunachal Pradesh or Jammu-Kashmir or Rajasthan or Orissa or any other state—but we all are Indians with patriotism in our heart. As we think, so shall we behave. As is your education, so will be its reward. Therefore it is essential today that we introduce a uniform civil code in our country.

Sir, just now people have said a lot about Mahabharat, Uddhalak, Shwetketu etc. Social traditions and conventions go on changing.

"Leek-Leek Gari Chale

Leek Chale Kapoot

Leeke Chhadi Teen hi Chale

Shayar, Sinh, Sapoot."

In think Shri Khallap Saheb must have understood the meaning of these lines. Most of the people are convention-list. People say of they are conventionlist, let them be so but if there is anything harmful in our convention, we must do away with those. We should move with the pace of the time. Iliyas Azami Saheb is sitting here.

"Log Kahaten hain ki Badalta rahta Hai Jamana

Mard woh hai jo Jamane Ko Badal de.

Prophet Hazarat Mohammad Saheb saw choos prevailing in Arab. He did a great job in putting the society in order. Likewise Maharishi Dayanand Saraswati, Raja Ram Mohan Rai, Swami Vivekanand, Rama Krishna Paramhans, Mahatma Gandhi, Jyotiba Phoolé, Baba Saheb Bhimrao Ambedkar also saw the evils in the society of their time. They raised their voices against these evils and did reformative works to remove these evils from the society.

It is, therefore, necessary to bring in equality in our society. Equal justice should be done with either sex. There should be no discrimination on the basis of caste, creed, religion, language and profession. And to bring this kind of uniformity in the society, it is necessary to introduce a Uniform Civil Code in our country. Until this uniformity is introduced in our society, we will have different thinking in these matters. If different personal laws are introduced for Hindus, Muslims, Christians and Sikhs, Buddhist, Jainis and Jewes this will lead to separatism in the country. The country will be divided into many pieces. Many of our colleagues expressed their biased views and gave the distorted facts due to their vote bank politics and appeasment policy but they also said that we should move forward carefully and cautiously. We should gradually persuade them. I, through you, want to ask the Government as to how many times during the last 47 years since our independence, we have made efforts to persuade these communities to accept an uniform civil code? When Jawaharlal Nehru brought the Hindu Code Bill with his studied efforts, we, the people of whole India, should have made attempts to introduce an Uniform Civil Code. Mr. Chairman, Sir, I would like to narrate the following lines—

When a personal law, traditions, conventions and religious faith start becoming anti-social, anti-human and anti-morality, they should be checked immediately by a suitable law.

The above lines assume much importance in today's context. When an episode like Shahbano takes place and muslim women start falling victims to various social evils and when injustice is done with Hindu girls by forcing them for child-marriage and when such conventions, traditions and religions faith become anti-social and anti-human then the Government is duty bound to put a check on such social evils by enforcing a suitable laws...(Interruptions)

SHRI ILIYAS AZMI : Where from you are reading it ...(Interruptions)

PROF. RASA SINGH RAWAT : These checks should be based on the universal ethics and should be enforced on all personal laws. Our present society accepts the three universal values—equality, liberty and fraternity. It is written in the constitution of India that we are the citizens of an independent country. We have got our own entity and dignity. In whichever country a citizen may go and whatever may be his ideology life style, thinking, religion, traditions and faith but he should be governed by the same law in the matters of these things and in the matters of marriage system, divorce system and system of adoption and land distribution. Equality, liberty and fraternity—these are the three basis of universal values enshrined in our constitution. When we take oath in the name of our

constitution then I think nobody in this House can oppose these three values. We have to test all the personal laws on the standards of these universal values—that is equality, liberty and fraternity and whatever convention, tradition or religions faith goes against these values, we will have to change those and we must change them. It would be a change and [English] change is the law of nature. [Translation] Orthodox beliefs cannot be allowed to continue in the society any more, we have to remove these such old social evils from the society. We have to do away with superstitions faith and deformities from the society. Illiteracy has to be removed from the society. This will create a new kind of awareness and enthusiasm among the people in our society. But it will happen only when we introduce a Uniform Civil Code based on the three basic and universal values—equality, liberty and fraternity.

