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Saturday, February 28,

Phalgun 9, 1902 (Saka)

LOK SABHA DEBATES

(Fifth Session)



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LOK SABHA DEBATES

1

LOK SABHA

Saturday, February 28, 1981/Phalguna
9, 1902 (Saka)

The Lok Sabha met at Eleven of the Clock

[MR. SPEAKER in the Chair]

SHRI HARIKESH BAHADUR
(Gorakhpur): We had given an adjournment motion regarding the Bangalore strike.

श्री रामाचतार शास्त्री (पटना) : कार्य-
स्थगन प्रस्ताव है ।

अध्यक्ष महोदय : There is some point,
gentlemen.

एक बात समझ लेनी चाहिए, हरिकेश बहादुर जी, कि स्थगन प्रस्ताव दे देने से ही अधिकार नहीं मिल जाता कि उस पर बोलें । या तो आप यह कहिये कि जो कानून इस में लिखा है मेरे लिए, मैं उस पर चलूँगा । यह आप को बाध्य करता है और मुझे भी बाध्य करता है । पहले कालिंग एटेंशन हम ने इस पर दिया है । और तरीका हो सकता है, जिस में आप इस को ले सकते हैं और मुझे कोई एतराज नहीं होगा । आज भी बोलने की बात बनेगी, आप बोल सकते हैं उस पर ।

श्री रामाचतार शास्त्री : किस बात पर ?

अध्यक्ष महोदय : इसी बात पर लेकिन कोई भी मायला जिस को इस सदन में अच्छी तरह से उठा सकते हैं और तरीके से उठा सकते हैं, इस का यह मतलब नहीं है कि हम कानून तोड़ कर उठाएँ । मैं आप के साथ हूँ और इस हाऊस को साथ ले कर चलना चाहता हूँ । मुझे बाध्य न किया जाए, मैं आप का साथ चाहता हूँ ।
let us do it.

Yes; now Calling Attention.

श्री रामाचतार शास्त्री : कोई रास्ता निकालिये ।

3906 LS-1.

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SHRI R. K. MHALGI (Thane) :
May I know one thing from the hon. Chair? I have given notice of an adjournment motion regarding the Nagaland situation.

MR. SPEAKER: Not allowed, Sir. I did not give my consent to it. No. Now Shri Dharam Bir Sinha.

SHRI DHARAM BIR SINHA
(Barh): First things first: I have not received the copy of the statement. They have not given me the copy of the statement. By practice, I should have received it at least half-an-hour earlier.

MR. SPEAKER: A bit late.

स्वेचन छाबर नहीं था, इसलिए जगता है कि वे सो गये ।

एक मामलाय रुबस्य : जगता है कि सरकार सोई है ।

अध्यक्ष महोदय : सरकार तो नहीं सोई है ।

Now Calling Attention.

11.05 hrs.

CALLING ATTENTION TO MATTER
OF URGENT PUBLIC IMPORTANCE

Reported collision of a Pushpak
aircraft and an Indian Air Force
helicopter

SHRI DHARAM BIR SINHA
(Berh): Sir, I call the attention of the Minister of Defence to the following matter of urgent public importance and request that he may make a statement thereon:

"Reported collision of a Pushpak Aircraft and an Indian Air Force helicopter at Patiala in Punjab on 20th February, 1981 resulting in the death of some persons and injuries to others."

THE MINISTER OF STATE IN
THE MINISTRY OF DEFENCE (SHRI
SHIVRAJ V. PATIL) : Mr. Speaker,
Sir, on 20th February 1981, a Chetth

[Shri Shivraj V. Patil]

helicopter of an AOP (Air Observation Post) Flight (which is flown by Army Pilots) took off from Patiala airfield for a training sortie. At the same time one Pushpak aircraft landed and carried out a roller take-off. Immediately after take off at about 50 feet, the Pushpak aircraft initiated a turn to the left and in the process hit the helicopter from the rear. Both the aircraft crashed just outside the airfield fencing killing the two Army Pilots of the helicopter. Both the pilots of the Pushpak aircraft also died. One woman who was cutting grass near the crash site was also fatally injured.

A Court of Inquiry consisting of highly experienced personnel of the Air Force and other agencies like Director of Aeronautics, DTD&P (Air) and representative of DGCA was ordered on 20th February, 1981 to investigate the cause of accident.

In an accident of this nature, the time taken by the Court of Inquiry is approximately three months.

SHRI DHARAM BIR SINHA : Mr. Speaker, Sir, It is obvious that Patiala Airport is not a very busy Airport. It seems that there has been an obvious failure of Air Traffic Control System which is basically built round to avoid collision of aircraft. It ensures the safety of the aircraft the moment it begins to move on the aerodrome. It watches aircraft while landing and taking off for any outward sign of trouble. It is obvious that the Air Traffic Control System failed, because while it had permitted the helicopter to take off it had also permitted the Pushpak aircraft not only to land but also to take out a roller take off. Now obviously the two things could not have been done simultaneously because the collision took place only 50 feet above the ground; and again the Pushpak aircraft took to the left whereas it should have taken to the right, as the Manual says.

I want to know whether the pilots were competent persons; whether they held the requisite qualifications for flying; whether they were Pushpak aircraft pilots or Army pilots who were flying the helicopter. More than that, it is obvious that there had been entire callousness in this matter both in terms of human life and in terms of observance of the quality of Air Traffic Control system. Now there is a fall in the standard of professional quality and competence. We find collision not only in the railway but also with respect of aircraft.

I hold the Government responsible for going down of professional competence.

I would like the Government to clarify the points about their qualifications; whether there was anyone in the Control Room at that particular moment of time. If there was somebody, was he competent? What precautions did he take? Did he forewarn either the pilots of the helicopter or the pilots of the Pushpak aircraft not to take out roller take-off. If these things were not done, what action is taken? More than that, what action the Government is taking to see that the professional competence in such sensitive areas is not only maintained but upgraded?

SHRI SHIVRAJ V. PATIL : The Pushpak aircraft was a trainer aircraft. It was piloted by a pilot who had about 290 hours to his credit. That means, he was a competent and trained pilot. Along with him there was an NCC Cadet who was taking lessons in flying. The Pushpak aircraft had landed; and immediately after landing, it took off. While taking off it turned to the left and collided with the Cheetah Helicopter which had taken off from the same air-strip, but from a different air-strip. This has happened not because of the taking off from the same place. But we would not give any final judgement in this matter. A Court of Inquiry has been instituted and the circumstances and causes leading to the accident are all going to be inquired into and after we get the entire report, we will be able to fix the responsibility. The Pushpak aircraft is not having any communication system because it is a trainer aircraft. Of course, the Cheetah helicopter had taken off from a different strip and hence the accident took place. So, the accident took place not because of any technical defects because of pilot error or so. As things stand today, it seems that there was some error on the part of somebody and the accident had taken place. But this is not a final judgement. We can say, definitely who is responsible and what is responsible only after we get the report of the inquiry. (Interruptions).

SHRI DHARAM BIR SINHA : One question. He is contradicting. (Interruptions).

MR. SPEAKER : No contradiction. (Interruptions).

SHRI DHARAM BIR SINHA : He has given a contradictory statement. He is misleading the House. The air control tower not only look at one air-strip, it has to look at all the air-strips of the area. Here the airport is common to the two pilots. It is obvious that the mistake is of the air control tower. Even without the

permission the aircraft control tower the aircraft obviously cannot take off. The Pushpak aircraft, after it has landed,— cannot again take off without the permission of the aircraft control tower. What is the Minister trying to do? Whom is he trying to hoodwink? (*Interruptions*).

SHRI SHIVRAJ V. PATIL : To make the record straight, I would like to say that the aircraft had landed and immediately taken off. (*Interruptions*.) It was a trainer aircraft. (*Interruptions*).

MR. SPEAKER : That might be one kind of exercise. (*Interruptions*).

SHRI SHIVRAJ V. PATIL : Now, it has to be established whether the pilot has heeded to the instruction or not, whether he has taken off on his own, or not, all these things have to be established. Whatever information is available with me, it is before the House. Accidents to take place and this accident has taken place. Whether the pilot has carried out the instructions or not, or whether those who were working in the helicopter were at fault, that can be judged only after getting the report and not before that. Whatever information is available to me, I am putting before the House.

PROF. P. J. KURIEN (Mavelikara) : First of all, I should thank the hon. Speaker for having permitted this Calling Attention when there are other—I do not say more important subjects—but important subjects. The Minister was mentioning that a discussion on Defence will affect the morale of the defence services. But whatever may be, now he has come out with a statement—a statement anybody can get from any newspaper. I want to know from him to specifically how it happened that the Pushpak aircraft was allowed to take off when there was already another aircraft in the vicinity. There will be a radar system in the Air Force base, Patiala. They can inform the pilot of the helicopter that the Pushpak aircraft was taking off and warn the helicopter. Secondly, there is a civilian aircraft control system. What happened to that system and is it that they failed to give information to the pilot of the Pushpak aircraft not to take off when there was a helicopter in the vicinity of the aerodrome? So, two simultaneous failures are there, not one, and you are closing your eyes to the two simultaneous failures occurred. Or it is that there is no radar system in the air base. The Minister has no idea about these things. (*Interruptions*.) He is saying that "something is wrong somewhere." Everybody knows that something is wrong somewhere, that there is some mistake somewhere. I tell you, you go to Madam, and tell her that you do not know anything about this portfolio.

Mr. Speaker, Sir, last session you directed me to write a letter to him. He has not given a reply to that. After that again, *Indian Express* reports : "Another skeleton in the COD cupboard !".

MR. SPEAKER : You are going at a tangent.

PROF. P. J. KURIEN : Sir, Minister is not obeying even you. He has not replied to that letter. The *Indian Express* dated 14th February, 1961 reports : "Another skeleton on the COD cupboard"—front page news. He has not seen it. No action. You are not knowing what is happening in this country and what is happening in Defence. Have you enquired into what happened to the radar system in the air base? Have you got a report on that? If you have not done it and if you are not supplied with that information, what is the use of your staying there as a Minister?

SHRI M. M. LAWRENCE (Idukki) : He is only Minister of State. There is no cabinet Minister for Defence.

PROF. P. J. KURIEN : Let him go and tell Mrs. Gandhi that he is not able to control his Ministry. We can understand if a person travels in an aircraft, and accident takes place and he dies. But here a poor woman cutting grass was also killed in this. Whose fault is it? She was killed because the debris fell on her. Have you ever thought of the compensation you should give her? If so, what is the compensation? And also to the pilot of the Air Force? You are speaking of the morale of the Air Force man. Specifically tell me, what instructions have you given to compensate the family of the pilot of the Air Force and also those who were piloting the Pushpak aircraft? They are also technical personnel. What compensation are you going to give them? What is the compensation you are going to give to the woman who was cutting grass? These are the things I want to know. Can you give these details? If not, I am sorry. These are the things we wanted to know in the calling attention. But his statement is a ditto from the newspaper.

SHRI SHIVRAJ V. PATIL : There are some questions which my learned Friend has put? I do not know why he is angry with me, but I would not be angry with him.

PROF. P. J. KURIEN : You are not doing things properly.

SHRI SHIVRAJ V. PATIL : An accident has taken place....

MR. SPEAKER : You please placate him!

SHRIMATI PRAMILA DANDA-VATE (Bombay North Central) : It is such an important question. Why is the Prime Minister not here? She should be here when we are discussing this matter when a woman was killed.

MR. SPEAKER : Are you satisfied with our assistance and sympathy?

SHRI SHIVRAJ V. PATIL : There are two air strips. On one air strip Pushpak aircraft landed and took off. There was another place a little away from the same place, from where the helicopter took off. Here is a case in which the aircraft landed....

PROF. P. J. KURIEN : My question is, how is it possible when there is a radar system?

SHRI SHIVRAJ V. PATIL : Please hear me. If you are not satisfied with my explanation, I can give you more explanation afterwards if you are not allowed to ask a second question.

MR. SPEAKER : He wants to know is it not possible to inform through telecommunication or something to the Cheetah?

SHRI SHIVRAJ V. PATIL : I was explaining that. There are two air strips. From one air strip the Pushpak had taken off and it landed. Immediately after landing, it did not wait but again took off. This is one position which has to be borne in mind. There is another airstrip from where the helicopter took off. These are two different places. After the helicopter took off, the Pushpak had taken off. Since there are two airstrips it would not be necessary to tell them whether they should take off or not. This Pushpak aircraft having taken off, should have gone upto a distance of about 300 feet and then it should have turned to the left or to the right whichever the direction was. But instead of going upto the distance of 300 feet it had gone upto the distance of 50 feet only and then it had taken a turn to the left. When it was taking a turn to the left, it collided. On the left side, there is another airstrip from where the Cheetah had taken off. If the pilot who was flying the Pushpak aircraft had gone to the distance of 300 feet and then turned to the right, probably this accident would not have taken place. But we have to bear in mind the fact that the Pushpak is an aircraft which is used for training. There was another person sitting there getting training. All these things are to be borne in mind. Accidents do not have any logic. If they have any logic, there would not have been any accidents. In these circumstances, accident had taken place. Whether the information was given to the

pilots in the helicopter and in the Pushpak aircraft, whether they had acted in any other manner, all these details would be known after the inquiry. After the accident had taken place if you ask me to go and inquire into it, get some report and put before the House, it would not be all right. It is something technical and scientific. This will not be easily understandable by a layman. We may understand something but not all the details. We are asking for the report. That report will be available after three months. Experts are appointed as members of this committee. They would be collecting the information. They would give the report. After we get the report we will be able to form the correct judgment and not before that. We do not want to apportion the guilt. We do not want to say that this man is guilty or that man is guilty or this system is guilty or that system is guilty. That we will do only after the inquiry and not before the inquiry. This is all about accident.

PROF. P. J. KURIEN : The question is very simple which any layman can ask and understand. When there is an air traffic control tower in the civilian airport and a radar system also in the Air Force Control Room, how is it that both of them had failed simultaneously or both of them did not operate? How is it that coincidence of two errors had occurred? For that you need not wait for any inquiry.

SHRIMATI PRAMILA DANDA-VATE : The Prime Minister should be here. (Interruptions).

PROF. P. J. KURIEN : Yes, the Prime Minister should come here. The Prime Minister should remove this Minister also. He is not concerned about the death of persons. I know that. You can simply ask the officer incharge or the air base and know how the radar system had failed. If it did not fail at all, then what happened? Any layman can understand that. For that no inquiry is required.

SHRI SHIVRAJ V. PATIL : I have tried to explain that the accident had taken place because of the environment, technical defect.... (Interruptions)

PROF. P. J. KURIEN : Here is a better answer. He should be made the Minister. (Interruptions).

MR. SPEAKER : Send your recommendations to me. I will forward them. (Interruptions).

SHRI SHIVRAJ V. PATIL : Accident may take place because of the technical defect. It means, technical defect of

the communication system, of the machine also. It may take place because of the pilot's judgment.

SHRI INDRAJIT GUPTA (Basirhat) : The Minister has come with a badge. (Interruptions).

MR. SPEAKER : He is your old colleague. You should treat him with certain respect. (Interruptions).

SHRI INDRAJIT GUPTA : What is that badge? He is defying your directions.

SHRI SHIVRAJ V. PATIL : That is why it has to be established by the inquiry whether it was a failure of the radar system, engine, the capacity of the pilot or the environmental condition which was responsible for this accident. Before the inquiry report is available, it would be difficult to pinpoint who is responsible for that.

A question was asked about the compensation to be paid to the pilots.

PROF. P. J. KURIEN : And also to the woman cutting the grass.

SHRI SHIVRAJ V. PATIL : I may inform the House that we have a system under which compensation is paid to the pilots who meet with accident while flying. About two lakh of rupees would be paid to the family of the pilots of the Cheetah helicopter. An *ad hoc* payment of Rs. 2,000 has been made. The papers are being made ready and within one month's time the entire amount would be paid, as far as the pilots are concerned.

As far as the woman is concerned, instructions have gone. They have to find out under what law compensation can be paid. I am told that under the Workmen's Compensation Act the compensation can be given. About Rs. 6,000 would be made available. As far as civil aviation pilots are concerned, the position is different.

About the Prime Minister being present here. I do not think it is necessary for her to be here always when there is a Minister to answer the question.

MR. SPEAKER : You have to be very clear about the compensation to the family of the woman.

SHRI RATANSINH RAJDA (Bombay South) : It is in the fitness of things that the Prime Minister should come here and give full satisfaction to the House.

SHRI S. M. KRISHNA (Mandya) : It is an unfortunate accident where five precious lives were lost. I presume they are seasoned pilots of the Air Force; a couple of trainee pilots were also there. I must say that the Minister has made a very comprehensive statement at this stage. A court of inquiry will go into the causes of the accident.

None of us is very happy in this House about the quantum of compensation sought to be paid to the family of the unfortunate lady who died. By a coincidence, the name of that lady is Mrs. Krishna.

AN HON. MEMBER : You can claim compensation.

SHRI S. M. KRISHNA : I would not claim compensation as long as I have my wife with me.

The hon. Speaker has also very rightly referred to this point.

MR. SPEAKER : It was no fault of hers.

SHRI S. M. KRISHNA : In the case of the death of any air passenger, the family gets about Rs. 50,000 by way of compensation. In these days when inflation is reigning high, Rs. 6,000 is a ridiculously small amount. If nothing can be done under the rules, I am sure that some amount could be earmarked from the Prime Minister's Relief Fund to the family of this very unfortunate lady, who died in this accident.

The hon. Minister stated that normally an inquiry of this kind takes about three months. We would appreciate if the inquiry could be hastened and we could get the report of the inquiry in about a month.

SHRI SHIVRAJ V. PATIL : There are two questions. One is about the payment of compensation to the family of the lady. The hon. Member wants that something should be given out of the Prime Minister's Relief Fund. Well, I am not competent to say anything about it. I would certainly convey the feelings of the hon. Members to the hon. Prime Minister so that she could take action on that.

Regarding the period of the inquiry, the maximum period is three months within which the report has to come. We will see that it is expedited.

SHRI HARIKESH BAHADUR (Gorakhpur) : Sir, this Defence portfolio is with the Prime Minister. If she had been here, she would have told us whether she was going to give some compensation to that lady who has died in the crash out of the Prime Minister's Relief Fund or not. But the hon. Minister, who is replying on behalf of the Defence Ministry and who is also Minister of State for Defence, should have at least consulted the Prime Minister and he would have let us know whether the Prime Minister's Relief Fund is being used to give compensation to that lady or not. Anyway, I would like to say that such a plane crash had taken place in the past also. Actually there was no collision, but there had been a crash in which one of the hon. Members of this House, Shri Sanjay Gandhi had died and an Inquiry Committee had been set up. Similarly, an Inquiry Committee was set up on this crash also, but nobody gets the findings of the inquiry. Therefore, I would like to request the hon. Minister that at least whatever Inquiry Committee has been set up, its report must come to us. We must come to know what is the report of that Inquiry Committee. Even in respect of the previous accident we did not receive any Inquiry Committee Report. Therefore, I would like to know from the hon. Minister whether he is going to lay that Inquiry Committee Report on the Table of the House or not when that report comes. At the same time, what are the steps which are being proposed by you to see that such accidents do not take place in future ?

SHRI SHIVRAJ V. PATIL : Sir, the Prime Minister's Relief Fund is operated by the Prime Minister as Prime Minister and not as the Defence Minister.