Mr. Chairman, Sir, I would like to illustrate an example. Why only the B.J.P. people demand the introduction of uniform civil code and why not others? I want to narrate a story to Shri Azami Saheb. There was a very big tree. Thousands of birds had their nests on that tree. Some foolish man was passing through that place. He was ignorant. He was having a bottle full of Kerosene oil and a match-box in his hands. He poured out all the K-oil on that tree and put the same on fire.

[English]

MR. CHAIRMAN : One Minute Prof. Rasa Singh Rawat. We are extending the time of the House by another half an hour.

[Translation]

SHRI SATYA PAL JAIN : Sir, ask these people sitting on that side. Probably the Minister does not want to reply.

[English]

MR. CHAIRMAN : What is the problem ? The Mover of the Bill has the reply after the hon. Minister's intervention. So, we will extend the time by another half-an-hour.

[Translation]

SHRI ILIYAS AZAMI : Sir, listen to me on this point. I am the only supporter of this Bill who is sitting here.

PROF. RASA SINGH RAWAT : Sir, I was quoting what Dr. Iqbal has said...(Interruptions)

[English]

MR. CHAIRMAN : Prof. Rasa Singh Rawat, one minute please.

THE MINISTER OF WELFARE (SHRI BALWANT SINGH RAMOOWALIA) : Sir, I have a hunch that if time is not left for the introduction of the next Bill, it will create problems then it will lapse. Can you kindly take notice of my problem and also his problem so that it does not lapse.

MR. CHAIRMAN : That, I think, Shri Bhagwan Shankar Rawat has to tell him. This is a Constitution (Amendment) Bill. We have to decide it by a Division. So if he is withdrawing his Bill, then that is a different matter.

[Translation]

PROF. RASA SINGH RAWAT : Will you please allow the discussion to complete ?

SHRI BHAGWAN SHANKAR RAWAT : Mr. Chairman, Sir, my problem is that, in case, the hon. Minister accepts my request and gives his reply then I have to say nothing otherwise what is the use of such a marathon debate. People have given very good and wise suggestions and the Minister also holds this view. Therefore, he has to give a reply, as the whole country is watching us.

[English]

MR. CHAIRMAN : Now, Shri Bhagwan Shankar Rawat, in such a serious matter, that seriousness is not seen in this House. How many people are present now? The point you are making will be decided by a Division. So after all the respective parties made their points very clear, it being such a sensitive issue, you can withdraw also. That is up to you. If you decide so, then as the hon. Minister has said, we will get the time for introduction of the other Bill listed in the next item, which is also very important.

I mean to say that there is no point in arguing if you are insisting.

[Translation]

SHRI BHAGWAN SHANKAR RAWAT : Mr. Chairman, I do want to involve myself in any argument. You may introduce the next Bill, I have no objection thereto rather I would feel happy. But to give it a logical end, the government should give their view on it so that I can make my submissions thereon. I want him to give me an assurance that he would implement the words "Government shall endeavour". I have brought this Bill because they did not make any such endeavour during the last 50 years. Therefore the Government should give us an assurance on this account.

[English]

DR. T. SUBBARAMI REDDY : How does the rule permit to extend the House beyond one hour? So, I should also be allowed to introduce my bill.

[Translation]

SHRI BHAGWAN SHANKAR RAWAT : Kindly take up his Bill also and then allow the debate to continue...
(Interruptions)

SHRI ILIYAS AZMI : Mr. Chairman, Sir, Kindly listen my argument also...

[English]

MR. CHAIRMAN : Shri Ilyas Azmi, your problem is only to speak. We are deciding a technical issue. Please take your seat. What is this ?

[Translation]

SHRI BHAGWAN SHANKAR RAWAT : Mr. Chairman, Sir, just now I was asking him, the Minister is not ready to give his reply.