About the second question regarding the Inquiry Committee, may I bring to the notice of the hon. Member that nobody is as concerned as the officers in the Air Force are about the accidents. The reports of the inquiry go to them and they take all the steps that are necessary to help those who have suffered in the accident and their dependents also. So, to call for the report here in the Parliament and to discuss, I do not know how it is going to help us. In the past we have not laid such reports on the Table of this House and I think it would not be necessary to lay this report on the Table of this House. But if any assistance is to be given to those who have suffered, that is better done by those people who are manning the Air Force than by us who do not understand all the complications of the Air Force. So, you can rest assured that everything that is necessary would be done.

22.35 hrs.

ANNOUNCEMENT RE. PRESENTATION OF THE GENERAL BUDGET

MR. SPEAKER : I would like to inform the House that as is customary, the House would adjourn for half-an-hour at 4.30 P.M. today to re-assemble at 5 P.M. for the presentation of the General Budget.

SHRI KRISHNA GHANDRA HALDER (Durgapur) : Sir, I have given notice of an adjournment motion regarding the failure of the Government to meet the demands of the workers of Bangalore based public sector undertakings.

(Interruptions)

MR. SPEAKER : I have not allowed it.

22.37 hrs.

BUSINESS OF THE HOUSE

THE MINISTER OF PARLIAMENTARY AFFAIRS AND WORKS AND HOUSING (SHRI BHISHMA NARAIN SINGH) : With your permission, Sir, I rise to announce that Government Business in this House during the week commencing 2nd March, 1981, will consist of :—

- (1) Consideration of any item of Business carried over from the Order Paper of today.
- (2) Discussion on the Resolutions seeking disapproval of the following Ordinances together with consideration and passing of Bills in replacement of them :—
 - (a) The Life Insurance Corporation (Amendment) Ordinance, 1981.
 - (b) The Special Bearer Bonds (Immunities & Exemptions) Ordinance, 1981.
- (3) General discussion on the General Budget 1981-82.

SHRI INDRAJIT GUPTA (Basirhat) : Sir, regarding this Business for the next week, I would plead with the Government, and through you with the Minister that right in the beginning priority should be

[Shri Indrajit Gupta]

given to some statement from the Government regarding this 63-day old strike in the Bangalore public sector units. I know that you were good enough earlier on in the beginning of the Session to admit a Call Attention notice. But this is almost an unprecedented strike as far the public sector is concerned. Some more days have passed and the Government is not coming out with any kind of reaction from its side as to how it proposes to settle this strike. The workers are eager for settlement and their unions there to my knowledge have submitted certain new proposal to the Chief Minister in Karnataka who promised to convey that to the Central Government. On the basis of those modified proposals we are expecting that the Government will say something and will call a meeting so that again matter can be negotiated and early settlement can be reached. But I do not know why the Government is behaving in this peculiar manner. They are sitting tight. Either they want crisis to be more aggravated or they are determined to crush these public sector workers with whom they have to run the factories. Workers should not go back to work with bitterness in their mind. There should be some proper amicable settlement. Since they have made certain proposals and they have been made available to the Labour Minister and other ministers here, it is their duty to come forward and give some reaction so that some way out can be found. I would request you since you have not allowed Adjournment Motion, we had also given notice and all that, will the Minister kindly see to it. One Minister is sitting here who is the biggest employer. Out of those factories there, four or five are under his Ministry also. They do not utter a single word. What they are prepared to accept or not to accept, how far they are prepared to go and how far they are not prepared to go, they are not saying anything. Something was said about a month ago. After that they are keeping their lip sealed. I would request you to please see to it. If they do not allow it to be discussed here, let the Minister whoever it is Labour Minister or the Finance Minister, we do not know who is responsible can make a statement. When we go to the Labour Minister, he says he is helpless, please go to the Finance Minister. When some of us went to the Finance Minister he said, what did the Labour Minister say. We do not know what to do.

MR. SPEAKER : Meet them when they are together.

SHRI INDRAJIT GUPTA : It is impossible to get them together. On behalf of the Government, statement should be made early. I would ask for a statement this afternoon, if possible. This has to be conveyed to those people in Bangalore.

Then their reactions have to be got. Then a meeting has to be arranged. It is not a matter to play ducks and drakes. Please you use your good offices also to see that an early statement is made by the Government.

MR. SPEAKER : Some talks are going on.

SHRI INDRAJIT GUPTA : The whole House is agitated about it. So many hon. Members of this House were sitting on the road yesterday from 9 a.m. to 6 p.m. They are forcing us to go and sit on the foot path. I could not come to the House yesterday because of that. I should claim some compensation from Shri Bhisma Narain Singh. What is this? Why are they intensifying this confrontation. I cannot say.

MR. SPEAKER : We will see.

SHRI INDRAJIT GUPTA : Please see at the statement is made.

SHRI E. BALANANDAN (Mukundapuram) : Prime Minister has been asking for our support. Prime Minister was specifically asking for the support of the workers of the country for development of the country. 1,30,000 workers have been on strike for more than two months. For what? Their demand was to implement the agreement alone. No fresh demand was made. They were discussing for finding out a solution. But nothing has happened. This will effect the national economy as a whole. Therefore, I want through you a discussion on this. This is my demand No. 1.

Second is that this has to be settled as early as possible. Shri Stephen was making a fantastic statement. He was supposed to be one-time labour leader. If the Government of India want to keep the economy going and get the co-operation of the workers, they should immediately take up this question. I request the Labour Minister or any Minister to make a statement without any delay.

श्री विजय कुमार बाबू (मालवा) : अध्यक्ष महोदय, ईसे दो मने चार प्राइमन्स दिए वे....

अध्यक्ष महोदय : आप दो ही रखिए—पहला और चौथा ।

श्री विजय कुमार बाबू : इन्डियन कोलन में इन्डियनकी साम्राज्यवादियों के जरिए जो फौजी संघर्ष चल रही है उससे न केवल हिन्दुस्तान की आजादी और सुरक्षा बल्कि अन्त-अन्त के देशों की आजादी और सुरक्षा बचने में बड़ रही

[श्री विजय कुमार शर्मा]

है। मैं चाहता हूँ कि इसको भी अपने सप्ताह के एपेंडा में रखा जाए।

सम्बन्ध बहोदय : एक्सपोर्ट एकेजर्न मिनिस्ट्री की विनॉइस जब आती तब उनमें यह आ जाता।

एक सदनमेव सवक्य : बहुत देर हो जाएगी।

सम्बन्ध बहोदय : देर तो होती ही है।

श्री विज्ञान ऐसी हुई थी कांग्रेस पार्टी की। किसानों का सवाल अभी भी हल नहीं हुआ है। उनको रिपब्लिकन प्राइसिंस देने का सवाल अभी तक भी पेंडिंग है। सरकार की तरफ से कोई स्पष्ट एक्शन इसके बारे में नहीं किया जा रहा है। किसानों की हालत बहुत ही बयनीय है। मैं चाहता हूँ कि इस विषय को भी अपने सप्ताह की कार्टवाई में रखा जाए और इस पर बहुत की जाए।

SHRI NIREN GHOSH (Dum Dum) : Since a carefully planned conspiracy is being hatched at the Centre to topple the United Front Government of West Bengal, I would like to point out that it has never happened before that the Prime Minister during her intervention in the course of the President's Address singled out a State for attack. It has never happened during the last so many years. It is an ominous portent and all sort of harassing tactics and distortions are going on in the last one year or more. Misleading statements are also being made on the floor of the House. Naturally, the Opposition is very much apprehensive. I want that this item to be included in the list of business and be discussed.

SHRI ATAL BIHARI VAJPAYEE (New Delhi) : You want a statement from the Government.

SHRI NIREN GHOSH : I want a statement from the Government.

Secondly, one-line news has appeared in the press that sugar export has been banned. It seems that there is a big scandal in it. India is to supply 2 lakh tonnes of sugar to the EEG. What does it do? It purchases sugar from the international market and supplies to the EEG. If India opts out from the international market, the sugar price will slump down by 5-6 dollars. An Indian businessman, resident in London**

MR. SPEAKER : No inferences please.

SHRI NIREN GHOSH, . . . who had arranged some receptions there also, in London, at one time, just want an opportunity to buy sugar cheap. So, it seems, the decision to ban export of sugar has been taken with a certain motive and to help a particular businessman apart from tarnishing the image of India as the trading partner of the EEG.

श्री सदनमेव विद् सवक्य (संभवता) : मैं चाहता हूँ कि अपने सप्ताह की कार्टवाई में भी विषय विनॉइस में चिक करने जा रहा हूँ उनको बाइड दिया जाए। संभवतः कमीशन ने अपनी रिपोर्ट दे दी है। वह 1980 के अन्त में भी गई थी। इसको अभी तक प्रकाशित नहीं किया गया है। मुझे पता चला है कि इस रिपोर्ट में पिछले वर्षों के लिए त्रिकारिक की गई है, उनके उत्पन्न के लिए रिपोर्टिंग की गई है। इस अन्वेषण में पिछले वर्षों की हालत बड़ी बयनीय है। सरकारी सेवाओं से ले कर उद्योग, वनों तक में उनको कोई सुविधाएँ नहीं मिल रही हैं। मैं खंग करता हूँ कि कैबिनेट प्रेसिडिंस कमिशन की रिपोर्ट को प्रिन्सिपल प्रकाशित किया जाए। और इस पर तुरन्त अन्वेषण किया जाए। साथ ही आशामी सप्ताह की कार्टवाई में इसको भी शामिल किया जाए।

श्री एम्बेडकर की हालत बिचकती जा रही है। बायपत कांड में भी बड़ी बटवा तरीकी बरेजा में चली है। पुलिस ने वहाँ के प्रिंसिपल से ले कर डाक्टरों तक की निर्दयता के साथ पीटा है और पीटा ही नहीं बल्कि उनके साथ अमानवीय व्यवहार भी किया है। कांभवता में एक महिला को नंगा करके पेड़ पर टांग दिया गया और उसकी मारा पीटा गया। उसकी हालत बहुत खराब है और साथ ही वह अस्पताल में है।

पूरी कानून और व्यवस्था की स्थिति बिचक रही है। कारागरी से ले कर मजदूर और इत्यादि तक पार्टी और बहना मुश्किल हो गया है। बार लड़कियाँ जो मजदूर से आग्रह आ रही थीं बस में डाकू उन पार्टी को उठा ले गए हैं। किसी के अंग नाल की हिकायत की कोई व्यवस्था नहीं है। संविधान में एक घोर डाकूओं से और डकैती और पुलिस से नागरिकों की रक्षा की बात कही गई है। लेकिन हमारे लिए ये दोनों ही डाकू हो गए हैं। मैं चाहता हूँ कि इस विषय पर अन्वेषण सप्ताह वर्षों का मौका दिया जाए वना वेसवार्तियों का जीवन खतरे में है।

श्री दत्तबन्धु शर्मा (पटना) : सम्बन्ध की, ये एक मुद्दा जो संभव हो रहा है, उसके बारे में उठा रहा हूँ। मेरे शक कुछ बातें हैं, उन्हीं के

कारे में भी पड़ गया है, ताकि समय कम लगे। सम्पूर्ण देश में जनसंख्या का कार्य 9 करोड़ों के बराबर है, जो कार्य सभी 28 करोड़ों को पूरा होगा। यह कार्य समग्र में बहुत बड़ा और महत्वपूर्ण है। इस कार्य के सम्बन्ध में मुझे कुछ बातें कहनी हैं। आदेश में कहा गया है—“नै कष्ट कर रहा है : “प्रत्येक व्यक्ति के लिए एक व्यक्तिगत पानी बंदी जाएगी। इनमें अन्य सूचनाओं के प्रतिरूप प्रत्येक व्यक्ति की आयु, लिंग, वैवाहिक स्थिति, मातृभाषा, दो अन्य भाषाओं का ज्ञान, धर्म अनुसूचित जाति या जन जाति, साक्षरता एवं प्रत्येक शिक्षा स्तर सम्बन्धी सूचनाओं प्राप्त की जायेंगी।”

मुसलमानों का कहना है कि उनका धर्म इस्लाम है मुस्लिम नहीं। परन्तु इस्लाम नहीं लिखकर मुसलमान लिखा जा रहा है, जिससे उनमें असंतोष व्याप्त है। अजयजी, मुसलमान धर्म तो कोई नहीं है, लेकिन संसद में लिखवारा जा रहा है। यह भी शिकायत मिली है कि मातृभाषा के स्थान पर जब मुसलमान अपनी मातृभाषा उर्दू लिखवाते हैं, तो स्टाडी से नहीं लिखकर पेंसिल से लिखा जाता है। जिससे भी सबूत का होगा स्वाभाविक है। इस बारे में मेरे पास लिखित धारा है ... (अजयजी).... अगर यह बात सही हो तो.....

अजयजी महोदय : पता करवायेंगे।

श्री अटल बिहारी वाजपेयी : अध्यक्ष महोदय, अगर इस तरह की शिकायत है, तो सरकार को नोटिस में जानी चाहिए। क्लोर पर इस तरह का धाम आरोप लगाने में इसका परिणाम अच्छा नहीं होगा।

अजयजी महोदय : यह प्रकृति बात नहीं है।

श्री रामास्वार सास्त्री : अध्यक्ष जी, इस तरह की चीजें हो रही हैं। उर्दू के प्रचलित भाषणों पर, उर्दू के प्रचलित भाषणों में बहुत शिकायतें आ रही हैं और मेरे पास तो लिख कर आई हैं।

अजयजी महोदय : धाप उनको लिख कर भेजिए।

श्री रामास्वार सास्त्री : अध्यक्ष महोदय, अगर इस तरह की बात हुई है, तो उसको रोकना चाहिए। पेंसिल से लिखने का कोई धर्म नहीं है। पेंसिल से क्यों लिखा जाता है।

एक भारतीय सदस्य : पेंसिल से तरह की होती है—एक व्यक्तिगत पेंसिल और दूसरी डाट पेंसिल।

श्री रामास्वार सास्त्री : मेरे पास खबर आई है। मैं पेंसिल की बात कर रहा हूँ, आप इसका पता लगवायें। मेरे जेब से अनुसूचित तरीके उर्दू के लोगों ने मेरे पास लिख कर पत्र

भेजे हैं। इसलिए मैं इसको ऐसे ही नहीं उठा रहा हूँ। मैंने यहाँ पता लगा लिया है कि यह तरह की बात है, जो कि नहीं होनी चाहिए।

अजयजी महोदय : धाप लिख कर भेजिए। ये यहाँ कहने की बात नहीं है।

श्री रामास्वार सास्त्री : यह कहने की जरूरत है और मुझे आपने इजाजत दी है, इसलिए मैं इसको उठा रहा हूँ।

अजयजी महोदय : जिस पर बहुत की आवश्यकता हो, वह कहना चाहिए।

श्री रामास्वार सास्त्री : मैं चाहता हूँ कि सरकार इस पर बयान दे कि यह बात सही है, तो उसको सुधारे और गलत है तो छोड़ दे।

मेरा दूसरा सवाल जो कि बहुत ही महत्वपूर्ण है, वह यह है कि प्रायः 30 साल पहले इलाहाबाद में अंग्रेजी साम्राज्यवाद का बहुपुरी के साथ मुकाबला करते हुए श्री चन्द्रशेखर आज़ाद बहोदर हुए थे। कल उनकी बरती है, पूरे इलाहाबाद और हिन्दुस्तान के सब कान्तिकारी और स्वतंत्रता सेनानियों यहाँ इकट्ठे होकर उनको अर्धांशिक शक्ति कर रहे हैं। इसलिए इस क्रम में मैं वह सवाल उठाना चाहता हूँ कि महात्त उस समय के “एलफेब” पार्क में हुई थी और प्रायः उस पार्क का नाम आज़ाद पार्क है, लेकिन बु-ब है कि आज़ादी मिलने के इतने दिनों के बाद भी उनके नाम से प्रायः तक डाक-टिकट जारी नहीं किया गया है। मैं चाहता हूँ कि सरकार उनके नाम से डाक-टिकट जारी करे।

अजयजी महोदय : ये सवाल लिख कर भेजने वाले थे।

श्री रामास्वार सास्त्री : यह लिखा हुआ है। मैं चाहता हूँ कि सरकार इस पर एक बयान दे कि वह डाक-टिकट जारी करेगी या नहीं? .

SHRI UTTAM RATHOD (Hingoli) :
The Government should come out with a statement regarding the help that they are extending to the Government of Maharashtra in meeting scarcity conditions in 18 out of 25 districts. They have asked for Rs. 25 crores, 30,000 tonnes of foodgrains and special quota of cement to construct wells. Dr. Ranganaswamy Committee has already submitted its report. We want that, when the Revenue Minister has already come here, Government should come out with a statement

11.30 hrs.

**RAILWAY BUDGET, 1981-82—
GENERAL DISCUSSION—Contd.**

MR. SPEAKER : Now, we resume the general discussion on the Railway Budget. Prof. Parashar to continue.

PROF. NARAIN CHAND PARASHAR (Hamirpur) : Yesterday I talked about the new concept of freight psychology enunciated by the Railway Minister, Shri Kedar Pandey, in his Budget speech. I also talked about the continuous decline in the earnings of the Railways in the past three years. But I am happy to note that improvements have taken place recently. I would quote from the *Economic Survey* which says :

"... Coal movement to steel and cement plants declined during April to December, 1980. "This decline is because in the context of limitations on total coal loading, special efforts were made to meet the priority requirement of thermal power stations in the pre-monsoon months. Movement to priority industries like steel and cement was increased from August onwards synchronising with the improved power generation. From October 1980 onwards, overall coal loading went up and coal loading to these key sectors recorded substantial increases compared to the levels in the earlier months..."

Shri Kamalapati Tripathi did his best to tone up the working of the Railway's and I am happy that Shri Kedar Pandey is determined to take it up to new heights. The target for freight traffic in the Sixth Five-Year Plan is 309 million tonnes. I hope it would be achieved. It will not be out of place to mention that the highest peak so far recorded in the Seventies was 292 million tonnes and that was in the year 1975-76. I hope, with the constant watch and supervision of the hon. Railway Minister, the freight earnings will increase. This calls for a radical restructuring of the Railway finances, and unless this is done, nothing will be achieved. The Railways, I must point out, are carrying a huge social burden : according to the figures supplied by the Railway Board, Rs. 66.76 crores are contributed by the Railways as social burden for carrying various low-freighted items and another Rs. 27 crores on account of uneconomic railway lines which are 132 in number, so, Rs. 93.76 crores are the total burden on account of social burden on the railway exchequer. I would request our Railway Minister to see to it that this burden is shared by the General Revenues also. Why should we not expect the General Revenues to come to the rescue of the Railways and make ample finances available to them ? Otherwise, this ultimately results in the sagging of the capital finances of the

Railways. The Railway Convention Committee, in its wisdom, has given the report that, unless there is a surplus Railway Budget, unless there is surplus in their earnings, they could treat payment of dividend to the General Revenues as deferred dividend—so that the payment would be deferred for the future. This is a very good idea.