[English]

MR. CHAIRMAN : That is a different matter altogether. I am not asking you to withdraw the Bill. The only thing is that these formalities have to be completed. Without completing the formalities we cannot pass on to the next topic. The next item at Sl. No. 23 is also a very important Bill. The problem of the hon. Member who is to move this Bill is that it will lapse if it is not taken up today. But there is no way out other than this. We have to complete the formality and then only can take it up.

[Translation]

SHRI BHAGWAN SHANKAR RAWAT : You, yourself, find some way out.

PROF. RASA SINGH RAWAT : If your ruling comes, his Bill will also be introduced and the present Bill can also be kept pending for discussion.

SHRI BHAGWAN SHANKAR RAWAT : Yes, let us do like it because the Minister is also not ready for reply.

[English]

SHRI SATYA PAL JAIN : Can we adjourn the discussion on this Bill to the next date and in the mean time take up the next Bill ? Otherwise a division has to take place and then the House will have to adjourn. The other Bill can never be taken up in that case.

DR. T. SUBBARAMI REDDY : I strongly protest the extension of time beyond one hour for this bill.

SHRI SATYA PAL JAIN : When a division takes place, the House will have to adjourn.

MR. CHAIRMAN : Sir, we have decided that the

discussion will be completed within four hours. We cannot go beyond that. Otherwise, if the House decides, then that is a different matter. So, we have to complete this today. Then we have to go for division. If we go for division, then we cannot take up the next item.

SHRI SATYA PAL JAIN : The best thing is to adjourn the discussion on Shri Bhagwan Shankar Rawat's Bill and take-up Shri T. Subbarami Reddy's Bill.

[Translation]

SHRI BHAGWAN SHANKAR RAWAT : Allow the hon. Member to introduce his Bill, I think there is no legal hurdle in doing so. On earlier occasions also the discussion on a Bill was deferred for some other date when some important Bill was there to be taken up. Such a precedence in there. But as of now, I am not in a position to say anything as to whether this has happened in Rajya Sabha or Lok Sabha.

[English]

MR. CHAIRMAN : Throw some light on this. I do not think that without finishing this we can go to the next item. Okay we will look into it. In the meantime Prof. Rasa Singh Rawat may please complete his speech.

[Translation]

PROF. RASA SINGH RAWAT : I was telling that. Thousands of birds were living on a big tree. A passing by foolish person poured out kerosene-oil on that tree and set the same on fire. Within a moment. The tree was burning with flames rising high and the birds sitting on that tree were also engulfed in the fire. A sensible man was passing through that site.

He looked at the birds and said :

"Aag Lagi Is Vrksa Ko
Jalne Lage Pat
Tum Kyon Jalte Pakheruon
Panch Tumhare Pas."

Hearing these lines, the most sensible bird, replied :

"Fal Khaye Is Vriksha Ke
Gande Keene Pat,
Yahi Hamara Dharm Hai Jalen Isi Ke Saath."
Besides these lines, one poet has also said :
"Na Hamen Izzat De, Na Azmat De
Ya Rab Mujhe Watan Par Mame Ki Himmat De."

This has remained the tradition of our country. The

time has come again to revive this patriotic feelings in the hearts of our people so that 95 to 96 crore people of this country many live with fraternity. This will create a harmony among us and we will percolate this as our heritage to our offsprings. After all how long we will go with the support of certain personal laws? We have to develop same traditions, same convention, same policy and same citizenship by introducing a uniform code.

My submission is that the 10th day of May, 1995 will be written in golden words in the history of our country because this day the supreme court gave a landmark decision regarding the introduction of a uniform civil code enshrined in our Directive Principles. It was said in the ruling of the Apex court that there should be a uniform civil code for every citizen of the country. This is unfortunate that today in the name of minority and majority, people are playing the politics of vote bank and have kept the minorities away from the mainstream of the country. A feeling of minority and majority is being created in the minds of the people. Our politician will have to develop a strong will power to keep the people united by introducing a uniform civil code and uniform laws and uniform system in the country. We have to unite the people like the slices of an unpeeled orange. All slices of an orange are all alike in taste. That type of unity is required today among the people of our country.