I would request our Railway Minister to see that a special fund for the new railway lines is created. It should be dovetailed with the Development Fund which also accounts for some of the unremunerative activities of the Railways. The Railways are a commercial venture, but more than that, they are a national undertaking. All parts of the country have a claim on this. In this regard I would request the Railway Minister to reconsider the point of exemptions he has given. He has increased the freights. He has, of course, given a very welcome suggestion that six per cent concession will be given on the freight on movement of goods to the North-Eastern States *via* Howrah. This is very good idea. But, for the rest of the country, he has exempted only three items, namely, salt, firewood and charcoal. This is not sufficient. I would suggest that he should take a hint from the last Budget presented by Shri Kamalapati Tripathi where items like sugar, food-grains, pulses, kerosene, vanaspati and fertilisers were exempted. In addition to these, I would also suggest that vegetables and things like fruits which are perishable should also be exempted. The Hill States like our State, Himachal and Jammu & Kashmir are vegetable—and fruit-growing States and their economy would be hit hard unless these exemptions are given...

MR. SPEAKER : Arrangements should be made to transport them as quickly as possible.

PROF. NARAIN CHAND PARASHAR : I very much appreciate your suggestion, Sir, that there should be quick movement of fruits, vegetables and other things from one part of the country to another. This is what the Railway Minister said—that he wanted to initiate a freight-oriented approach in the Railways so that goods trains move faster. In addition to this, I would request that some of the border areas of the country are suffering from what one might say inadequate linkages. For example, he, talked of tourism. I welcome his suggestion that there should be a separate Directorate of Tourism in the Railway Board. This is a very good suggestion. But tourism cannot develop unless places which are of tourist interest are linked with the net work of railways. In that context I would suggest that at least there should be one

train from Pathankot to New Delhi or Delhi for the people of Himachal Pradesh and the tourists from this part to Himachal Pradesh. Now all the trains from Delhi go to Jammu and Kashmir and Himachal Pradesh has been neglected. There has been a crying demand for a train from Panthankot to Delhi exclusively for the people of Himachal Pradesh and the tourists from other parts of the country. Now what happens? All the tourists rush to Jammu and Kashmir and nobody thinks of Himachal Pradesh. You know, Sir, Himachal Pradesh has a better tourist potential or at least an equally good potential as Jammu and Kashmir. I would request the hon. Minister to think over this.

A suggestion has been made by some of the social organisations for starting a Chamunda Express. Chamunda is the name of a Goddess of Kangra in Himachal Pradesh where our Prime Minister recently visited in the month of November . . .

PROF. N. G. RANGA (Guntur):
It is Goddess Chamundi.

PROF. NARAIN CHAND PARASHAR : Sir, if that Chamunda Express is started from Pathankot to New Delhi or Delhi, it will serve the purpose of these areas.

Secondly, there is no direct train to Simla from the Bombay side. At present you are running Ranchi Express which only duplicates the task of the Howrah Express. Howrah Express is one of the oldest trains and in the same track you have started the Ranchi Express and you have extended it upto Chandigarh. Why not extend it upto Kalka? I have been pleading with the Railway Board. Sir, the entire rake goes to Kalka for cleaning, washing, maintenance and everything. But why should take passengers only from Chandigarh? This is a point which the Railway Board should consider. They are losing money on this. If the train can emanate from Kalka, it can render a better service to the people of Himachal Pradesh and also Haryana than if it starts from Chandigarh which is a capital city. Kalka is only 26 km. away. In this regard I would plead that there should be a direct railway train from Bombay to Kalka to cater to the rush of the tourists from western India and also from the southern parts of the country to Simla and other areas.

Sir, I would not confine my attention to Himachal Pradesh alone. I would plead with the Minister that a special train from Dehra Dun also because the hilly areas of UP are neglected. I want a train from Dehra Dun side. Not only trains, but

there was a survey for a railway line from Dehra Dun to Dak Pathar. I would suggest that this line be laid early so that ultimately Dak Pathar can be connected to Paonta Sahib. There is a proposal to construct a railway line from Paonta Sahib to Jagadhari. If that materialises, then there will be a direct link from Jagadhari to Dehra Dun which will be very useful for military movement also because Chandigarh is going to be the headquarters of the Western Army Command. This line will then connect all the military cantonments in that area and it will provide a direct route which would link three States of Uttar Pradesh, Himachal Pradesh and Haryana as also Punjab.

Similarly, there are a few other surveys. In Bihar, for example, international tourists come to Budh Gaya and they also go to Rajgir. Shri L. N. Mishra ordered a survey for a line connecting Rajgir and Budh Gaya and ultimately Patna. Though the surveys in Bihar are also taken up for consideration, I would plead, as a general case, that all the surveys ordered by his predecessors—either by Shri L. N. Mishra during his regime as Railway Minister and started by Shri Kamalapati Tripathi were all negated by the Janata Party government simply because they were ordered by the Congress government and Congress Party government and I would plead they should be taken up for construction so that the backward areas of the country including Himachal Pradesh and Uttar Pradesh are served better.

I would also plead for a special plan for the Railways. The Railway Minister, unfortunately, has not talked of the corporate plan which is a fifteen year plan of the railways which was drawn up in 1976. 1976 was the year of the Congress regime and I am afraid thereafter it might have been shelved or, in case it has been shelved, it should be revived and planning should be done in such a way that there should be improvement or priority given to items which are needed from the national point of view. I can take up the figures and suggest that the Railway Minister has been good enough to earmark 7.5% of the funds in the Sixth Five Year Plan for new railway lines. In the earlier plans, say, in the Second Plan it was a much higher amount. It was about 12.5%. In the Fourth and the Fifth Plans it was 4.7 and 5.3 per cent respectively. This 7.5 per cent allotment is not at all sufficient. It should be increased and ways and means should be found as to how the railways should be able to contribute its own share for the construction of railway lines and the missing links, and for certain line conversions like conversion from Katihar to Joghani which will make an international line upto Nepal.

[Prof. Narain Chand Parashar]

Sir, there are very important suggestions which the Railway Minister has considered but the most important suggestion is how to tone up the efficiency and operational aspects. During the last five years I find from the records that the operating ratio has been deteriorating. It has touched 90 per cent. The operating ratio can be defined as the ratio of the earnings to the total expenses of the undertaking. It has from 82 deteriorated to 90 which means there is additional expenditure on staff. At the moment 55 per cent of the railway revenue are spent on staff and staff welfare, 20 per cent on fuel and only a very limited portion of the railways revenue is left for the benefit of the country. As such, the railway has to look forward to the general revenues and the Planning Commission for additional funds. When the railways are a commercial undertaking why do they not contribute out of their own earnings to the general development of the country. So, I plead with the hon. Minister to create sufficient funds to undertake some important activities like new railway lines, improvement of railway stations, traffic facilities to passengers and other things.

Sir, there are a few things which make up the memory whenever the Railway Budget is passed and then for one whole year we forget everything about it. Sir, we have to suffer at the hands of the Northern Railway because their recruiting agency, namely, Northern Railway Public Service Commission is having its headquarters at Allahabad. We had been making strong demands in the Fifth Lok Sabha that this office should be shifted to Delhi or a sub-office be opened at Chandigarh or Jullundur so that the North Western States are given their due. Today it is not possible for a poor man from Himachal Pradesh or Jammu and Kashmir to appear for an interview for the post of a clerk at Allahabad. So, Sir, yesterday I supported the plea for re-organisation of the Railway zones. I would repeat my suggestion today that a North Western Railway should be created immediately by re-organising the North and Western Railways so that people of the North Western States can get the full benefit of railways.

My last submission is to the hon. Railway Minister, Shri Pandey. At the moment the nation looks up to him to make the railways the sinews of the nation in its march towards progress. Opposition parties with their black-mailing tactics are determined to create blockades in your way. They are ready to launch 'Rasta Roko' and 'Train Roko' programmes. I would request the hon. Minister to take the nation on the march for progress

under the leadership of Shrimati Indira Gandhi and make the railways an agent and symbol of national economy and national integration.

SHRI GULSHER AHMED (Satna)
Mr. Speaker, I admire the Minister for Railways for making some very good administrative and innovating changes in the working of the railways. The first important change or innovation that he had made is that he has segregated modern wagons fitted with roller-bearings and central buffer couplers to the operation of express stream of freight traffic.

Another important change that the hon. Railway Minister has made in the working of the Railways is that he has increased the use of electric and diesel engines in certain sections. The first one is in regard to open box wagons for coal, steel, cement materials and export-ore; and the second is in regard to the covered wagons for foodgrains and fertilizers. These changes have made the Railways to transport added traffic much more efficiently.

12.06 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*].

The third important change that the hon. Railways Minister has introduced in the working of the Railways is that he has replaced the steam engines by diesel and electric engines. The result has been that nearly 500 steam engines have become surplus. In this process coal has also been saved by the Railways. That coal can also now be utilised by industries.

Another very tangible change that the hon. Minister has introduced is in regard to the running of single destination trains with the same locomotive eliminating detention and stay in intermediate terminals thus ensuring considerable improvement in rolling stock and also saving time.

The hon. Minister has said that metre gauge can be made to work much more efficiently if a little improvement can be made. He quoted the example of some foreign countries. He has said that in some of the foreign countries the metre gauge engines are running at a speed of 150 K.M. and with a little adjustment much improvement can be done in the metre gauge system. For that the Minister has made a proposal for conversion of metre gauge lines into broad gauge lines. Some kind of provision has also been made in the Budget. Now, Sir, I cannot understand why you should go on changing metre gauge into broad gauge.

PROF. N. G. RANGA Only in some areas.

SHRI GULSHER AHMED : May be only in some areas. Prof. Dandavate has stated while speaking on the Railway Budget that a lot of pilferage takes place in transshipment. I would like to make a suggestion in this connection and I request the hon. Minister to examine it. I request him to send some officers of the Railway Ministry to some of the European countries to see the working of the railways there. In the European countries they have got a system of only changing the wheels. They do not change the entire railway traction from metre gauge into broad gauge. They only change the wheels. I was travelling from Moscow to Bulgaria. I saw what they were doing. They were changing the wheels of metre gauge trains into broad gauge; they were also changing the wheels of broad gauge trains into metre gauge. In one hour or so they were able to do this work. We can also think of some such device or some such technique, because, that will save a lot of money. This is better than changing the entire railway traction from metre gauge into broad gauge. This is my respectful suggestion and I request the hon. Minister to send a team of his officers from the Railway Board to some of these European countries to study this system. The same system can be introduced in our country with advantage if it is found to be economical and feasible instead of resorting to conversion of the entire railway system from metre gauge lines into broad gauge lines. He has proposed to spend a lot of money on this.

Then another significant thing he has stated in his budget speech is that the Research, Design and Standards Organisation of the Railways have made some discoveries about the meter gauge standard. There was some international conference where some kind of design of the track had been proposed by our experts and scientists and it had been accepted by other countries. If that is the position, then I do not think that there is any necessity of converting the meter gauge into broad gauge.

Now, I want to make a strong plea to the Minister in regard to the construction of a new railway line in my constituency. I come from an area which is a backward area. Previously it was called as Part 'C' State, known as Vindhya Pradesh. You will be surprised that when Vindhya Pradesh was called Part 'C' State, its capital city, Rewa, was not connected by the railways with other important places. At that time I had made a very strong plea, when Mr. Shastri was the Railway Minister, for construction of a new railway

line from Satna to Rewa. The then Railway Minister had agreed to my proposal and afterwards a survey was conducted. But when Vindhya Pradesh was merged with Madhya Pradesh in 1957, this proposal was abandoned. Since then nothing has happened in this area in the matter of railway line construction. I have gone through the present Railway Budget proposal. There has been no mention about my constituency. When the merger of Vindhya Pradesh with Madhya Pradesh took place, this proposal for construction of a new railway line between Satna and Rewa was shelved. In the last year's budget there was some mention about a new railway line construction from Lalitpur to Chhatarpur, Panna, Satna, Rewa, Sidhi and Singrauli where we have got a lot of coal. Now, in this budget I do not find the name of any of these places for railway line construction. It is neither in the survey scheme nor in the list of construction of new railway lines which is going to be taken up in the Sixth Plan. I would like the hon. Minister kindly to enlighten us as to what happened to the survey conducted in this area. I do not know whether it is still being surveyed or a fresh survey is yet to be conducted between Lalitpur and Singrauli and from Singrauli to Khajuraho and then to Banda. Khajuraho is a place of historical importance. There is a suggestion from a lady hon. Member here that Khajuraho and Banda should also have a new railway line connecting Singrauli. I am pleading for a new railway line and I hope you will have a survey conducted in this area.

Another point is about the late running of trains. Many of the hon. Members of this House will be having this point to bring to the notice of the hon. Minister. Now the late running of trains has become chronic and we are all affected and the general public is suffering from this. This point was also highlighted during the last year's debate. Now, the position is such that within one year, a number of trains are running from 8 to 10 hours behind schedule and sometimes the Mail and Express trains are running 12 hours behind schedule. When we ask the railway authorities the reason for the inordinate delay in the running of trains, they simply say that chain pulling is going on all over the places and therefore the trains are running late. I understand that pulling of the chain can be stopped if some kind of device is invented. I have been told that in the Western Railway, in some trains, alarm chain is fitted in the latrine and if some passenger want to stop the train, he has to go to the latrine and the moment he pulls the chain, the door of the latrine is automatically closed and with

[hrj Gulsher Ahmed]

some instrument only the latrine doors can be opened. I feel that this device may be introduced in all the passenger trains where the incidents of chain pulling are abnormal. I have been told that system is prevalent on some lines in the Western Railways. I do not know how far it is true. If it is true that such a system is prevalent in some parts of the Railways, why not introduce it everywhere? The moment the passengers know that we are Members of Parliament, they start talking all kinds of nonsense. This is because every train is late. This has become a nuisance now. Just for the sake of a very small distance, even a furlong, the people pull the chain. And if it is a big city and the train is passing through it, the train is stopped at various points by pulling the chain. For God's sake, save us from this torture and agony from which we suffer while travelling by trains.

Another complaint that I have to make is with regard to the condition of the latrines in the first class compartments. There are no mirrors. No fittings are there, where we can put our soap, brush etc. Particularly in the train by which I travel, Kutab Exp., from Nizamuddin to Satna, I have found that sometimes the bathroom or the latrine water is leaking and it is impossible to use that. Same is the case. I am told, in respect of the Jhelum and Punjab Express train s. When you are doing to raise the fare, you must give due consideration to these small amenities that you can provide in these compartments.

Then, the food that we get during the railway journey leaves much to be desired. I do not know how the foreigners react when they travel by our trains. We get puris cooked eight hours earlier and in very dirty pots; the vegetables and dal all cold; and you cannot eat the chapatis that are given. Even if you travel in an airconditioned compartment, you get the worst kind of food and nobody likes to eat. When you are charging about Rs. 200 for a distance from here to atna cannot give me a good break-fast and good food. Then, there is no dining car. I think, this is the feeling of most of the members here that in the long distance and fast trains, dining car must be provided.

I have got a great problem in my Parliamentary constituency. My constituency consists of six assembly constituencies of atna and two assembly constituencies of Jabalpur and that area is known as Murwara. We have two cement factories and 200 lime kilns in that area. That area in Madhya Pradesh has got all kinds of valuable mineral; it has got the largest

mineral wealth, but there is no railway line. The result is that only lime stone is being exploited. As I said, we have two cement factories and a number of lime kilns, but other minerals like ochre are lying there unexploited. I think, we have got the largest minerals in that area, but we have no railway lines. There is one railway station called Roopand between Katni and Bilaspur. I have been told that near that railway station, there are a number of valuable minerals, but because there are no railway facilities, no yards, although people know that valuable minerals exist there, they cannot exploit them and invest money for that purpose. A number of industries can be started there based on these minerals. We have the best quality lime in that area and in such a large quantity that it can be exploited for years to come. It can bring in crores of rupees; but because of lack of railway facilities, these minerals are not being mined. I would request hon. Minister to pay special attention to that area.

The extension and expansion of Satna R.S. is very important. Sometimes it happens that at one time 3 trains come. But only one train can stop at the Platform. The other trains have to wait at the sidings. It takes half-an-hour for the next train to come to the platform. For the last 24 years, all of us, including MPs., Ministers and speakers have been writing to the Railway Ministry saying: "There is no convenient connection between north of Bhopal and Bhopal. To solve this problem, one bogie in the Kashi-Bombay Express should be provided." But we have been told every time that it is not possible. I cannot understand this. If we not have one bogie, half I Class and half II Class. We have been demanding this for the last 30 years. I, as speaker of Madhya Pradesh Assembly, has written for a number of years. till it has not been done. It is easy for me to come from atna to Delhi direct, but not so for going from Satna to Bhopal. I have to go to Bhopal because it is the capital. For journey between Satna and Delhi, I take 12 hours. I start at night, and come here in the morning. There is no change anywhere in between. (Interruptions) I think the Minister will have mercy on me. I am 60 years' old. This is a genuine demand.

I want a fast train between Banaras and Ujjain; and I have written a letter to the Minister to this effect. There were two religious places. The god is the same. This train should run from Kashi to Allahabad, atna, Katni, Jabalpur, Itarsi, Bhopal and Ujjain. The Minister has said, "It is not possible." If that is not possible, an extra bogie, with half

I class and half II Class berths should be provided in the Kashi-Bombay Express. That will serve our purpose. Otherwise we are put to a lot of inconvenience. People from Chattarpur, Panna, Sidhi and Rewa districts — M.L.As., Ministers and MPs and the public—have to travel to Bhopal from Satna. Unfortunately in the Kashi-Bombay Express, there is only one bogie of First Class. It is very difficult to get any kind of accommodation in first class. So, I request the hon. Minister to solve this problem of ours. He should attach one bogie in the Kashi-Bombay Express.

MR. DEPUTY-SPEAKER : 46 minutes have been allotted to CPM. There are 3 names. I now call Mr. Basudeb Acharia.

SHRI BASUDEB ACHARIA (Bankura) While the Minister for Railways was presenting the Budget, I was listening with hard attention to find out whether he mentions the number of persons killed in accidents during 1980-81, more particularly about those killed after he assumed the charge in November 1980, whether he has any word of remorse or regret for those who were killed, whether he has any words of condolence—even though hypocritical—for members of the bereaved families. I found none. He had mentioned nothing about the accidents at all. He also did not have any word of appreciation for the Railways workers including trolley-men and gangmen, due to whose vigilance and devoted working, many of the accidents could be saved. It has led me to a serious doubt as to whether there is something called heart, functioning within the body of our Railway Minister and if at all it is there how it could be immune from feelings.

Even in his statement which the Railway Minister made in the House on 17th February last, he did not express a word of condolence for those persons killed in accidents. The Minister stated in his speech that with the administrative and innovative steps taken three months back, the railway operation is now back on the rails. What are the facts? If you see the figures of accidents you will find that in the year 1971-72, there were 4918 accidents; in the year 1979-80, there were 12189 accidents and in the Year 1952-53, there were 12783 accidents. Even compared in the background of the incidence per million train kilometres, the figures of 1970-71 was only 10.5 which has risen to 24.27 in 1979-80. It means that the railways have been operating in reverse gear, as far as the accidents are concerned. Hence it would, in the fitness of things, only be proper to rename the Ministry as the Ministry of Accidents and Derailments.

The Minister has very kindly apprised the House of some details of the measures he has taken for so-called improvement in operational efficiency on pages 3 & 4 of his speech. The most important question is have the Ministry discussed these measures with the staff concerned? Did they taken into account the question whether such changes would increase safety hazards for the travelling public? This is precisely the point that has been raised by the All India Loco Running Staff Association. The points raised by them are as follows :—

1. The authorities have dispensed with the Train Examiners' certificate about vacuum which was given in Mechanical V form as a result neither the Driver nor the Guard knows whether the vacuum brake would properly operate or not.

2. The authorities have dispensed with the elementary precaution of adequate brake-power which is cent per cent for coaching trains and 85 per cent for goods trains. Without this adequate brake power it is not possible for any one to control the hurtling mass of loads they haul. Naturally the failure to stop the train within adequate distance is blamed as "Human Failure" though in reality it should be termed as brake-failure or mechanical failure.

3. The third point is about 'Jumbos.' For running these Jumbos the Minister has admitted that intermediate wagon examination points have been abolished. But the records show that at least 7 per cent of wagons are over-aged and more than 23 per cent of wagons are kept in use although they are overdue periodical overhaul. Even the Prime Minister the other day had complained that as against normal sickness of wagons in line which was earlier 4 per cent or below has increased to nearly 5 per cent.

All these measures have been proved to be safety hazard in the Railways. Much has been talked about workers' participation in the management. As far as the Railways are concerned, they give wide publicity while setting up corporate enterprise group for ideal measures and for workers' participation. Have the Railway Ministry discussed these changes with C.E.G. and obtained approval from the organised labour? Do they think that they can impose unilateral changes without the consent and active cooperation of the Railway workers. Both these accidents and loco-men struggle are interlinked. There was a great demand in this House for a separate debate on this subject. The Minister has no objection and that is on record. I again demand that there should be a separate debate on the Railway accidents because I have lot of material with me.

[Shri Basudeb Acharya]

I live in a place where there is automatic signalling. I am told that when a wagon gets delinked, from the main train, the signal will show green and on this score alone there have been many accidents, specially in the Chandil section in South-Eastern region. There have been complaints about deployment of untrained reserved personnel due to which in the Sealdah Division alone there were five accidents and in the North-Eastern Railway there were two accidents. So, I once again demand that there should be a special debate on Railway accidents. (Interruptions)

THE MINISTER OF RAILWAYS (SHRI KEDAR PANDAY) : You have got this splendid opportunity. You can talk about Railway accidents also. You can take this opportunity and speak at this time itself.

SHRI BASUDEB ACHARYA : No, A special debate should be arranged.

SHRI KEDAR PANDAY : You have got the opportunity now.

AN HON. MEMBER : There are so many points besides accidents. We want a good discussion on accidents only.

SHRI BASUDEB ACHARYA : Let us come to the Plan outlay. The Minister has informed us that the Plan outlay for the Railways in this Sixth Five Year Plan for 1980-85 is Rs. 5,100 crores. Really this is a substantial step up over the outlay of Rs. 3,400 crores indicated for the now defunct 1978-83 plan. This has been placed in a manner to earn appreciation but what is the naked truth? Only a fortnight back in the Consultative Committee meeting the Minister informed us that the Working Group of Railways has estimated that a sum of Rs. 11,817 is the need-based requirement of the Railway and because the Planning Commission has allotted only Rs. 5,100 crores the rehabilitation programme of coaches etc. would have to be substantially pruned. It means more use of over-aged wagons and rolling stock, possibly more accidents. Even in the *Economic Survey* last year it was pointed out that lack of expansion of Railways is causing serious bottlenecks in creating a proper infrastructure for expansion of the economy. The National Transport Policy Committee also recommended and we also feel that transport development should be given better attention than it has received so far. It, however, recommended and we also recommended, increased use of electricity in the field of power which is particularly suitable for Railways. The proposed mode of transport will continue to be real and right. The Plan outlay does not therefore

reflect these ideas. They are unable even to allot 50% of the need-based requirement for the railways. The Minister claims that an appreciable dent will be made. However, 1980-85 has been called 'rehabilitation' plan. Let us consider the fiasco of the planning. The sixth plan anticipates that by 1984-85 about 319 million tonnes of freight will be offered to the railways. We were told in the last consultative committee meeting that it would require 100,000 wagons more to meet it. But with the plan allocation having been pruned down, the railways can move only about 255 to 260 million tonnes of freight-earning traffic by 1984-85. This is the fiasco of the planning.

The *Economic Survey* presented this year also hits out at the railway's inability to handle the freight that is offered to them. On page 16 it says :

"The ability of railways to carry a substantially expanded volume of freight in the coming years will be crucial for medium-term economic performance."

On page 13, it says : "The performance of the railways continued to present serious problems in 1980-81."

Now let us examine the budget proposals of our Railways Minister. There is a proposal for a total increase of rail tariff to the extent of Rs. 356.26 crores. This is the third increase in a row. Only last year there was an increase of Rs. 204.24 crores. Last year we were told that the proposed increase was pending the decision on the recommendations of the Railway Tariff Enquiry Committee. Now after a heavier dose of increase, again we are told that this is an *ad hoc* increase. It is, therefore, natural to conclude that there is going to be further increase in the railway tariff in the near future. This increase in railway tariff is going to act as a double-edged sword as far as the common man is concerned. This, time even things of daily necessities like sugar, pulses, kerosene, edible oil etc. which are always kept out of the purview of such increases have not been spared. The multiple push to an already high inflationary trend of our economy as a result of this increase on railway freight cannot now be denied any longer. Perhaps the sole exception is another gentlemen, i.e. the Chairman of the Railway Board who described in his press conference that this is minimal increase. The net result of the rise in prices would affect both the working class and the peasantry. For the workers, there will be a sharp fall in real wages as their DA neutralisation has been pegged at Rs. 1.30 P. per point in most of the industries. For the peasantry, it would entirely wipe out the meagre gains which they secured during last year after a lot

of bloodshed and travail. This is what would happen after increase in freight charges.

There is a 300% increase in reservation charges for sitting accommodation and 700% increase for sleeper accommodation for second class travellers.

But for all other classes, the increase is only hundred per cent. Similarly, for supplementary charges for super fast trains while for all other classes the rise is hundred per cent, for second class sleeper it is 200 per cent. Is this the relief given to the poor? The Minister should know that due to this increase, a person travelling by Jammu Tawi—Madras Janata Express will have to pay Rs. 2/- more than a person travelling by Tamil Nadu Express. The time taken by Jammu Tawi-Madras Express is 54 hours 30 minutes while it is 30 hours 15 minutes by Tamil Nadu Express. The fare to be charged by Jammu Tawi-Madras Express is Rs. 106.35 while it is Rs. 104.35 by Tamil Nadu Express. So, I oppose this proposal for raising the fare.

Let us come to question of labour relations. The Minister has said that labour relations are cordial. But the fact is that there have been numerous demonstrations near the Boat Club one of which Shri Pandey himself has attended. Even two days back, there was demonstration by Station Masters' Association who had burnt their misfit uniforms and announced a programme of agitation from some time in April. The Ministerial Staff Association had submitted a memorandum to the Speaker. There had been a bare chest demonstration by loco mechanical staff. There had been a work to rule movement by the carriage and wagon staff.

What has happened to the loco running staff? In August, 1973 the Government was forced to come into an agreement for reducing maximum duty at a stretch to 10 hours. Efforts were made to sabotage this agreement because of which they had to go on strike again in December, 1973. It was announced in this House that it would be implemented with three or four years. Till March, 1979 it was not implemented. In the face of another agitation, the Chairman, Railway Board, agreed to implement the same. But as soon as the new Chairman assumed authority in Railway Board, earlier agreements etc. were thrown to the winds and the staff was ordered to work for more than 10 hours, anyone who refused was victimised. A policy of provoking the staff to unleash a war of attrition was adopted. The usual Loco Running Staff Grievance Committee was made infructuous. No meeting was called despite requests. Neither the Railway Minister nor the Chairman, Railway Board met them to solve the issues. On

the other hand, they continued to victimise anyone who protested while resorting to unfair labour practice of paying so more even over and above the rules in order to divide them. Even when the workers protested against molestation and rape of their womenfolk, they were victimised. As their appeals went unheeded and their efforts to meet the Minister or the Chairman were unsuccessful, they had to resort to a protest agitation. How did the authorities behave? I have received a telegram from Andal yesterday and I quote :

"S.S. Singh of Andal and JC Bhowmick of Asansol victimised. Loco running staff were stabbed and beaten by goondas on 23rd and 21st Feb. 1981. Railway authorities provoking goondas to disrupt law and order and create terror in railway colonies. Immediate intervention solicited."

One thousand workers have been removed, dismissed, compulsorily retired from service without enquiry and without an opportunity of self-defence. Many of the victimised loco-running staff have been evicted from their quarters forcibly by the police. Many leaders, including the Secretary-General of AIREC, Comrade N.S. Bhango, have been served with panel transfer orders. At least more than 15 railway workers in various other categories have been summarily dismissed, because their fathers have joined the struggle at the call of the All India Loco Running Staff Association.

MR. DEPUTY-SPEAKER : If you take more time, other members in your party will not get an opportunity. There are two more members wanting to speak from your party.

SHRI BASUDEB ACHARYA : Now, I come to the canteen employees. They won a case in the Calcutta High Court more than seven years ago and the Government was directed to treat them as Railway employees. The Government want in appeal to the full bench of the High Court and lost the appeal. Then they went to the Supreme Court, where also they lost. The Supreme Court ordered them to treat them as railway employees. Yet, this has not been implemented up till now. This is the attitude of the Railway Ministry and the thoroughly inefficient bureaucratic white elephant that is, Railway Board.

SHRI SAMAR MUKHERJEE : (Howrah) : The hon. Minister must take note of this. The Supreme Court also recommended it.

PROF. N.G. RANGA (Gentur) : He has taken note of it.

SHRI SAMAR MUKHERJEE : It is a long pending case. I have raised it several times.

SHRI BASUDEB ACHARIA: Let the Government read the writing on the wall. Repression can never foster cordial relations. Efficiency cannot be achieved only through the rod. The negate earlier agreements or to deny an opportunity of mutual discussion cuts at the root of collective bargaining and steps the healthy growth of trade union movement. As the agitation has been withdrawn, I would request the hon. Minister to invite them for talks, sit with them for a discussion and settle the dispute.

MR. DEPUTY-SPEAKER : I would like to inform the House that from the ruling party 35 Members have given their names to participate in the Railway Budget. From the other parties also more than one Member has given the name. Since this is a discussion on the Railway Ministry, naturally, every hon. Member would like to place before the House the problems of his constituency.

SHRI RAMAVATAR SHASTRI : From my party only my name has been given.

MR. DEPUTY-SPEAKER : Therefore, I would request hon. Members from the ruling party not to take more than 10 minutes. Let the Members from the opposition also so distribute the time allotted to their respective parties equally among their own Members. In that case, no Member can say that he was not given an opportunity. If Members take more time and some are deprived of an opportunity, it is not our mistake ; it is their own mistake.

SHRI K. T. KOSALRAM (Tiruchendur) : Mr Deputy-Speaker, just now you are introducing this policy. Can you give me atleast 13 minutes ?

श्री कसलराम साहू (रांची) : कम से कम 15 मिनट का समय दीजिए ।

MR. DEPUTY-SPEAKER Not less than ten minutes.

श्री किरण बस (गिमला) : हम अपने लोक हिमाचल प्रदेश की बात करेंगे, हम को भी टाइम दीजिए ।

SHRI K. T. KOSALRAM : Day before yesterday I was hearing the speech of Prof. Madhu Dandavate, when he took credit for presenting surplus budgets consecutively for three years. But I would say that they were not based on sound economic railway management ; they were mere jugglery of statistics. He perhaps thought that he could build up his party in that way without resorting to taxation, which is unpopular. But the

result was an utter failure. On the other hand, my hon. friend, Shri Pandey has come out with a taxation proposal of the order of Rs. 384 crores. But he has included a number of new projects and conversion of some lines.

My friend, Mr. Dandavate simply announced the survey and re-survey. That is the difference between Pandayji and Mr. Dandavate. This is a fact. Can Mr. Dandavate say how many new lines have been taken up? He simply ordered the survey. That is one thing.

Mr. Dandavate talks about social burdens. I know that the railways have several lakhs of gangmen for maintenance of the track. But I do know that resorting to mechanisation is in the interests of lakhs of gangmen. I would state repeatedly that 60 per cent of the railway earnings goes towards staff salaries and another 23 per cent of the money towards the fuel cost. Every rise in the dearness allowance and every increase in the international oil price brings grief to the railways.

12.54 hrs

[Mr. SPEAKER in the Chair]

The Railway Minister wants to open up the backward area with new railway lines, for which he is raising resources to the extent of Rs. 356.25 crores through increase of fares and freight. We should commend his bold efforts.

Now, I come to matters concerning Tamil Nadu. I am glad that revered Panditji is here now. In the year 1968 the survey for Karur-Dindigul-Tuticorin/Tirunelveli line had been completed. Then, my friend, the present Finance Minister, Mr. Venkataraman, and I met Mr. Madhu Dandavate when he was the Railway Minister and said, 'Everything is ready. Now you should take it up'. Then he ordered a re-survey. This re-survey, I must be very thankful to him, was completed within six months. Last year the Railway Ministry recommended it to the Planning Commission. If you want, I can read it, but as the time is limited I will not read. Now, Panditji is here. We told him that the Railway Ministry had categorically recommended to the Planning Commission that this should be included. But in the Budget it had not been included. And Panditji categorically told us that it would be considered favourably and he assured us that it would be taken up soon. So much so, when Mr. Panday was reading the Budget, I was shocked and surprised, how it could have been excluded in this Budget, immediately after that, we met our Prime Minister. She patiently heard us. I read everything—Panditji's assurance and all that.

Madam said, 'Don't bother about it'. I am very grateful to Panditji for his assurance that it would be taken up, for which not only I but the entire Tamil Nadu is very thankful to him because after Independence, no metre gauge has been converted into broad gauge in Tamil Nadu. That is the actual thing, so much so, it is for the first time you are taking up conversion of this line into broad gauge.

There is another grievance against the Railway Minister, Mr. Pandey. The other day, Mr. Jaffer Sharief telephoned to me—he is not here now—that there was a strike in the Madurai Division. He met me and said, 'Mr. Kosalram, you go and convince them. I am going to get this Madurai-Nagarcoil new line included in this Division'. So, categorically in the presence of the then General Manager of Southern Railway he wrote this in his own handwriting. I went there. I telephoned to Panditji informing him of the position. Panditji gave a trunk call from Delhi to Tenkasi. I was told that it would be favourably considered. Definite promise had been given by Shri Jaffer Shariff and Panditji for inclusion of new line between Nagercoil and Tirunelveli in Madurai Division. Then I went and convinced the striking employees to call off the strike. Immediately the strike was withdrawn.

Unfortunately, fifteen days back, I saw in the papers that Pandayji had written that this line will be included in Trivandrum Division and not in Madurai Division. Ministers may come and ministers may go. But if a definite assurance given is not implemented, what will people think? It has been published in the press. Now can I face the people? What will people think of Pandayji?

I would refer to Rapid Transit System at Madras. The office created for this project has been in existence for 10 years. Many surveys have been conducted for the past 10 years. For instance, the Coovum river flowing around the city of Madras can be conveniently used for having a circular railway, naturally after drying the river and desilting it. This office has been ordered to be closed now. I demand that this office should be allowed to function and this scheme should be taken up for execution.

The hon. Minister Shri Panday and Shri R. Venkataraman have told me that this office will continue. If it is closed down all of a sudden what would people think of you? Kindly consider this point.

For ages I have been demanding that Arumuganeri Railway station should have covered platforms, so that the salt produced here is stacked here safely and it should not get spoiled because of rains. Arumuganeri alone produces 10% of the total

salt production in the country. I hail from Arumuganeri. Chemical and salt industries are there. But there is no coverage at the railway station. Since my birth it is continuing in the old state. So, proper improvements should be brought in over there.

According to the Railway Ministry Report, in the country broadgauge forms only 51% of the total route kilometre and Metregauge 42% of the total while broadgauge accounts for 86.6 per cent of the freight tonne kilometres and about 77.5 per cent of the passenger kilometres, metregauge accounts for only 13.3 per cent of freight tonne kilometres and 21.8 per cent of passenger kilometres. Naturally, there will be a demand for conversion of MG into BG. I am sure that the hon. Minister will bear this in mind while replying to the debate.

13 hrs.

Salt is one of the major essential commodities. One or two years before, only the licensed salt factories were allotted 'C' category. After my efforts—I have been to jail and I am a Salt Satyagrahi—unlicensed salt factories also have been allotted 'C' category. In Tuticorin, for example, the licensed salt factories produce about 4 lakh tonne and the unlicensed salt factories are producing about 12 lakh tonnes. The industry Department had recommended to the Railways that the unlicensed salt factories should also be included in 'C' category. You have included it in 'C' category. But the number of wagons allotted is the same for 4 lakh tonnes and now for 16 lakh tonnes. For example, if it was 100 or 1000 wagons for 4 lakh tonnes, the same number of wagons are being allotted now for 16 lakh tonnes. I would request the hon. Minister to increase the number of wagons according to the quantity of salt produced. In my part of the country, salt is being sold at Rs. 5 for 100 kg. whereas in the north-eastern parts, in Assam and in other areas, salt is being sold at Rs. 5 per kg. It is because of the scarcity of wagons. So, kindly increase the number of wagons

13.01 hrs.

MESSAGE FROM THE PRESIDENT

MR. SPEAKER : I have to inform the House that I have received the following message dated the 26th February, 1981 from the President :

"I have received with great satisfaction the expression of thanks by the Members of the Lok Sabha for the Address which I delivered to both Houses of Parliament assembled together on 16th February, 1981."

13.02 hrs.

*The Lok Sabha adjourned for Lunch till
Fourteen of the Clock.*

THE LOK SABHA REASSEMBLED
AFTER LUNCH AT SEVEN MINUTES
PAST FOURTEEN OF THE CLOCK

[MR. DEPUTY-SPEAKER in the chair]

RAILWAY BUDGET 1981-82—
GENERAL DISCUSSION —Contd.

MR. DEPUTY-SPEAKER: Mr Dogra.

SHRI G. L. DOGRA (Jammu): About time, Sir, I hope you will be soft towards me; you will not be very harsh.....

MR. DEPUTY-SPEAKER: There are 32 Members from your party. If every member of your party takes.....

SHRI G. L. DOGRA: I will take less time than any of my Party member has taken.

MR. DEPUTY-SPEAKER: Very well.