Hon'ble Justice Kuldeep Singh and Hon'ble Justice Sahai have called it a sorry state of affairs that so far we have not been able to implement our Directive Principle mentioned under article 44 of our constitution. They, through the Prime Minister, have urged upon the Government to think over it. Whenever we are walking in the Parliament gallery, we find the following lines written on the walls :

"Samans Mantra Samliti Samani

Samanah Manah Sahchitt Mesham

Samanam Mantra Bkami Mantrye Vah

Samaneu Voh Visham Juhami

Samaachchh Dhvam, Samvaddhvam Avo Manasi

Janatam

Deva Bhagami Yatha Pusve San Janana Upasuate."

Unless our Mantras are one, our thoughts are one, our move is one, our aim is one, our ideologies are one, our action and our efforts are one, feelings of unity will not develop in our minds. Otherwise there will never be unity in diversity and there will always be more and more diversity. Our tendency is to allow the disintegrity first and thrive for integrity later. Therefore let us think over it very seriously.

Sir, today, India is passing through a very critical phase. People are playing vote politics. Our politicians do not have courage to speak the truth. Shri Sahay Saheb has pleaded to provide security to the victimised people and maintain the unity and integrity of the country and for these things we require a Uniform Civil Code. Sahay Saheb, himself, said that civil laws related to minority should be made logical so that our religious and cultural harmony increases. *[English]* Rome was not built in a day. *[Translation]* We cannot accomplish a task all of a sudden. We know that :

“Dheere-Dheere Re Mana
Dheere Sab Kuch Hoy
Mali Seenche Sau Guna
Ritu Aaye Fal Hoy.”

Since 1947 till today, no efforts have been made in this regard which has compelled Shri Bhagwan Shankar Rawatji to introduce this Constitution Amendment Bill in this House.

Sir, it has been mentioned in this Bill that civil laws pertaining to the minorities should be made reasonable in order to create religious and cultural harmony in our society. But if we continue to pursue the appeasement policy, we will not get any good result. When uniform civil laws are enforced in Pakistan, Egypt, Algeria, Morocco and other countries then why not in our country? We do say that :

“Saare Jahan Se Achha Hindostan Hamara
Ham Bulbulein Hai Iski Yeh Gulistan Hamara.”

and

“Majhab Nahin Sikhata Aapas Mein Bair Rakhana
Hindi Hain Ham Watan Hai Hindostan Hamara.

Sir, we talk of patriotism and one nation. Anyone can follow any religion or faith in this country, but we all are Indians first. As I have said that if any part of our body aches the whole body is affected by it. If the thumb gets pricked by thorn, the brain, immediately sends signals to eyes, hands and feet. After the thorn is removed, the whole body feels relief. In the same way, we should try to create religious and cultural harmony and oppose those personal laws which create disappointment, are, oppressive, create hurdles in social life and also given encouragement to the feeling of succession.

Sir, the Law Commission is responsible for it. The Hon. Minister is present here and I request him to constitute a committee consisting of legal experts to deal with this matter. This work should be assigned to the Law

Commission. The Minority Commission, National Commission for Women, SC/ST Commission should also be consulted. We should take their views into account so that a uniform civil code could be evolved with the concurrence of all and march towards the goal of nationalism.

Mr. Chairman, Sir, while concluding I would like to make one more point. I feel pity for this Government when the Supreme Court issued orders. This Government presented an affidavit on 28th October before the court which was like a manifesto of a political party and clarified that this Government would not implement uniform civil code until the Minority Communtiy raises this demand. This is just like the proverb : no root, no fruit or an imagination that if the sky falls we shall gather larks. The how we will be able to create harmony, brotherhood and goodwill among citizens of this country, and inculcate the feelings of patriotism. We should also try to create awareness about uniform civil code among all the sections of the society. The Government do not intend to do that and it strongly oppose the proposal for making any amendment in the Personal Law.