श्री गिरधारी लाल डोगरा (जम्मू) : जनाब डिप्टी स्पीकर साहब, मैं कोई रिपॉजिशन नहीं करने जा रहा हूँ, जो मुझे पहले लोग बोल चुके हैं उनकी बातों को दोहराना नहीं चाहता मित्राय उनके जिनमें मुझे इतिनाफ है।

रेलों का जहाँ तक ताल्लुक है, उसकी पूरी अहमियत को मुल्क को टोटल पोञ्जेशन के नजरिये से हमका देखना है। आज हमारे मुल्क को क्या पोञ्जेशन है, खामकर दो तरीकों से, उनको हमें देखना है। एक तो हमारे डिफेंस के पीइंट आफ व्यू से और दूसरे इकोनोमी के पीइंट आफ व्यू से हमें अपनी रेलों को देखना चाहिए। जहाँ तक हिन्दुस्तान के नक्शे का ताल्लुक है आप देखेंगे कि नौथ ईस्ट से ले कर गुजरात के बोर्डर तक हमारा देश घिरा हुआ है ऐसी ताकतों से जिनमें चाइना और दूसरे विदेशी मुल्क शामिल हैं। एक तो चाइना सीधे हमारी घरतों के ऊपर बैसा हुआ है, दूसरे हमारे ओक्यूपाइड कश्मीर में उमने सड़क बना दी है जिसके ऊपर वह पाकिस्तान के अन्दर घुस चुका है। और चन्द दिन पहले पता लगा है सरकार ने यहाँ हाउन में माना है कि वहाँ हवाई अड्डा बनाया जा रहा है चाइना की मदद से झगड़े की सूरत में चाइना किसी बकन भी आ कर पाकिस्तान बैठ सकता है। एक जमाने में हम हिन्दी-बोनी भाई-भाई का नारा लगाते थे और एक दम उसने हम पर अज्ञानक ही हमला कर दिया। इस लिए आज हमें जरा भी अपनी तैयारी में कमी नहीं रखनी चाहिए। हम मानते हैं कि अपने पड़ोसी मुल्कों से दोस्ती बढ़ानी चाहिए, लेकिन साथ ही अपनी तैयारी भी पूरी रखनी चाहिए, उसमें किसी तरह की कमी नहीं आने देनी चाहिए।

और इस तैयारी में कम्युनिकेशन सिस्टम बड़ा इम्पोर्टेंट रोल प्ले करता है। मैं समझता हूँ कि जहाँ तक कम्युनिकेशन सिस्टम का ताल्लुक है उसमें रेलवे की एक खाम अहमियत है, खाम कर के हमारी जैसी स्ट्रेटिजिक स्टेट जम्मू व कश्मीर के लिए। हम को मालूम है कि जब तक जम्मू तक रेलवे लाइन नहीं गई थी तो कितने ट्रक, कारियाँ और बसों के जरिये आर्मी का सामान और लोग चलते थे और उस पर कितना पैट्रोल का खर्चा होता था। और अब जब जम्मू तक रेल चलती है तो उसमें कितना फर्क पड़ गया है। वह हम लोग जानते हैं या गवर्नमेंट जानती है, इनके पास स्टैटिस्टिक्स है, इस पर मैं अना वाकन जाया नहीं करना चाहता, लेकिन मैं समझता हूँ कि रेलवे कम्युनिकेशन एक ऐसी है, जिस पर हम रिलाई कर सकते हैं। क्योंकि अगर हम बिल्कुल सड़क बना कर ट्रकों और मोटरगाडियों के जरिये या बसों के जरिये अपनी वावरक्षारी करने रहे, ट्रैस्पॉर्ट करते रहे तो हमें किसी बखन भी परेशानी का सामना हो सकता है। जैसे हमारे परमाणु शक्ति के बिजलीघर बगैर मटीरियल के बन्द हो गये, कभी ऐसी इंटरनेशनल भिचुणेशन पैदा हो सकती है कि हमारे पास पैट्रोल पूरा न हो, जो अभी हमारे पास काफी है, मैं समझता हूँ कि ऐसी सूरते-हाल को मद्देनजर रखते हुए हमें गव से ज्यादा जोर अपनी रेलवे को बढ़ावा देने की ओर देना चाहिए इस पर ज्यादा रुपया खर्च करना चाहिए। अगर हम पैट्रोल के लिए अना रुपया बाहर भेज सकते हैं तो इसे अपने मुल्क में, कहीं नहीं खर्च कर सकते हैं। यह ठीक है कि यद्वाला हम इसका बन्द नहीं कर सकते, मगर थोड़ा रुपया इस तरह डाइवर्ट कर के हमें इस तरह तबज्जह देनी चाहिए। जितना हम रेलवे को एफोशियेंट बनायेंगे, जितना उसे एक्वैट करेंगे, स्ट्रेटिजिक प्वाइण्ड्स पर ले जायेंगे, उतना ही हम अपनी डिफेंस को और अपनी इकनामी को सेल्फ-रिलायण्ट बनायेंगे। मैं समझता हूँ कि इस आस्पेक्ट को आज तक किसी ने देखा नहीं है, किसी ने आज तक इस पर सोचा नहीं है। इस पर हमें पूरी तबज्जह देनी चाहिए और इसका पूरा फायदा उठाना चाहिए।

हमारे जिनने स्ट्रेटिजिक प्वाइण्ड्स हैं, चाहे जम्मू-कश्मीर हो, चाहे हिमाचल का हो या यू० पी० के पहाड़ी एरिया हो या ईस्टर्न स्टेट्स हों, हम समझते हैं कि इन स्टेट्स को रेलवे से जितम कदर जोड़ा जाना चाहिए था, वह जोड़ा नहीं गया है। जितना हम इसे डीप ले जायेंगे, उतना हम अपने डिफेंस को मजबूत करेंगे। रेलवे एक ऐसा कम्युनिकेशन है जिसका दुश्मन इस्तेमाल नहीं कर सकता। अगर हम सड़क बनायेंगे तो किसी स्ट्रेज पर दुश्मन उनका इस्तेमाल कर सकता है, लेकिन रेलवे का दुश्मन इस्तेमाल नहीं कर सकता है, सिर्फ हम ही उसका इस्तेमाल कर सकते हैं। इसलिए इस नुक्तेनिगाह से जरूरी

है कि इस पर हम तवज्जह दें। मैं समझता हूँ कि जितनी हमारी स्ट्रेटिजिक स्टेट्स हैं, उनकी तरफ हमें तवज्जह देनी चाहिए और अपनी जनरल इकनामी का इस तरफ भी कुछ डाइवर्जन करना चाहिए। यह नहीं कि हमारी सोशल लायन्लीटीज का बोझ रेलवे पर नहीं पड़ना चाहिए, जनरल रेवेन्यू की भी उसमें हिस्सा बढ़ाना चाहिए, मैं समझता हूँ कि इस मामले पर हमें इण्ट्रिप्रेटेड तरीके से हमें सोचना चाहिए, प्लानिंग कमीशन को भी इस तरफ खयाल करना चाहिए। यह सिर्फ रेलवे प्रशासन के ही सोचने की बात नहीं है, यह रिसोर्सिज देने की बात है और जो रिसोर्सिज का ड्रेन ग्रब हो रहा है, इसकी तरफ तवज्जह देनी चाहिए।

दूसरी बात हमको यह भी देखनी चाहिए कि जो पिछड़े इलाके हैं, जितने कमजोर वर्ग के लोग हैं, क्या हम उनको सर्व कर रहे हैं? उस सिलसिले में मैं यह तवज्जह दिलाना चाहता हूँ कि हम सिर्फ रिसोर्सिज और अपने ग्रीबलीगेशन को मद्देनजर रखते हुए कि जो गरीब हैं, पिछड़े हुए इलाके हैं, जो बैकवर्ड इलाके हैं, हम उनकी तरफ ज्यादा ध्यान नहीं दे रहे हैं।

अभी तक जो आपने किराये बढ़ाये हैं, चाहे फ्रेट हो या फेयर, उसमें गरीब लोगों पर काफी वजन पड़ा है। पिछले साल तीन दफे इसमें रिवीजन हुआ है जिसमें आप सेकिण्ड क्लास को 250 किलोमीटर तक तो एक्स्प्रेट कर देते हैं जिसमें 250 किलोमीटर तक रोज के मजदूरी करने वाले जाते आते हैं, लेकिन सेकिड क्लास का किराया इम कदर ज्यादा बढ़ गया है कि गरीब आदमी अपने जरूरी लवाजमात, तीर्थ-यात्रा, आदि नहीं कर पाता है। हमारे जितने पहाड़ी इलाके हैं, चाहे उसमें जम्मू-काश्मीर का इलाका हो चाहे, हिमाचल का हो चाहे या ० पी० के पहाड़ी इलाके हों यहां के लोगों को अपने बजुर्गों के लिए जिन्दगी में कम से कम एक बार जो यात्रा करना पड़ती है, अगर कोई मर जाये तो उसकी हड्डियों को लेकर जाना पड़ता है, वह भी आजकल मुश्किल हो गया है। इसलिए मुश्किल हो गया है, क्योंकि किराया बहुत बड़ गया है। क्या ऐसे लोगों की तरफ भी हमारी कोई मारेल लायबिलिटी है या नहीं? हमारे मुल्क में ऐसे लोगों की तादाद बहुत ज्यादा है, जो जिन्दगी में एक या दो बार ही रेलवे की सवारी करते हैं। वदकिस्मती से जो लोग आज तक रेलवेज को एडमिनिस्टर करते रहे हैं, या गवर्नमेंट के सोचने पर जिन लोगों का गलबा रहा है, उन्होंने ऐसे इलाकों को देखा नहीं है। मैं मानता हूँ कि वे जान-बूझ कर ऐसा नहीं करते हैं, लेकिन जरूरत इस बात की है कि वे इस तरफ भी ध्यान दें, कि जब सरकार किराया और फ्रेट बढ़ा देती है और नेसीसिटीज आफ लाइफ, जरूरियाते-जिन्दगी, की कीमत बढ़ा देती है, तो पहाड़ों के लोगों पर उसका क्या असर पड़ेगा। एक तो सरकार वहां पर रेलवे नहीं पहुंचाती है, सड़क नहीं बना

पाती है, दूसरे वह कि किराया बढ़ा देती है। इसका नतीजा यह होता है कि कम्युनिकेशन न होने की वजह से उन लोगों की जरूरियात जिन्दगी बहुत महंगी हो जाती हैं और उनकी पैदावार मार्केट तक नहीं पहुंच पाती है और मिडलमैन इसका नाजायज फायदा उठाते हैं। रेलवे मिनिस्टर साहब को इस बारे में दोबारा सोचना चाहिए।

एक बात सब एम० पीज० को एजोटेंट कर रही है। हम फ्रस्ट क्लास में फ्री ट्रैवल कर सकते हैं। ए० सी० सी० टू टायर का किराया उसके बराबर होने की वजह से हम उसमें ट्रेवल कर सकते हैं। चूंकि ए सी सी-टू टायर का किराया ज्यादा कर दिया गया है, इसलिए अगर हम फ्रस्ट क्लास में जाने के बजाये ए सी सी-टू टायर में जाना चाहें, तो हमें फर्क अपनी जेब से देना होगा। क्या सरकार चाहती है कि एम पीज इस्ट-फ्री ट्रैवल न कर सकें, वे खांसी जुकाम आदि बीमारियों की तक्तीफ में मुबतला हों? गवर्नमेंट के श्रदना से श्रदना, छोटें दर्जों के अफसर भी ए० सी० सी० में ट्रैवल करते हैं तो एम० पीज० पर यह सक्ती क्यों? यह टीक है कि ऐसा शानिस्तातीर पर नहीं किया गया होगा, लेकिन ग्रब इसकी तरफ ध्यान देना चाहिए और आज तक जो कन-सेशन थी, उसको इस तरीके से विदडा नहीं करना चाहिए। एम० पीज० किराये में इस इजाफे को एफोर्ड नहीं कर सकते हैं। डिपुटी स्पीकर साहब, जिसको आपकी स्टेट में जाना होगा, उसे शायद सी रुपया देना होगा। हमारी स्टेट में जाने के लिए भी पक्कीस से पचास रुपये तक देने होंगे। कम से कम मैं तो यह एफोर्ड नहीं कर सकता हूँ। चन्द दिन हुए, मैं फ्रस्ट क्लास में मथुरा गया था। वापस आया तो गला खराब हो गया और तीन दिन तक सरकारी डिस्पेंसरी से दवा लेनी पड़ी। इस तरह भी सरकार का खर्च बढ़ता है। इस तरह तवज्जह देनी चाहिए।

जहां तक रलवेज के एक्स्टेंशन का सवाल है, डिफ्रेंस को फ्रस्ट प्रायटी देनी चाहिए और फिर बैकवर्ड एरियाज और डेवेलपिंग एरियाज को ध्यान में रखना चाहिए। मैं खास तौर पर कहना चाहता हूँ कि डिफ्रेंस के पायंट आफ व्यू से जालंधर से जम्मू तक डबल ट्रैक होना चाहिए। जम्मू से ऊधमपुर तक लाइन का कई सालों से सार्व हो रहा है। उसको आगे बढ़ा कर ७ सको इम्प्लीमेंट करना चाहिए। इससे काफी इकोनॉमी होगी, क्योंकि आर्मी के राशन, एम्पुनिशन और सवारीयों के लिए डिस्टेंस कम हो जायेगा। उस से आप को बहुत सी बचत होगी। इस वजह से भी मैं समझता हूँ कि इस तरफ हमें जरूर तवज्जह देनी चाहिए।

[श्री गिरधारी लाल डोगरा]

दूसरी बात स्टाफ के मुताल्लिक में कहना चाहता हूँ। यह रेलवे मिनिस्ट्री ने बहुत अच्छा किया है, उन्होंने कहा है कि तीन या चार साल से अधिक कोई आफिसर एक जगह नहीं रहेगा। वह वहाँ में ट्रांसफर हो जायगा। मगर ऐसा है नहीं। ऐक्चुअली हो यह रहा है भ्रान्ति कि स्टाफ कि सात सात, आठ आठ साल से लोग बँटे हुए हैं। उन के वेस्टेड इम्प्लेंट हो गए हैं और इन की बजह से ऐडमिनिस्ट्रेटिव डिफिकल्टीज हो गई हैं। मैं ज्यादा उस में जाना नहीं चाहता लेकिन फिरोजपुर डिवीजन के कामशियल साइड में देखें जिन के साथ हमारा पाला पड़ता है, वे कई कई साल से वहाँ बँटे हैं, वहाँ से जाते नहीं हैं। अगर जाते भी हैं तो भाग कर फिर वहीं आ जाते हैं। इसी तरह और लोग भी हैं न के वेस्टेड इम्प्लेंट वहाँ बन गए हैं। उस से कई बुराईया निकलती हैं। आप के प्रादेशों को इम्प्लीमेंट करना चाहिए। तीन चार साल से अधिक किसी को एक जगह नहीं बँटने देना चाहिए। जो बड़े आफिसर हैं उन को तो बिल्कुल ही नहीं रहने देना चाहिए क्योंकि वे मातहतों को मजबूर करते हैं कुछ गलत बातें करने के लिए। इसलिए मैं समझता हूँ कि यह बहुत जरूरी बात है, आप ने यह रूल तो बना दिया है लेकिन उस का इम्प्लीमेंटेशन होना जरूरी है।

दूसरी बात स्टाफ की कमी की है। उस से भी खराबी होती है। हमारे जम्मू में इस कदर रण है, आफिसर्स का कहिए या फौजियों का कहिए या दूसरे आने जाने वालों का कहिए, बँपणों देवी या भ्रमरनाथ की यात्रा करने जो लोग जाते हैं उन का कहिए, इस कदर वहाँ रण है कि जिस की हद्द नहीं और स्टाफ बहुत कम है। जब कोई शिकायत करता है कि लोगों को दिक्कत है, तो आफिसर लोग स्टाफ पर बरस पड़ते हैं। उस से परेशानी और बढ़ाई जाती है। वहाँ तो उस से तिगुना स्टाफ होना चाहिए। इस बात की तरफ फौरन ध्यान देना चाहिए मौजूदा स्टाफ भी हर समय पूरे नहीं होते हैं। कोई छुट्टी चला जाता है कोई कहीं और चला जाता है। स्टाफ समय पूरा नहीं हो सकता है। मैं समझता हूँ कि इस से रेलवे का नुकसान होता है। लोग बगैर टिकट बैठ जाते हैं। फिर टिकट में उस से कैसे सैटिल होता है कैसे नहीं होता है, यह दूसरी बात है।

एक बात ऐडमिनिस्ट्रेशन के मुताल्लिक और कहना चाहता हूँ फार्स बुकिंग हर जगह बहुत होती है। आप टिकट लेने जाइए तो येलो कलर लगा हुआ मिलेगा जिस का मतलब है सब की सब सोटें बका हैं। मगर आप स्टेशन पर जाइए और थोड़ी सी अफ्तमन्दी से काम लीजिए तो आप सब के सब जा सकते हैं और जाते हैं। मैं समझता हूँ कि उस में रिफ्लिटी में और कागजी काम से उस में बहुत

फर्क है। उस को दूर करना चाहिए। इस के बगैर लोगों की तकलीफ दूर नहीं हो सकती।

बाकी पिछले डेढ़ दो साल में बहुत सुधार हुआ है, खाम कर के फेट ट्रेफिक में बहुत इम्प्रूवमेंट हुआ है। लोग ऐग्प्रिशिएट करते हैं। मगर बहुत सी बातें करने की हैं जिन्हें किया जाना चाहिए। मैं कोई नुकताचीनी के लिए नहीं कह रहा हूँ। मैं पाजिटिव साइड कह रहा हूँ। आप ने समय पर पाबन्दी लगा दी है इसलिए केवल वही बातें कह रहा हूँ जो जरूरी हैं। मैं समझता हूँ कि इम्प्रूवमेंट हुआ है मगर वह इम्प्रूवमेंट नाकाफी है। प्रोफेसर मधु दण्डवते ने कहा था कि रेल और रोड ट्रांसपोर्ट में कम्पैटिशन है। लेकिन मैं कहना चाहता हूँ कि कोई प्रादमी अपना माल ट्रक पर नहीं ले जाना चाहता अगर उस का माल रेलवे से जा सके। लेकिन रेलवे के पास कैपेसिटी नहीं है ले जाने की। रेलवे के वैगन्स बीमार पड़े हुए हैं। उन को ठीक करना चाहिए और उन को इम्प्रूव करना चाहिए। नये वैगन्स बनाने चाहिए और इस तरह पूरी तबज्जह देनी चाहिए। ट्रेक को ठीक करना चाहिए और उस को और ज्यादा अच्छा और डिपेंडेबल बनाना चाहिए।

ये ऐसी बातें हैं जिन के लिए पैसे की जरूरत है। लेकिन पैसे आप निकालें और उसे लगाए ए सी सी फस्ट क्लास पर या जो दूसरा फस्ट क्लास का किराया आप बढ़ायें तो आप फालतू मुद्रा समेटते हैं। कुछ मनी प्रायड स्कवीज कर सकते हैं उन लोगों के पास जिन के पास सरलस पड़ा है। मगर सेकेण्ड क्लास वाले जो लोग हैं वे बेचारे इस को बदशत नहीं कर सकते। नेससिटी आफ सोशल बर्द्धन की जो आप बात करते हैं, जरूरियातें जिन्दगी जो है, उन पर बोझ नहीं पड़ना चाहिए, जैसे खाने के लिए आप यहाँ से गन्दुम भेजेंगे या चावल भेजेंगे जो वहाँ नहीं पैदा होता मगर वहाँ पहुंचते अगर वह इतना महंगा हो गया कि गरीब प्रादमी उसे खरीद ही नहीं सकता तो यह बात अच्छी नहीं होगी। जब तक हमारा रोलिंग स्टाक है उस की तरफ ज्यादा तबज्जह देना चाहिए और उस को ठीक करना चाहिए।