Sir, it is the game of politics of vote being played by all the political parties to overcome the threat from the B.J.P. The issue of secularism is raised by almost all the political parties. Ours is a secular state and not a theocratic one.

[English]

We are not a theocratic state.

[Translation]

We respect all religions and people can have faith in any religion. But we should inculcate the feelings of unity among all the Indians. The Government of India has submitted a six page affidavit in Supreme Court. It is really very sad. In the Golden Jubilee year of Independence of the country, this Government has reminded us the days of British rule. How the Secular government of an Independent country can make amendments in a document which was not even touched by the British rulers. This affidavit looks like a manifesto of a political party. The present Government may intend to ignore us but it should remember the fact that this affidavit is not being submitted to the office of any political party but in the highest court of the country. If has assured to submit the details by 1996. I do not know whether the Government submitted the details or not. It is really surprising. I do not consider any political party as opposition. Universal moral values like independence, equality, brotherhood, integrity and unity should be adhered to by everyone. In view of these sentiments, we should take initiatives to formulate a uniform civil code for the progress of our country. Let us believe

in the motto of one united country and motherland, share similar feelings, targets, objectives and conduct to retain the independence of this country.

[English]

DR. T. SUBBARAMI REDDY : Sir, what is the decision that you have taken?

MR. CHAIRMAN : Shri Azmi is the last hon. Member to speak. We will take a decision. There is sufficient time for that.

DR. T. SUBBARAMI REDDY : Sir, only 15 minutes are left. The hon. Minister also has to reply.

MR. CHAIRMAN : You have only to move the Bill. The discussion would take place on the next occasion. Please take your seat now.

Shri Azmi will speak now. Within five minutes you have to conclude please.

[Translation]

SHRI ILIYAS AZMI : Mr. Chairman, Sir, you called my name earlier also but I was not here. I thank you for given me time again, but most of the Members have left. I think that almost all the arguments advanced by the Members of the BJP have misfired. It is a question of faith. A few days back, workers of that party had written slogans on the walls in every part of the country that in matters of faith, they would not abide by any law, or accept the decision of the Supreme Court, High Court, or even Parliament. On the issue of Ayodhya, these people had written slogans that nothing would be acceptable to them in the matter of faith. I would like to know as to whether the question of religion is not a matter of faith.

Secondly, who are raising this slogan of common civil code. The word 'common' sounds well. But these people belong to that domination political party which did not consider all the human beings equal for thousands of years. They divided the human beings in various classes like Brahmin, Kshatriya, Vaishya and Shudras. Some were considered even inferior than animals. The talk of common code and unity unbecoming of those people.

Mr. Chairman, Sir, I would like to know as to what is common in this country today. Even 6 or 7 categories have been made in Railways. These all should be abolished and MPs and Ministers should also travel in the same compartment. Power-cut is resorted to rarely in Mumbai. In Delhi, electricity is available for 80 per cent of the time. But, rural areas hardly get power for 5 per cent of the time. Food, language and regional beliefs are also not common in this country. In future, you may say

that only one religion should be followed in the interest of country is unity. In my view, the Common Civil Code is still in force. Two persons belonging to different castes and creed can marry in the court and also seek divorce in the court or through their Personal Law. Where both parties agree there should not be objection to it. Hindu-Muslims marriages take place in the courts even today. These people had created a bill in Delhi when BJP leader Sikandar Bakht married a Hindu girls. Four innocent persons were killed in this violence and the whole city witnessed the incidents of fire on this issue. Both of them married in the court which should existence of a common civil code.

May I ask my friends as to whether the country can make progress by changing the laws regarding marriage and other customs? I will be the first person to advocate formulation of a common civil code if it can solve the problem of power shortage, diesel shortage, poverty and hunger. Instead of creating harmony, it is going to give rise to hatred and it is not proper to present such a thing in the name of harmony.