पाराशर साहब ने यह कहा कि टूरिस्ट ट्रेन्स जो हैं वे सब जम्मू की तरफ जाते हैं और काश्मीर में सब टूरिस्ट चले जाते हैं। टूरिस्ट कोई कैंदी तो नहीं है जिस को कोई पकड़ कर ले जाएगा। जिसे वहाँ जाना है वह पठानकोट उतरता है और चला जाता है। मैं चाहता हूँ कि टूरिस्ट उन के यहाँ हो कर फिर हमारे यहाँ जाय। मैं यह चाहता हूँ। मगर बात यह है कि यह अपनी अपनी बायस है। जो शिमला पसंद करता है, कुल्लू पसंद करता है वह काश्मीर नहीं जाता है। मगर जो काश्मीर जाता है वह दूसरी जगह नहीं जाता है। मैं कहता हूँ कि इन को भी गाड़ियाँ मिलनी चाहिए। यह बहुत जरूरी है। वह बहुत बैकवर्ड स्टेट है, उस को डेवलप करना चाहिए। मगर हमारे यहाँ उस बक्त जो ट्रेन्स जाती हैं वह काफी नहीं हैं,

नाकाफी है। डे-ट्रेन दिल्ली और जम्मू के बीच में एक भी नहीं चलती है। मैंने तो पिछली दफा सुझाव दिया था कि सर्वोदय ट्रेन आपकी महमदाबाद से चलती है, वह यहाँ आ कर खड़ी रहती है। अगर वह जम्मू तक चली जाय या कम से कम पठानकोट तक ही चली जाय तो इन की भी ग्रीवांस दूर हो जाय और वहाँ से वह वापस आए। वैसे ज्यादा अच्छी बात तो यही होगी कि वह जम्मू तक जाय। दिन में यहाँ बेकार पड़ी रहती है, वहाँ तक जा कर वापस आएगी तो हमारी भी ग्रीवांस हल हो जायगी और वह गाड़ी भी बेकार खड़ी नहीं रहेगी। इस तरह से स्टाफ के ऊपर स्ट्रेन पड़ सकता है लेकिन इसके लिए एडीरान्त स्टाफ का इस्तेमाल हो सकता है।

इसके साथ ही डे-ट्रेन्स चलाने की तरफ जरूर ध्यान जाना चाहिए क्योंकि रात में बिस्तरा बग़रह ले कर चलने में बड़ी परेशानी का सामना करना पड़ता है। जो लोग दिन में पठानकोट से या दूसरी जगहों से आने वाले हैं उनके लिए डे-ट्रेन का इन्तजाम जरूर होना चाहिए।

जहाँ तक फास्ट ट्रेन्स का सवाल है, जैसे पराशर साहब ने कहा मैं उससे सहमत नहीं हूँ गुड्स ट्रेन को भी और ज्यादा एफीशिएन्ट और फास्ट किया जाए। आज के जमाने में मैं समझता हूँ फास्ट ट्रेन्स का सिस्टम हमें डेवलप करना होगा— गुड्स ट्रेन्स भी फास्ट हों, और पैसेंजर ट्रेन्स भी फास्ट हों आज के जमाने में आहिस्ता आहिस्ता चलने वाली गाड़ियाँ हम एफोर्ड नहीं कर सकते हैं।

जहाँ तक ब्रांच लाइन्स का सवाल है, उनकी हालत आज बहुत बुरी हो रही है। मैं पठानकोट से अमृतसर गया तो उस ट्रेन की हालत देखकर मुझे शर्म महसूस हुई। इसी तरह से अमृतसर से जम्मू गया तो उसकी भी वही हालत पाई। मैं समझता हूँ रेलवे मिनिस्टर, स्टेट मिनिस्टर (रेलवे) और डिप्टी मिनिस्टर (रेलवे) को महीने में दो दिन किसी न किसी ब्रांच लाइन में ट्रावेल करना चाहिए ताकि उनको पता चल सके कि उनकी क्या हालत है। ये लोग तो हवा में उड़ते हैं और हम जमीन की बात करते हैं इसलिए कोई बात बनती नहीं है। आप अमृतसर को जमीन पर देखेंगे तो गन्दा नजर आयेगा, शंकराचार्य पहाड़ी में देखेंगे तो खूबसूरत नजर आयेगा और अगर हवाई जहाज से देखेंगे तो और भी ज्यादा खूबसूरत नजर आयेगा।

जहाँ तक डिजिटल की बात है, उसकी भी बहुत जरूरत है। आज हर आदमी अपने काम को पूरी तरह से देखता नहीं है। मैं समझता हूँ लेबर को पूरी कैसिलिटोज़ देनी चाहिए लेकिन साथ ही साथ ट्रेड यूनियन्स का भी फर्ज बनता है कि सिर्फ कैसिलिटोज़ का राम भलापने के बजाय परफार्मेंस की तरफ भी ध्यान दें।

जहाँ तक रेलवे क्लेम्स का सवाल है, लोगों के क्लेम्स को ग्रैन्ट नहीं किया जाता, कुछ लोगों के क्लेम्स ऐसे ही बिना देखे रेजेक्ट कर दिए जाते हैं। और अगर कुछ लोगों के क्लेम्स पास भी कर दिए जाते हैं तब भी उन लोगों को नहीं मिलते हैं जब तक प्रापली एप्रोच न किया जाए। जब तक मिलता है हमारे उनके पास चिट्ठी ही नहीं आई (स्पष्टीकरण)।

मैं दो मिनट में समाप्त कर रहा हूँ। मैं यह कह रहा था कि डिजिटल एनफोर्स करने की जरूरत है और सभी का कोऑपरेशन चाहिए जैसा कि प्रो० दंडवते जी ने कहा, यह कोई पोलिटिकल बात नहीं है। हमारी प्राइम मिनिस्टर ने भी इस बात को बड़े ढंग से कहा है, इसमें सभी के कोऑपरेशन की जरूरत है।

प्रो० दंडवते जी ने कहा है कि 356 करोड़ की नई लेवीज लगा दी गई हैं और 10 करोड़ का नामिनल सरप्लस दिखाया है। मैं समझता हूँ जो फन्ड्स की जरूरत है उसको रोज़ किया जाए और उनमें असेट्स बनाए जायें वही देश के काम आयेंगे।

मैं रिट्रैमेंट बोर्ड का समर्थन करता हूँ लेकिन यह दिल्ली में रहना चाहिए, नहीं तो इस के दो हिस्से कर दीजिए। क्यों कि कमजोर वर्ग के लिए, जैसे हरिजन है, उनके लिए लिखा जाता है कि गौडयूल्ड कास्ट रिट्रैट किया जाएगा इलाहाबाद जाना तो मेरे लिए भी मुश्किल है, फिर वह कहाँ जायेगा, कहां रात को रहेगा। इसलिए मैं कहना चाहता हूँ कि आप को उनकी इस मुश्किल को दूर करना चाहिए और इसके साथ साथ उन सब लोगों को उसमें नुमाइन्दगी मिलनी चाहिए।

एक बात फिर मैं दोहराना चाहता हूँ कि हमारी डबल ट्रेक का सवाल है, सरकार उस पर तबज्जह देगी और जो जालन्धर से जम्मू तक है, और जम्मू से उधमपुर जो नई लाईन बिछानी है, उसमें तेजी करेंगे। उसके साथ मैं यह भी कहता हूँ कि जो हमारा एक्सपेन्डिंग रोलिंग स्टॉक है, उसको इम्प्रूव करेंगे और जो नई रेलवे लाईन बिछाने का काम है, उसे सरकार मजबूरी तौर पर तबज्जह देगी और मैं चाहता हूँ, कि उसमें डिफेंस को प्रायोरिटी दी जाए। जो फाइनंसिंस का ट्रेन तो हो रहा है, उसको कम करने के लिए भी रेलवे को बढ़ावा दिया जाये। इसलिए इस तरफ मैं सरकार की तबज्जह दिखाना चाहता हूँ।

इन शब्दों के साथ मैं अपनी बात समाप्त करता हूँ। मैं आपका आभारी हूँ, कि आपने मुझे रेलवे बजट पर बोलने का समय दिया।

MR. DEPUTY-SPEAKER : Shri Raghunath Singh Verma.

There are three hon. Members from your party and you have been allotted forty minutes. It is left to you to adjust the time.

श्री रघुनाथ सिंह वर्मा (मैनपुरी) : माननीय उपाध्यक्ष महोदय, मैं सबसे पहले आपको धन्यवाद देता हूँ कि आपने मुझे रेलवे जैसे महत्वपूर्ण विभाग पर बोलने के लिए समय दिया। मैं माननीय रेल मंत्री जी ने जो रेल बजट प्रस्तुत किया है, उसका विरोध करने के लिए खड़ा हुआ हूँ।

मान्यवर, हमारा देश कन्याकुमारी से लेकर काश्मीर तक और झमतनर से लेकर पटना तक फैला हुआ है, जिसमें हमारे रेल लाईन 66,933 किलोमीटर है, जो इस देश की लम्बाई-चौड़ाई को देखते हुए न के बराबर है। कहने को तो हमारी रेलें पश्चिमी में सबसे अधिक है और विश्व में उनका चौथा स्थान है, लेकिन यह जो रेल-बजट प्रस्तुत किया गया है, उसमें गरीबों को बहुत परेशानी होगी, क्योंकि आपने गरीब लोगों पर अधिक किराया बढ़ाया है। फस्ट-क्लास एयर कण्डिशन्ड में 15 प्रतिशत, फस्ट क्लास में 12.5 प्रतिशत और एयर-कण्डिशन्ड चेरकार में 10 प्रतिशत और माधारण दूसरे दर्जे में 150 किलोमीटर तक की यात्राओं पर इस अधिप्रभार में छूट दी जाएगी इससे आम जनता पर, गरीब जनता पर, गरीब मजदूरों पर और छोटे किसानों पर बहुत असर पड़ेगा, जो कि अपने काम के लिए रेल में यात्रा करते हैं, उनको अधिक देना पड़ेगा। इससे यह सम्भव होता है कि जो हमारी रेलें हैं या रेलवे विभाग है, वह पूंजीपतियों और बड़े-बड़े सरभाए-दारों के पक्ष में कानून बनाता है।

इसलिए मैं निवेदन कर रहा हूँ कि यह बजट पूंजीपतियों के पक्ष में है और इससे गरीबों को परेशानी होगी। पहले 25 पैसे थर्ड-क्लास में रिजर्वेशन के लगते थे जिसको अब आपने एक रुपया कर दिया है और और गाड़ियों में तो आपने 75 प्रतिशत तक बढ़ा दिया है, इससे आम गरीब जनता को परेशानी होगी। मेरा निश्चित सुझाव है कि बड़ी-बड़ी गाड़ियों में जो एयर-कण्डिशन्ड फस्ट क्लास के जो डिब्बे चलते हैं, उनको ममान किया जाए। चाहे उनको आप फस्ट क्लास या सेकंड क्लास में कीजिए, जिससे कि हमारी अधिक से अधिक जनता उसमें सफर कर सके।

यदि आप सन् 1950-51 के आंकड़े देखें तो आपको पता चलेगा कि 90 प्रतिशत लोग रेलों में सफर करते थे और 10 प्रतिशत मजकूर से सफर करते थे, लेकिन 1973-74 में वह घट कर 65 प्रतिशत रेल से सफर करते हैं और 35

प्रतिशत मजकूर से सफर करते हैं इसी तरह से माल-भाड़े का भी बात है। सन् 1950-51 में रेलवे का ट्रेफिक 75 परसेण्ट था और रोड ट्रेफिक 5 परसेण्ट था। उस के बाद रोड ट्रेफिक ज्यादा बढ़ता रहा है -- 1974 में रेलवे का गूड्स ट्रेफिक 51 परसेण्ट रह गया और रोड्स का 49 परसेण्ट हो गया। इस के बाद यदि आप 1980 के आंकड़े देखें तो आप को मालूम होगा कि रेलवे पीछे रह गई है और रोड्स ट्रेफिक रेलवे से आगे निकल गया है। इस का क्या कारण है, लोग अपना माल रेलवे से भेजना सुरक्षित क्यों नहीं समझते हैं? इस का कारण यही है कि रेलवे में रोज चोरी होती है, रेलवे के डिब्बे सुरक्षित नहीं हैं, सरकारी कोयले का चोरी होती है, प्राइवेट आदमियों का सामान चोरी हो जाता है। आम आदमी के मन में यह धारणा है कि टुक से माल भेजना ज्यादा सुरक्षित है तथा वह सीधा घर तक पहुँच जाता है। इसी लिए आज रेलवे लास में जा रही है। रेलवे हमारे देश का सबसे बड़ा उपक्रम है--इस में हम को सुधार करना होगा ताकि आम जनता के मन में इस के प्रति विश्वास पैदा हो सके।

मान्यवर, रेलवे एक 1890 में बना था तब से वही एक चला आ रहा है और अब तक इसमें बहुत ही कम परिवर्तन हुए हैं। इसमें अब फ्रामूल-बल परिवर्तन की जरूरत है जिससे पूरे देश में रेलवे के द्वारा जनता को सुविधा मिल सके। 1924 में रेलवे बजट देश के आम-बजट से अलग किया गया था और तभी से यह अलग चला आ रहा है। इसको अलग करने का उद्देश्य यही था कि रेलवे अलग से अपना रिजर्व फण्ड बना सके, जिससे इसका विकास अधिक तेजी से हो सके। आप देखिए--आज आपकी जो मेल और एक्सप्रेस गाड़ियाँ चलती हैं--इनमें सवारियों को बैठने की जगह नहीं मिलती है। आपकी गाड़ियों की स्पीड भी कम है। नरो-गेज तथा मीटर गेज सब मिला कर देश में 66,933 किलोमीटर लम्बी रेलें हैं। हमारे यहाँ मेल और एक्सप्रेस ट्रेनों की अधिक से अधिक स्पीड 130 किलोमीटर है, जबकि दूसरे देशों में मीटर गेज की ट्रेनों की स्पीड 150 किलोमीटर है, इसमें सुधार होना चाहिए। जहाँ-जहाँ हमारी मीटर-गेज लाइनें हैं उनमें ज्यादा ताकतवर इंजिन लगाये जाने चाहिए, जिससे तेज गति से आनेजाने की सुविधा मिल सके तथा माल भी एक जगह से दूसरी जगह जल्दी पहुँच सके।

रेलवे बोर्ड किसी की नहीं मुनता है। मैं आर.0 सी.0 सी.0 का सदस्य हूँ। हमारी इस कमेटी के एक सदस्य हैं--श्री सदाशिव बगावतकर। उन्होंने रेलवे कन्वेंशन कमेटी में रेलवे बोर्ड ऐसे एक सूचना मांगी थी, लेकिन 24 फरवरी तक भी वह सूचना रेलवे बोर्ड ने नहीं भेजी और हम को पिछली कमेटी की रिक्वेस्टेशन के आधार पर डिवाइडिंग को बाँटना पड़ा। रेलवे के लिए यह कमेटी सबसे महत्वपूर्ण कमेटी है, लेकिन उसको भी इन्होंने समय से सूचना नहीं भेजी। इनमें परिवर्तन किया जाना चाहिए, जिससे ये

ठीक से काम करें। जब भी इन से कोई सूचना मांगी जाय, वह टाइम से भेजे। रेलवे मंत्री श्री पांडे जी ने कहा था कि अब ऐसी गलती नहीं होगी, लेकिन मुझे खेद है कि इनका विभाग इन बातों का ख्याल नहीं रखता।

देश का जो पैसेन्जर ट्रेफिक है उसका 52 परसेण्ट तो बम्बई से चलता है। उत्तर और दक्षिण में बम्बई में काम करने वाले करीब 10-12 लाख आदमी रोज सर्वान ट्रेन्ज में वहां जाते हैं—लेकिन उन ट्रेनों में जगह नहीं होती। 1100 आदमियों की कैपेसिटी वाली गाड़ी में 3-4 हजार आदमी सफर करते हैं। हम ने देखा है—हम फर्स्ट क्लास में सफर कर रहे थे, लेकिन इतनी ज्यादा भीड़ चढ़ गई थी कि हम फर्स्ट क्लास से भी उतर नहीं सके। इसलिए मेरा सुझाव है कि इस दिशा में हम अधिक सुविधा दें। मैं एक बात और कह दूँ कि वहाँ के लोग वड़े ही अनुशासित यात्री हैं, इतने अनुशासित शायद ही कहीं मिलेंगे, लाखों आदमी धाते और जाते हैं, लेकिन कोई झगड़ा नहीं होता है....

प्रो० सत्यदेव सिंह (छपरा) : क्या बम्बई में ही अनुशासित लोग हैं, और कहीं नहीं हैं ?

श्री रघुनाथ सिंह बर्मा : मैं वहाँ के यात्रियों के बारे में बतला रहा था। वहाँ के लोगों के लिए ज्यादा गाड़ियां चलाई जानी चाहिए। वहाँ के ज्यादातर दफ्तर समुद्र के किनारे दक्षिण की तरफ हैं—इसलिए उन को वहाँ पहुँचाने के लिए ज्यादा से ज्यादा सुविधा दी जानी चाहिए।

बम्बई की सभी सर्वान गाड़ियां बिजली से चलती हैं, यदि कभी इन में आग लग जाय तो यात्रियों के निकलने की सुविधा नहीं होती है। इसलिए इन में सीढ़ियां होनी चाहिए, जिससे यात्री घोघता में उतर सकें और अपने जीवन की रक्षा कर सकें। सन् 1971 से इनमें के इंजनों को जो आप बन्द करते जा रहे हैं, तो मेरा कहना यह है कि उन की जगह डीजल और बिजली के इंजन लाने के लिए युद्ध स्तर पर काम होना चाहिए। इसमें जनता को अधिक सुविधा मिल सकेगी। के० के० एक्सप्रेस में जो आप दो, दो इंजन लगा कर चला रहे हैं, उस से यात्री जल्दी पहुँच सकेंगे और आप ने जो इस में 14 डिब्बों से बढा कर 21 डिब्बे कर दिये हैं, इस के लिए मैं आप को बधाई देता हूँ। स्पीड बढ़ाने के लिए आप जो गाड़ियों में डबल इंजन लगा कर सुविधा दे रहे हैं, मैं चाहूँगा कि इस सुविधा को और ट्रेनों में भी बढ़ाया जाए, जिस से ग्राम जनता को राहत मिल सके।

एक बात और मैं यह कहना चाहता हूँ कि नदियों पर जो रेलवे के पुल हैं, उन की हालत बहुत खराब है। चम्बल नदी पर जो रेलवे का पुल है, उस की हालत बहुत खराब हो गई है और उस को रिपेयर करवाने की बहुत आवश्यकता है। इस के अलावा जो बड़ी बड़ी नदियों पर रेलवे के पुल हैं

और जिन की 100 साल की लाइफ खत्म हो चुकी है, उनका दोबारा निर्माण करना चाहिए जिससे लोगों का जीवन खतरे में न पड़ सके।

जो लम्बी दूरी की गाड़ियां चलती हैं, उन में यात्रियों को सुविधाएं बहुत कम मिलती हैं। न पीने के पानी की कोई व्यवस्था रहती है और न कोई मेडिकल एड का इन्जाम है। जो लम्बी दूरी की गाड़ियां हैं, इन में मेडिकल सेन्टर की कोई व्यवस्था होनी चाहिए और उन में दवाइयों और डाक्टरों की व्यवस्था भी जरूरी है। के० के० एक्सप्रेस, जो लम्बे सफर की गाड़ी है, उस में सफर करने वालों के लिए पानी की व्यवस्था निश्चित रूप से होनी चाहिए, जिस से लोगों को गाड़ी में ही पीने का पानी मिल सके। इस वक्त क्या होता है कि जब स्टेशन धाता है, तो लोग पानी पीने के लिए स्टेशन पर उतर जाते हैं और इतने में गाड़ी छूट जाती है। उन को फिर दूसरी गाड़ी पकड़नी पड़ती है और उसके लिए फिर से किराया देना पड़ता है। एक परिवार के आधे आदमी उस गाड़ी से चले जाते हैं और आधे आदमी स्टेशन पर ही रह जाते हैं और उन को दूसरी गाड़ी पकड़नी पड़ती है। इसलिए पानी की व्यवस्था उस गाड़ी में ही होनी चाहिए।