My colleague has mentioned that muslims marry four times and have more children. Even in Mumbai slogans have been painted like—*Hum chaar hamare Pachchis*. Members from the BJP quote legal books and refer to Supreme Court in this regard. Census is conducted after every ten years. The percentage of muslim population is same as was in 1951. There may be difference in pions, but the percentage is still same.

I know so many politicians. It is true that Islam permits marriage four times but if a survey is conducted, the outcome would be different. A survey was conducted in 1973 which revealed that polygamy has prevalent more in Hindus than in Muslims. One Panditji from Deoria had been a Member of this House, the married seven times. At that time, no one had raised any objection and he always had four or five wives living with him. Now I would tell about myself. I got married at an early age and my wife died 15 or 16 years ago, but I did not marry again. There may be several such persons in Hindu Community also. It is not proper to say about a specific community that it has a custom of four marriages.

One of my colleague has mentioned the issue of Salman Rushdie, who has written a book and a *Fatwa* was issued against him proclaiming death sentence. I would like to tell that Salman Rushdie has blasphemed against prophet of muslims. I do not think that this *Fatwa* was wrong anyway. I do not think that life of a person, who abuses Bala Saheb Thackrey in Mumbai, will be spared? The other person can also get angry on such issues. Salman Rushdie had used abusive language against the

prophet of muslim in his book. He blasphemed which created agitation among muslim community.

PROF RASA SINGH RAWAT : Have you read it?

SHRI ILIYAS AZMI : Yes, I have seen it.

PROF. RASA SINGH RAWAT : Have you seen as read it?

SHRI ILIYAS AZMI : Yes, I have also read it.

SHRI BHAGWAN SHANKAR RAWAT : Reading such a document is a sin and I know you would not have commit such a sin.

SHRI ILIYAS AZMI : I have also read his another book 'Winch of Thought'.

PROF. RASA SINGH RAWAT : Religion is a matter of heart, so, please end this controversy.

SHRI ILIYAS AZMI : Mr. Chairman, Sir, I had gone to Mumbai when demonstrations were being staged against Salman Rushdie's book. One of my christian friend asked me as to why muslims got provoked in such issues, I told him that if a person tries to prove that his mother was prostitute and his father was a pimp than how would he react? He said that he would shoot him. Then I asked him as to why did he get provoked so instantly? More than one billion muslims hold the Prophet in high esteem than their parents. It was but natural to get provoked on Salman Rushdie's book. Such an issue is being raised here also. The issue regarding "Vande Matram" song has also been raised here. I would like to say...*(Interruptions)*

SHRI MOHAN RAWALE : It was presented because laws are being enacted here.

SHRI ILIYAS AZMI : I would like to know the names of those people who were against making the song 'Sare Jahan se Achchha Hindostan hamara; Hum bulbule hein iski, yeh gulistan hamara' the national song. There or 15 or 20 languages in India but no other language has a better national song than it. You may sing Vande Matram also but do not compel others. 'Saare Jahan se Achchha Hindostan hamara' is not sung anywhere but others are compelled to sing 'Vande Matram'. I am not against singing 'Vande Matram'. But in such a situation when people realize their helplessness, and due to nature of human being, they start opposing it.

I have enough to say on this subject and can speak for half-an-hour, one hour, but I don't take much time of this House. I have never taken more than the allotted time.

While opposing this Bill, I would like to say that it is against the interests of the country, our nation and it is

an act of imposing one's thought on others. The intention behind this Bill is not good and it is brought for the politics of vote and appeasement. Some leaders are trying to appease 12-14 per cent of population and you are indulging in the vote if politics by provoking 80 per cent of population. You create fear among them that muslims will attain majority some day. I request you to take initiative stop such politics for the sake of the God or 'Allah'. Others will automatically stop this practice. I strongly oppose this Bill.

[English]

MR. CHAIRMAN : Now the Minister of Law. Before the Minister starts, does the mover of the Bill agree for its postponement?

[Translation]

SHRI BHAGWAN SHANKAR RAWAT : Sir, in this regard, I would like to say that convention of postponement has been here since long. If I am able to recollect rightly, the Bill moved by Shri Basudeb Acharia during the Tenth Lok Sabha also met the same fate. But that Bill was postponed through relaxation of the rules by the Chair. I have been told that ballot would be held a fresh if I agree for postponement. How can I agree with this option? One hardly get a chance to move such a Bill. How can I withdraw this Bill which has national importance? I will agree to it if the hon. Chair relaxes rules for it as per the precedence set during the Tenth Lok Sabha and a final decision on it is taken later on. Otherwise, I will not withdraw it. The Bill moved by Subbaramiji is also important. It would not be proper if I withdraw it and bring a fresh one. I would not do that. It is an important subject and the whole country is looking towards the Government's decision on it. My friends have told me that. The state shall endeavour, but I am unable to understand it. I even visited a library but could not find any material on this subject. Therefore I have moved this Bill in the House. I also presented it in the Tenth Lok Sabha but could not come up in the ballot. Now I have got this chance. Therefore, a favourable decision should be taken on it in the interest of the country.

[English]

MR. CHAIRMAN : I think, the point that has been made by Shri Bhagwan Shankar Rawat is very relevant. It is because, this is a very important Bill. It has got the priority after balloting. We have some precedent for suspending the rule. According to sub-rule (i) of Rule 30 we can suspend the rule. We would follow that precedent today. The hon. Member would also like to reply in detail and you also would like to reply to it. so, I think, we would suspend that rule as far as this particular item is concerned so that the Member would not lose his priority on the next

day. Now, I think, if Shri Bhagwan Shankarji moves a Motion, then without losing his priority, we could take up this item on the next day and on his moving the Motion we could postpone it to the next day.

[Translation]

SHRI BHAGWAN SHANKAR RAWAT : This matter should be taken in the next sitting and the hon. Minister should reply to it. I should also be given a chance to say my points. This Bill is the property of the House. A final decision should be taken on it and I have no objection to it.

[English]

MR. CHAIRMAN : That is what the ruling is. That sub-rule is being suspended to enable you to get the priority in the next day.

[Translation]

SHRI BHAGWAN SHANKAR RAWAT : It is the property of the House. Priority is to be decided by the House.

[English]

MR. CHAIRMAN : This Bill would not lose its priority. The discussion on the remaining part of the Bill would be taken up on the next day. Now, you can move the motion for adjournment of this.

[Translation]

SHRI BHAGWAN SHANKAR RAWAT : It is alright.

[English]

MR. CHAIRMAN : Anybody can move this now.

[Translation]

SHRI BHAGWAN SHANKAR RAWAT : There is no need of doing so now.

[English]

DR. T. SUBBARAMI REDDY (Visakhapatnam) : Sir, I beg to move :

"That the debate on the Constitution (Amendment) Bill, (Omission of article 44 etc.) moved by Shri Bhagwan Shankar Rawat be adjourned to the next day allotted for Private Members' Bills."

MR. CHAIRMAN : The question is :

"That the debate on the Constitution (Amendment) Bill, (Omission of article 44 etc.) moved by Shri Bhagwan

Shankar Rawat be adjourned to the next day allotted for Private Members' Bills."

The motion was adopted.

20.00 hrs.

DR. T. SUBBARAMI REDDY : Sir, I beg to move :

"That provision of sub-rule (i) of Rule 30 and the Proviso to Rule 29 of the Rules of Procedure and Conduct of Business in Lok Sabha, in their application of the debate on the Constitution, (Amendment) Bill, 1996 (Omission of article 44, etc.) by Shri Bhagwan Shankar Rawat, which has been adjourned today to the next day allotted for private Member' Bills, be suspended to enable the Bill to be set down in the List of Business without ballot as the first item therein."