एक और बात मैं दुर्घटनाओं के बारे में कहना चाहता हूँ दुर्घटनाओं की इतनी बड़ी समस्या अब हो गई है जितनी पहले कभी नहीं थी। अभी झीझक में, जो कानपुर के नजदीक है, एक बहुत बड़ी दुर्घटना हुई। इस दुर्घटना में सैकड़ों आदमी मारे गये। इसी तरह से 16 अक्टूबर, 1980 को 12 डाऊन गाड़ी की जमना पार एक दुर्घटना हुई। 12 डाऊन एक्सप्रेस गाजियाबाद के पास सिगनल के पहले खड़ी हुई थी कि जनता एक्सप्रेस उस में आ कर टकरा गई। मैं उस गाड़ी में सफर कर रहा था। उसमें मैनपुरी, फर्रुखाबाद के लिए एक बोगी लगी हुई थी। एक घन्टा पहले मैंने देखा था कि वह डिब्बा पूरा भरा हुआ है। जनता एक्सप्रेस जो उस में टकराई, तो तीन बोगी तक जनता का इंजन घुस गया और उस में बहुत से लोगों की मौत हो गई। कागज पर यह दिखला दिया जाता है कि इतने लोगों की मौत हुई है जब कि बहुत संख्या में लोग मारे जाते हैं। मैंने अपने शोबी से कहा कि देखो क्या बात है। उस ने मुझे बतलाया कि बहुत अधिक लोग मारे गये हैं जब कि कागजों में मरे हुए लोगों की संख्या बहुत कम दिखाई गई। उस समय मैं गाड़ी में यात्रा कर रहा था और आगे का मेरा डिब्बा, इंजन के पास था। होता क्या है कि जो लोग रिजर्वेशन द्वारा यात्रा करते हैं, उन को ही मरा हुआ दिखला दिया जाता है और बाकी जो लोग होते हैं उन को टूक में भर कर फिकवा दिया जाता है। यह गलत मिस्टम है। 1980 में 888 एक्सीडेंट्स हुए थे जिसमें 88 संयोगवश हुए थे और बाकी मशीनरी की खराबी या विभाग की लापरवाही के कारण हुए

[श्री रघुनाथ सिंह वर्मा]

वे। जो एक्सप्रेस विभाग की लापरवाही के कारण हुए हैं, उनमें सुधार करने की आवश्यकता है ताकि लोगों में रेलवे की प्रतिष्ठा न बिगड़े। स्थित का सही जायजा लिया जाना चाहिए, यह मेरा कहना है।

इस के भलावाए एक बात यह भी कहना चाहता हूँ कि रेलवे के ग्रन्दर फ्रस्ट और सेकेन्ड क्लास में जो टी० टी० और एटेंडेंस चलते हैं, ये हफ्ता ले कर लोगों को फ्रस्ट क्लास में सफर करवा देते हैं, जिससे फ्रस्ट क्लास के यात्रियों को बड़ी परेशानी होती है। इस तरह की जो बात होती है, उसको बन्द किया जाना चाहिए। इस के भलावा रिजर्वेशन में जो लोगों को परेशानी होती है, उसको खत्म किया जाना चाहिए। बुकिंग आफिसेज में टिकट, ब्लैक मार्केटिंग में दे दिये जाते हैं, इसको भी रोकना चाहिए और जहाँ कहीं भी यह जो ठेकेदारी प्रथा है, इसको खत्म करना चाहिए। रिजर्वेशन के लिए लोगों को सुविधाएं मिलें ताकि यह जो ब्लैक मार्केटिंग होती है, यह खत्म हो। सस्ते रेट पर लिये हुए टिकटों को ब्लैक में बेच दिया जाता है। इसको बन्द करना चाहिए।

इसके भलावा एक बात यह भी है कि रेलवे में शेड्यूल कास्ट्स और शेड्यूल ट्राइब्स का जो 18 परसेन्ट का कोटा है, वह पूरा रिजर्वेशन उन को नहीं मिल पाया है। माननीय मंत्री जी जब अपना मापण दे तो यह बताएं कि कितने परसेन्ट शेड्यूल कास्ट्स और शेड्यूल ट्राइब्स का कोटा पूरा हुआ है। मैं यह भी चाहूंगा कि रेलवे में पिछड़े वर्गों के लिए भी आरक्षण उन की आबादी के हिसाब से किया जाए, जिससे पिछड़े वर्गों के लोगों को रेलवे में नौकरी मिल सके।

मान्यवर, मैं रेल मंत्री जी का ध्यान अपने लोक सभा क्षेत्र मैनपुरी की तरफ ले जाना चाहता हूँ। मेरे जिले में शिकोहाबाद से फरख़ाबाद तक 107 किलोमीटर की ग्रांच लाइन है जो कि 1901 में बनाई गई थी। उस पर चार ग्रूप और चार डाउन गाड़ी चलती है जो कि 27 किलोमीटर की स्पीड से चल कर चार घण्टे में फारसला तय करती हैं। यह स्पीड साइकल की स्पीड से थोड़ी-सी ज्यादा है। 1979 में रेल की अब से बड़ी डकैती इस पर हुई थी; वह डकैती संभार की सबसे बड़ी डकैती थी। ऊराव स्टेशन से दिल्ली की ओर की ओर इंजन को काट कर डकैत लोग डेढ़ मील से गये थे और वहाँ ले जा कर उसमें चलने वाले व्यापारियों को उन्हेने लुटा था। डरकी वजह से पैसंजस ने दरवाजे और छिड़कियां लोक कर सी थीं उसके बाबजूद इसको लुटा गया। उसमें पाच-छः घादमी मारे गये। एक व्यापारी और उसका लड़का भी मारा गया। मेरा इस सम्बन्ध में निवेदन है कि मैनपुरी, इटावा, एटा और फरख़ाबाद बहुत ही क्रिमिनल जिले हैं। इनमें सब गाड़ियां रात को ही चलती हैं, कोई गाड़ी दिन में नहीं चलती है। एक एक टी० टी० गाड़ी रात को

10 बजे चलती है। वह ग्रूप गाड़ी है। एक आगरा से फरख़ाबाद चलती है वह दू० टी० एक० है।

Mr. DEPUTY-SPEAKER: If you control yourself, your other members will get ten minutes each.

श्री रघुनाथ सिंह वर्मा: एक रात को दू एक० टी० टी० ग्राह बजे चलती है। इसकी कोई यूटिलिटी नहीं है। रात को ग्राह बजे कोन यात्री चलना चाहेगा। इस गाड़ी का एक टिकट भी शिकोहाबाद से फरख़ाबाद तक के किसी स्टेशन पर नहीं बिकता है। इसलिए इसको दिन में चलाने की व्यवस्था की जाए क्योंकि भराव स्टेशन के आसपास का एरिया सब से उपजाऊँ एरिया है। वहाँ प्रालू बहुत ज्यादा होता है। इस भराव स्टेशन पर कोई बेटिंग रूम नहीं है। सिर्फ एक 15 फुट का बरामदा है। यहाँ पर बेटिंग रूम बनाया जाये जिससे पैसंजस को जाने की सुविधा हो सके और जाड़ा-गर्मी और बरसात से अपने को बचा सके।

दूसरे कोस्मा से घिरोर के लिए एक सड़क जाती है। वहाँ डाबर रोड पर कोई ब्रासिंग नहीं दिया है। वहाँ पर रेलवे वालों ने खंभे गाड़ रखे हैं और रास्ता बंद कर रखा है। मैंने इस सम्बन्ध में पत्र भी लिखा है लेकिन फिर भी उस रास्ते को खोलने के लिए कोई कार्यवाही नहीं की गई है। उस रास्ते को आ, खुलवा दें और खंभे वहाँ से उखड़ा दें।

मान्यवर, शिकोहाबाद जंक्शन के लिए नई दिल्ली और पुरानी दिल्ली स्टेशनों से दिन में कोई गाड़ी नहीं जाती है। एक ग्रसम मेल 9 बजकर 45 पर जाती है और एक दो गाड़ी पुरानी दिल्ली स्टेशन से रात को जाती है। शिकोहाबाद के लिए या तो ग्रूप और गाड़ियां चलाएं या फिर दूसरी गाड़ियों के शिकोहाबाद स्टेशन पर स्टोपेज करवाएं। मैं माननीय मंत्री जी से मांग करता हूँ कि जो डोलबम गाड़ी यहाँ से चलती है उसका स्टोपेज शिकोहाबाद स्टेशन पर करें। इसके साथ ही मैनपुरी जिले वालों को भी बर्ष दी जाए। मैनपुरी जिले के लोगों को या तो बर्ष लेने के लिए इटावा जाना पड़ता है या फिर टंडला जाना पड़ता है। दूसरे मैं माननीय मंत्री जी से यह भी निवेदन करूंगा कि दिल्ली में जो 11 ग्रौ 12, 83, 84, 63, 64 ग्रूप और डाउन गाड़ियां चलती हैं उनमें मैनपुरी के लिए दो-दो सीटों का फ्रस्ट क्लास और सेकंड क्लास में आरक्षण कर दें। यहाँ से 7 विधायक 2 संसद सदस्य लखनऊ और दिल्ली के लिए गाड़ियां पकड़ते हैं। इस से एम० पी० के लिए भी और लखनऊ से आने-जाने वाले एम० एल० ए० के लिए भी सुविधाजनक हो जाएगा।

शिकोहाबाद रेलवे स्टेशन से वाहू बटेण्वर के लिए सड़क जाती है। उस पर न कोई ग्रोयर-ब्रिज है और न कोई ग्रण्वर ब्रिज है। इस पर बहुत ट्रैफिक चलता है। वहाँ पर या तो

वहाँ पर या तो भ्रौवर ब्रिज बना दें या ग्रण्डरब्रिज बना दें इससे भ्राने जाने की बहुत सुविधा हो जाएगी। वह सड़क रेलवे स्टेशन के पूर्वी केबिन से पहुँचे पड़ती है।

बरहन से एटा के लिए एक शॉच लाइन जाती है। इस को कासगंज और बरेली से जोड़ दिया जाए इस से काफी सुविधा होगी।

शिकोहाबाद स्टेशन पर फस्ट क्लास वेटिंग रूम में जेन्ट्स और लेडीज के लिए बैठने या लेटने के लिए कोई व्यवस्था नहीं है। वहाँ पर इस की व्यवस्था की जाए। फर्रुखाबाद से दिल्ली के लिए एक एक्सप्रेस श्रयवा मेल ट्रेन चलाई जाय जिस से भ्राने जाने वाले यात्रियों को सुविधा मिल सके। लेडीज, जेन्ट्स किसी में भी नहीं है। एक-दो बेंच पड़ो रहती हैं। दूसरा मुझे निवेदन करना है कि कानपुर टु आग्रा पैसेंजर जो नार्दर्न-ईस्टर्न रेलवे के अन्तर्गत मॉटर गेज, छोटी लाइन पर चलती थी, इसे दो साल से बन्द कर दिया गया है, इस को चालू किया जाये। एक गाड़ी फर्रुखाबाद से कानपुर के लिए जाती थी, अब इस छोटी लाइन पर फर्रुखाबाद और कानपुर के लिये कोई गाड़ी नहीं चलती है। इस गाड़ी को भी चालू कर दिया जाए, जिस से लोगों को सुविधा मिल सके। इलाहाबाद से लखनऊ हो कर दिल्ली के लिए एक गाड़ी चलाई जाए, जिस में उधर के लोगों को सुविधा मिले। इलाहाबाद से महारनपुर एक गाड़ी चलाई जाए, जिस में वहाँ के लोग हार्ड कोर्ट आसानी से पहुँच सके। दूसरा मेरा निवेदन डिब्बों के संवंध में है। फर्रुखाबाद देश का मय से बड़ा श्रालू प्रोड्यूसिंग एरिया है। वैसे, एटा, मैनपुरी, इटावा और फर्रुखाबाद ये चारों जिले काफी तादाद में श्रालू पैदा करते हैं और अब श्रालू की खुदाई शुरू हो गई है। अब अग्र किरमानों को समय पर डिब्बे उपलब्ध नहीं कराए गए तो उनकी फमल बरबाद हो जाएगी।

मान्यवर, खाने के बारे में मैं कहना चाहता हूँ कि जो खाना स्टेशनों पर दिया जाता है वह खराब और कम दिया जाता है, पैसेंजर को पैसे पूरे देने पड़ते हैं। इसलिए मेरा निवेदन है कि इस पर ठेकेदारी प्रथा समाप्त की जाए और बड़ी गाड़ियों में रेलवे अपनी कौटीन चलाए। बंबई से लखनऊ वाया झांसी जो गाड़ी जाती है उसे प्रतापगढ़ तक बढ़ाया जाए, जिस से उस क्षेत्र के लोगों को भी सुविधा मिल सके। एक गाड़ी दिल्ली से नरोरा, जहाँ पर आटोमेटिक पावर स्टेशन बन रहा है और 10 हजार कर्मचारी और अधिकारी वहाँ पर काम कर रहे हैं, यह देश का सबसे बड़ा आटोमेटिक पावर-स्टेशन है, वहाँ पर लाईन बूल्दशहर तक है, उसे आगे बढ़ा दिया जाए, ताकि लोगों को सुविधा मिल सके। यह बहुत जरूरी है। बहुत आदमी भ्राने हैं। कासगंज स्टेशन में एक गाड़ी 5.05 पर चलती है जो कि कोर्ट आवर्स में फतेहगढ़ पहुँचती है। प्राइवेट बस वाले रेलवे वालों को पैसा दे देते हैं, जिस से इस गाड़ी को रद्द कर दिया जाता है। दूसरी गाड़ी 9.05 पर जाती है जिससे कोर्ट पहुँचने में देर हो जाती है। इसलिए मेरा निवेदन है कि फतेहगढ़ के लिए इस गाड़ी को कमी रद्द न किया जाए। इस बात पर अन्य जगहों

पर भी ध्यान दिया जाए। रेलवे कर्मचारी यहाँ पर चालाकी करते हैं और आम जनता को परेशानी होती है। इसलिए मेरा निवेदन है कि ये कार्य कर के आम जनता को राहत पहुँचाई जाए। धन्यवाद।

प्र० सत्यबष सिंह (छपरा) : माननीय उपाध्यक्ष महोदय, माननीय रेल मंत्री, श्री केदार पाण्डे जी द्वारा प्रस्तुत रेलवे बजट का मैं हार्दिक स्वागत और समर्थन करता हूँ।

उपाध्यक्ष महोदय, श्री केदार पाण्डे जी देश के उन जाने माने तपस्वियों में से हैं जिन्होंने देश की आजादी के लिए अपने युवा काल में भ्रविव्य को दांव पर लगा दिया। देश की आजादी के लिए अनेक बार वे जेल गए और देश के स्वाधीन होने के बाद से बिहार विधानसभा में सदस्य के रूप में, मंत्री के रूप में और मुख्य मंत्री के रूप में जो बिहार की सेवा की वह बिहार के इतिहास में अमर है विद्यार्थी समाज में, शिधा-जगत में अनुशासन को ला कर उन्होंने बिहार के इतिहास में एक नई कड़ी जोड़ी है। रेल मंत्री के रूप में उन्होंने जो रेल बजट हमारे सामने प्रस्तुत किया है उस में रेल कर्मचारियों की हितों की रक्षा उन्होंने की है और यह भी एक अभिनन्दनीय कदम है। उन को रेल विभाग का कार्यभार सम्भाले केवल तीन महाने ही हुए हैं। इस तीन महाने की छोटी सा अवधि में उन्होंने बहुत कुछ कर दिखाया है। इस छोटी सी अवधि में यैगनों का लदान 26 हजार से सवा 31 हजार टन अधिक हुआ है। इस वित्तीय वर्ष में पिछले वित्तीय वर्ष की अपेक्षा तीस लाख टन माल कम उठाया गया है। लेकिन जिस गति में लदान बढ़ा है आशा है अगले वर्ष न केवल 30 लाख टन की कमी पूरी हो जाएगी बल्कि इस वर्ष के अन्त तक गत वर्ष की अपेक्षा बीस लाख टन माल अधिक लादा जा सकेगा। रेलों द्वारा माल का लदान ज्यादा करने से रेलों की आय बढ़ेगी और तब किराये की बढ़ोतरी भी कम होगी। लदान बढ़ाने के लिए मैं समझता हूँ कि रेलवे प्रशासन और रेल कर्मचारियों को बीच सद्भावना बनी रहनी चाहिए।

द्वितीय श्रेणी के यात्रियों के लिए रेड सी किलोमीटर के बाद जो आपने किराया बढ़ाया है मैं जोरदार मांग करता हूँ कि उस में आप कमी करें। कमी करने की बात मैं इस लिए कह रहा हूँ कि मैं छपरा क्षेत्र का रहने वाला हूँ और बंगल में मंत्री जी का भी संसदीय क्षेत्र बेतिया है। उत्तर बिहार के लोग, पूर्वी उत्तर प्रदेश के लोग, बंगाल में, असम में रोजी रोटी कमाने के लिए जाते हैं, उन पर इस का बुरा प्रभाव पड़ेगा। ये गरीब लोग हैं, मजदूर वर्ग है जो जाता है और अग्र यह किराया द्वितीय श्रेणी का बढ़ेगा तो उन्हें परेशानी होगी, दैनिक मजदूरी करने वालों को इस से परेशानी होगी।

रेलों की कुशलता को बनाए रखने के लिए यह परम आवश्यक है कि रेलवे प्रशासन और रेल कर्मचारियों को बीच सद्भावना बनी रहे। लेकिन हम देखते हैं कि लोको रनिंग स्टाफ एसोसिएशन के लोग, जिन्होंने

[प्रो० सत्यदेव सिंह]

एक नया संगठन बनाया है और जिन पर सी०पी०आई० एम० का प्रभाव है, राजनीति से प्रभावित हो कर काम करते हैं और राजनीतिक लाभ उठाने की कोशिश करते हैं। एन०एफ०आई०आर०ओर ए०आ०आई०एफ० को मान्यता प्राप्त रेल कर्मचारियों के संगठन हैं जो वास्तव में उनके हितों को रक्षा करते हैं। ये कई वर्षों से काम करते आ रहे हैं। रेल मंत्रालय द्वारा काल क्रमानुसार दोनों यूनियनों के साथ तयकृत परामर्शदातृ समिति की बैठक की जाती है लेकिन समय समय पर राजनीतिक उद्देश्यों की प्राप्ति के लिए विभिन्न राजनीतिक दलों द्वारा रेल कर्मचारियों को कुछ सुविधा सम्बन्धी मांगों को उठा कर हड़ताल और काम ठप करने का विध्वंसनात्मक काम किया जाता रहा है जो राष्ट्रद्रोह है और समाज विरोधी काम है। इससे जीवनोपयोगी मान्य देश के एक कोने से दूसरे कोने में भोजन में बाधा उत्पन्न होती है, नागरिकों का आवागमन रुक जाता है। सन् 1974 में रेल कर्मचारियों द्वारा एक बड़ी हड़ताल की गई थी जिस का उद्देश्य राष्ट्र में गम्भीर संकट की स्थिति उत्पन्न करना था। उसे तत्कालीन रेल मंत्री स्वर्गीय श्री ललित नारायण मिश्र ने बड़ाई के साथ बड़ी खूबी से दबा दिया था जिस से रेलों में अनुशासन और रेलों की उपार्जन क्षमता बड़ी थी।