MR. CHAIRMAN : The question is :

"That provision of sub-rule (i) of Rule 30 and the Proviso to Rule 29 of the Rules of Procedure and Conduct of Business in Lok Sabha, in their application of the debate on the Constitution, (Amendment) Bill, 1996 (Omission of article 44, etc.) by Shri Bhagwan Shankar Rawat, which has been adjourned today to the next day allotted for private Member' Bills, be suspended to enable the Bill to be set down in the List of Business without ballot as the first item therein."

The motion was adopted.

SHRI PRITHVIRAJ D. CHAVAN (Karad) : We will only have the replies of the Minister and the Mover and no other Member will be allowed to speak.

MR. CHAIRMAN : We have exhausted the list. There is no other speaker left. Only the Minister's intervention and the mover's reply will be there.

We now move on to Item No. 23.

20.01 hrs.

ABOLITION OF BEGGING BILL*

[English]

MR. CHAIRMAN : Mr. Reddy, you have five more minutes. So, you can move the Bill.

DR. T. SUBBARAMI REDDY (Visakhapatnam) : Shall I move it now and speak about it the next day?

*Published in the Gazette of India, Extraordinary, Part-II, Section-2, dated 2-5-97.

MR. CHAIRMAN : We have extended the House up to 20.05 hours. You have enough time to move the Bill.

DR. T. SUBBARAMI REDDY : I am seeking a clarification. If I move the Bill today, would I be the speaker next day also?

MR. CHAIRMAN : Please come to the subject; otherwise, after 20.05 hours you will not even get time to move it.

DR. T. SUBBARAMI REDDY : I bet to move :"

"That the Bill to provide for abolition of begging and for matters connected therewith or incidental thereto, be taken into consideration."

In the Bill I suggest the following :

"Begging by any person in any manner is hereby abolished."

Whoever forces or encourages any person, including a child in his care, custody or charge, for begging or whoever uses any person as an exhibit for the purpose of begging, shall in the first instance, be warned of indulging in such activities and punished with a fine of Rupees five hundred if he indulges in spite of the warning given to him.

Any person found begging shall be arrested by the Police. Here 'arrest' means not just sending him to jail but giving him special treatment about which I would talk in detail afterwards.

The appropriate Government shall formulate such schemes, work out such plans, including plans for provision of education and create suitable infrastructure in every district so as to enable beggars to take up suitable jobs for earning a livelihood.

Despite all efforts made and welfare measures taken by the Central and State Government, the practice of begging continues unabated all over the country for which we all feel sorry. This practice is very much prevalent especially in the metropolitan cities and urban centres.

There are organised gangs who exploit innocent children and force them into begging not for the sustenance of these boys and girls but for gathering arms for the gang leaders and organisers. Some people have made forcing children into begging a business. They kidnap children and force them to go for begging and collect huge amounts.

As per the 1971 census the number of beggars in the country was about 10 lakh. We do not know how many beggars are there in the country today.

Prevention of begging has to go along with programmes for education training and rehabilitation of the children, women and men found engaged in begging. Some alternative sources of livelihood have to be found for the beggars.

Therefore, it is high time that a law for prevention of begging was brought forward and other alternative sources of livelihood were found for these unfortunate people. With these words I move the Bill and propose to have a discussion on it. I request the Chairman to give me more time on the next day so that I can give more details about this Bill.

MR. CHAIRMAN : If you are concluding, you may not get time again. You have been given time to move and speak on the Bill. If you wish to continue next time, you shall have to continue your speech.

DR. T. SUBBARAMI REDDY : In spite of all efforts, begging is continuing in the entire country. We feel sad when we find people with torn clothes. Some people are handicapped. We also find some people with unbearable poverty and that too in cold climate.

MR. CHAIRMAN : Dr. Reddy, you may continue next time. Now, the House stands, adjourned to meet on Monday, the 5th May 1997 at 11.00 a.m.

20.05 hrs.

*The Lok Sabha then adjourned till Eleven of the Clock on Monday, May 5, 1997/
Vaisakha 15, 1919 (Saka)*

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