एल० आर० ए० ए० में सी० पी० आई० एम० का प्रभाव है। राजनीतिक उद्देश्यों की प्राप्ति के लिए यह रेलवे यूनियन सी० पी० एम० का साधन है जो रेलवे में अपना अलग ट्रेड-यूनियन संगठन स्थापित करना चाहता है। माल इंजिन रेलवे एम्प्लायोज कनफ़ेडरेशन भी सी० पी० आई० एम० के प्रभाव में है और एल० आर० ए० ए० और सी० पी० आई० एम० के महासचिवों को गिला कर स्टीयरिंग कमेटी बनाई गई है। श्री जार्ज फरनांडीस का ए० आई० आर० एफ० पर प्रभाव है और अधिक वर्षों में वह भी अपना अधिपत्य बनाए रखने का भरमक प्रयास कर रहे हैं। एल० आर० ए० ए० द्वारा बरबर तोड़फोड़ तथा विध्वंसकारी नीति का पालन करता है। काम में गतिरोध उत्पन्न करना घीमी गति से काम करना, गो स्लो वर्क करना इनका काम है और प्रगति में बाधा उत्पन्न करना इनका उद्देश्य रहा है। एल० आर० ए० ए० का इतिहास बताता है कि कर्मचारियों के हित के लिए नहीं बल्कि राजनीति के लिए विध्वंसकारी नीति अपनाई जाए और राष्ट्रहित के विरुद्ध काम किया जाए। सितम्बर 1979 में त्रिजम्बुखिया डिविजन में एन० एफ० रेलवे में मडलेज एलाउंस के लिए एल० आर० ए० ए० के सदस्यों ने हड़ताल कराई और उसके सदस्यों ने काम नहीं किया और निष्ठावान कर्मचारियों को काम पर जाने से रोका।

29 दिसम्बर, 1979 को झांसी डिविजन में एक लोकों कर्मचारी द्वारा रेल इंजन छोड़कर चले जाने के दोष में मुअ्तल किये जाने पर एल० आर० ए० ए० ने हड़ताल करा दी। जून 1980 में उत्तर रेलवे में साम्पला स्टेशन पर यात्रियों और लोकों रॉनिंग स्टाफ के बीच झगडा हो जाने के कारण रेल का आवागमन एल० आर० ए० ए० ने बन्द करा

दिया कुछ लोगों को बसल में भादक पेय खरीदने के लिये गाड़ी रोक दी गई थी। इस प्रकार के भयंकर राष्ट्रद्रोह कार्य इनके द्वारा किये गये हैं। एल० आर० ए० ए० एक तफ़्फ राय मशवरा करता है और दूसरी तरफ हड़ताल की भी तैयारी करता है। काम पर जाने वाले कर्तव्य परायण कर्मचारियों को मारना, उनके परिवार के सदस्यों को धमकाना और विध्वंसनात्मक और हिसात्मक गतिविधियाँ चालू रखना और जब इस दोष के लिये उनके विरुद्ध सख्ती से कार्यवाही की जाती है तो इसी पृष्ठभूमि में यह आन्दोलन का कार्यक्रम बनाते हैं। ये खास कर सी० पी० आई० एम० के प्रभाव क्षेत्र पूर्वी और दक्षिण पूर्व रेलवे के कोयला क्षेत्र में अधिक सक्रिय होते हैं जहाँ इस राजनीतिक दल की सदस्य संख्या काफी है।

15 hrs.

दक्षिण पूर्व रेलवे के तालचर रेलवे स्टेशन के रेलवे कालोनी में व्यभिचार का झूठा प्रचार कर जनवरी 1981 में उपद्रव और अशांति का एक आधार बनाया गया। राज्य सरकार द्वारा और स्वतंत्र प्रेस प्रतिनिधि मंडल द्वारा व्यभिचार कांड को सर्वथा असत्य बताया गया फिर भी एल० आर० ए० ए० ने रेल सेवा को अवरुद्ध कर दिया और कर्तव्य परायण कर्मचारियों को काम पर जाने से रोक रखा। जब इनके विरुद्ध निबन्धानुसार कार्यवाही की गई तो इन्होंने प्रखिल भारतीय स्तर पर 29-1-81 को हड़ताल पर जाने की धमकी दी, पर उनकी हड़ताल अक्षरफल रही। यह हमारे रेल मंत्री की कुशलता का प्रमाण है कि ऐसे राष्ट्रद्रोही काम को अक्षरफल कर दिया क्योंकि रेल हड़ताल होने से देश के सामने एक भीषण संकट उत्पन्न हो जाता है और सामान्य नागरिकों का जीवन अस्वस्थ हो जाता है। इसको हमारे मंत्री जी ने बड़ी खूबी के साथ समझाया है, इसलिए हम उनका अभिन्दन करते हैं और हादिक समर्थन करते हैं।

रेल मंत्री जी ने न केवल सही काम दिया बल्कि प्रस्ताव में ऐसा दिखाया गया है कि रेल कर्मचारियों के हितों के लिए अनेकानेक उपाय किये हैं। जैसे रेल कर्मचारियों के बच्चों को पठाने के लिये नये मेडिकल कालेज की स्थापना की जाएगी और उसके माध्यम से उनकी शिक्षा दीक्षा का दायित्व रेलवे प्रशासन ने एक प्रकार से अपने ऊपर लिया है।

बम्बई, कलकत्ता और दिल्ली ऐसे बड़े नगरों के स्टेशनों पर एक वर्ष पहले से ही आरक्षण कर दिया जाता था। लेकिन अब ऐसा प्रावधान किया गया है कि दक्षिण आरक्षण एक माह पहले ही हो सकता है, इससे यात्रियों को बड़ी सहूलियत होगी और गैर-सामाजिक तत्व अनुचित लाभ नहीं उठा सकेंगे। डाक और एक्सप्रेस गाड़ियों में एक दूसरे दर्जे का डिब्बा रखने का प्रस्ताव है। इस बारे में मेरा निवेदन है कि कम से कम दो दूसरे दर्जे के डिब्बे लगने चाहियें। इसी तरह से राजधानी एक्सप्रेस में भी दूसरे दर्जे का डिब्बा

दिया जाये जिस से गरीब लोग भी राजधानी एक्सप्रेस से यात्रा कर सकें ।

एक और बड़ा अच्छा प्रस्ताव इन वर्ष रेल मंत्री जी ने रखा है जिस के लिये हम उन का आभार मानते हैं । निजी स्वामित्व की जो 6 रेल गाड़ियां चलती थीं देश में उन में से दो का राष्ट्रीयकरण करने का प्रस्ताव है । मेरा अनुरोध है कि सभी निजी स्वामित्व की रेल गाड़ियों का राष्ट्रीयकरण होना चाहिए, और खास कर के बिहार के फतुवा-इस्लामपुर का राष्ट्रीयकरण किया जाय ।

लगभग 17 लाख रेल कर्मचारी हैं जिन में से केवल 38 प्रतिशत के लिये मकान की व्यवस्था है । इस वर्ष लगभग 7000 मकान बनाने का प्रस्ताव इस वित्तीय वर्ष में है । साथ ही तकनीकी सुविधा दिला कर सहकारी भवन निर्माण समिति द्वारा बैंकों से ऋण दिना कर या अन्य वित्तीय संस्थाओं से ऋण दिना कर रेल कर्मचारियों को अधिक आवासीय सुविधायें दिवाने का सरकार का स्तुत्य प्रस्ताव है ।

आजादी से पूर्व के बने हुए रेलवे क्वार्टरों में वायु संचार, बिजली, मौसालय और रसोईघर की व्यवस्था नहीं थी । लेकिन अब इन सुविधाओं की व्यवस्था करा कर उन को आधुनिकतम बनाया जा रहा है जो रेल मंत्री जी और प्रधान मंत्री जी के समाजवादी और मानवीय दृष्टिकोण का सर्वथा द्योतक है । जब यह देश मुलाम या इन सभी सुख-सुविधाओं का अभाव उन क्वार्टरों में था । आजादी के पूर्व ऐम क्वार्टर बनाये गये थे जिन में मनुष्य के लिये रहना सम्भव नहीं था । लेकिन रेल मंत्री जी ने उन क्वार्टरों की स्थिति में सुधार का जो संकल्प किया है वह प्रशंसनीय है ।

इसी प्रकार मासिक टिकटों के किराये में वृद्धि न कर के आप ने गरीब जनता का हित रक्षण किया है जो एक प्रशंसनीय कार्य है । 150 किलो मीटर से अधिक के दूसरे दर्जे का किराया नहीं बढ़ाया जाये । पूर्वी उत्तर प्रदेश और बिहार के गरीब मजदूर कलकत्ता और गोहाटी आते जाते हैं, वह अपना गहना बन्धक रख कर आते जाते हैं । इस कारण उन के मामले बहुत भीषण संकट उपस्थित हो जाता है । इस संबंध में रेलवे मंत्री को विचार करना चाहिये ।

हमारे यहां से जो सोनभद्र एक्सप्रेस चलती है, उस को प्रति दिन चलाया जाना चाहिये, अभी तक वह प्रति दिन नहीं चलती है । यह पटना और दिल्ली के लिये सीधी रेल गाड़ी है । इस से यात्रियों को अधिक सुविधा होगी ।

दक्कन शिला रेल गाड़ी में पटना से प्रथम एवं दूसरे दर्जे के डिब्बे लगाये जायें । तिनसुखिया मेल में प्रथम और द्वितीय श्रेणां के डिब्बे पटना से जा लगाये जायें । इन में तत्काल पटना से आरक्षण का कोटा दिया जाये जो अभी तक नहीं है ।

उपाध्यक्ष महोदय, एक बड़ी रेलवे लाइन सोनपुर से लखनऊ तक होने जा रहा है, मेरा निवेदन है कि इसे सोनपुर से दिल्ली तक के लिये सीधी गाड़ी चलाई जाये और इस का नाम हरिहर नाथ एक्सप्रेस रखा जाये ।

इसी तरह छपरा-बेतिया-रक्सौल एक नई रेलवे लाइन बना कर रक्सौल-बेतिया से उत्तर प्रदेश के सभी प्रमुख स्थान और दिल्ली से निकटतम सम्पर्क और आवागमन का मार्ग प्रशस्त किया जाये तथा रक्सौल-छपरा होते हुए सीधे दिल्ली के लिये पूज्य राष्ट्रपिता के मंग्राम स्थल मोतीहारी के महत्व के स्मारक स्वरूप राष्ट्रपिता एक्सप्रेस चालू की जाये ।

मैं एक और निवेदन करना चाहता हूँ छपरा के पश्चिमी और पूर्वी इन दोनों गडकों पर छपरा और बेतियापुर सड़क पर और छपरा-मदौरा ओवर-ब्रिज नहीं है, जिस से चलते लोगों को बहुत परेशानी होती है । और खास कर रेलवे लाइन छोटी लाइन से बड़ी लाइन में बदलने के कारण इन दोनों फाटकों को बन्द कर दिया जाता है । इस से जहाँ नगर के लोगों को परेशानी होती है वहाँ देहात के लोगों को भी आने जाने में बड़ी कठिनाई होती है । हमारे रेलवे उप मंत्री यहां बैठे हैं, मैं उन से अनुरोध करना चाहता हूँ कि जनता के इस कष्ट निवारण के लिये अविजम्ब इन दोनों सड़कों पर ओवर-ब्रिज बना कर लोगों का कल्याण करने का कृपा करें । जयहिन्द ।

*SHRI S. MURUGIA (Tiruppattur) :
Mr. Deputy Speaker, Sir, on behalf of my party, the Dravida Munnetra Kazhagam, I rise to say a few words on the Railway Budget that has been presented by our hon. Railway Minister.

At the very outset would like to emphasise that the Railway Minister has to pay special attention on three issues—railway accidents should be averted; trains should be run punctually; all the passengers should buy tickets before they travel by train. If these things are attended to, then the Railways will minimise the loss which it is now incurring. Even after increasing the freights and fares to the tune of Rs. 350 crores, there is only a surplus of Rs. 11 crores. It looks as though that the Railway Minister will never be able to present a surplus budget without resorting to hikes in freights and fares. He should find out ways and means to increase the revenues of the Railways without increasing freights and fares. The three suggestions which I have made should help him in this matter.

In our country 51% of the total track is broadgauge. But in Tami Nadu out of the total 3800 kilometres only 10% is broadgauge. I do not know

[Shri Murugian]

what sin the Tamil Nadu has committed in not having 51% of the track running through it as broad gauge. The hon. Railway Minister should ponder over this and undo the injustice being perpetuated in the case of Tamil Nadu ever since independence. No Railway Budget has contained any worthwhile project for Tamil Nadu. If this continues, naturally the people of Tamil Nadu will rise in revolt. Their resentment will soon become the lava of a volcano. The hon. Minister of Railways should sanction schemes for conversion of MG track into BG track in Tamil Nadu. In the case of Tamil Nadu, he should not extend his new-found love for the theory that gauge conversion should not be insisted because by energising MG track the same results could be achieved. But it is common knowledge that through BG track more foodgrains and goods are being carried and more passengers are being transported expeditiously. There should be an end for neglecting Tamil Nadu in this matter. In fact, as a compensation for three decades of neglect, Tamil Nadu should get special consideration in the hands of Railway Minister.

After the last General Elections, there have been two major accidents. One was on Katpadi-Villupuram track last year in which 20 human lives were lost. Recently in Vaniambadi accident, which is really a major one, about 75 people have lost their lives. If only adequate safety measures had been taken in time, this major accident could have been averted. Three carriages of the goods train have derailed and the goods train has reached Vaniambadi without three wagons and the Guard. None in Vaniambadi station has noticed this. Just near the gate these three wagons of the goods train were lying derailed. The staff on the railway gate had seen this. None of them reported this to Vaniambadi station. The authorities in the Station had sent clearance to Jalarpet for the Trivandrum mail. Trivandrum mail came and crashed against these wagons in which 20 people died. Vaniambadi station is just 2 or 3 furlongs away and the noise of Trivandrum mail crashing must have been heard in Vaniambadi station. Yet the station authorities gave signal for Yercaud Express to move out of the station. This train also crashed against the derailed coaches of Trivandrum mail and the goods wagons. The guard of the goods train and the staff of the railway gate and also the staff in Vaniambadi Station are responsible for this gruesome accident and for the death of 75 people. If the Railways want to avoid recurrence of such accidents, those responsible for Vaniambadi accident should be punished severely.

You will be shocked to know the callous approach of gas welding people in the matter of saving those who had been caught inside the coaches. They did not have the forethought that the coach may catch fire while they do gas welding. In the presence of 1000 people the people inside the coach were roasted alive. Their shrieks and wailings are still haunting Vaniambadi station. The technicians who did this gas welding are also responsible for the murder of passengers caught inside the coach. More than 25 people were burnt alive.

Now the Railways order an inquiry in such accidents. The Inquiry Officer conducts the inquiry not in the place of accidents, but somewhere else. He does not know Tamil. How does he understand the people who can tender evidence only in Tamil? What will he assess if he holds his court two, three stations away from the place of accident? The Inquiry should be held in the place of accident and the inquiry officer should know the language of the place of accident. Then only he can help the dependents of the victims. For instance, the dependents of victims of Thandarai accident have not yet got the compensation. The Inquiry has been completed. The relatives of the victims are known. The Officers are there. Yet it is inexplicable why there should be delay in the payment of compensation. Another indefensible thing is that the Railways publish the number of identified accident victims. Suppose 100 people die, 60 names are given as dead and 40 are reported missing. What will happen to the families of 40 missing people and who will come to their rescue? Something must be done to give the correct figure of accident victims so that the dependants are enabled to get compensation.

Three hours after the accidents people die for want of medical attention. Medical attention should be given instantly and arrangements should be made for this purpose. Similarly, last year in the Conference of Station Masters a resolution was passed demanding the replacement of signals in Vaniambadi. If the authorities had heeded to this demand, then this major accident could have been avoided. Action must be taken against those officers responsible for not taking action on this Resolution passed in the Conference of Station Masters.

Now I come to my constituency problems, Kovai Express from Madras stops only at Jalarpet after Katpadi. In between we have Ambur, Vaniambadi and Pernampet which export leather to the tune of Rs. 500 crores annually. You can imagine the number of business people, traders etc. who are to move in and out of these places. From Madras

they get down either at Katpadi or at Jalarpet and come back to their place. This causes great inconvenience. Kovai Express should stop either at Ambur or at Vaniambadi. Brindavan Express from Madras goes to Bangalore. Another such train is reported to be on the anvil from Bangalore to Madras. This train should also stop either at Vaniambadi or at Ambur. Similarly, another Express train from Kovai to Madras should be started and this should stop either at Ambur or at Vaniambadi. The passenger trains on MG track between Katpadi and Villupuram have been stopped. I demand that these trains should be restored in the interest of the people of this area. Two carriages used to be attached to the train from Katpadi to Madras via Villupuram, enabling people from Tiruvannamalai to travel direct to Madras. Now they are not putting these two carriages. Now we have to go Villupuram and get into the train to Madras. I am unable to appreciate the whimsical approach of the Railway to the problems of the people. These two carriages should be restored to this train.

Tiruvannamalai is internationally known for the Ramanashram which is visited by the devotees of Ramana Maharshi from all over the world. There are no resting places for them in the station. Only one section of the station is covered and the other section is exposed to sun and showers. Every month there is a festival in Tiruvannamalai. Devotees from all over Tamil Nadu come to Tiruvannamalai. I have raised twice on the floor of this House. I have raised this in the Railway Ministry's Consultative Committee meeting. For all the issues we raise we get a prompt reply. But no prompt action is taken on the suggestions we make in the interest of the people. It is not a question of appeasing the child with a chocolate. We raise the problems of the people and we demand action and not mere replies from the Railways. The KK Express from Delhi, after the stopping in Andhra Pradesh goes direct to Jalarpet. We have been demanding its stopping at Katpadi. There should be a stoppage at Katpadi for KK Express. Accidents should be averted by taking whatever safety measures are required to be taken. We want action on our suggestions. With these words I conclude my speech.

श्री मन्त्री वेल्सेवा (सिद्दीपेट) . माननीय उपाध्यक्ष महोदय, माननीय रेल मंत्री द्वारा इस सदन में जो रेल बजट प्रस्तुत किया गया है मैं उस का समर्थन करते हुए अपने कुछ सुझाव देना चाहता हूँ। रेलवे से इस देश के निवासियों का सीधा सम्पर्क रहता है। रेल मंत्री, श्री केदार धारे ने अपनी स्वीच में कई नयी रेलवे लाइनों का जिक्र किया है। निच-निच क्षेत्रों में उन्हीं ने नयी रेलवे लाइनें बिछाने का जिक्र किया है। मेरी समझ में यह

बात नहीं आई कि रेल लाइनें जो बिछाई जाती हैं वह क्या किसी मेम्बर के प्रोजेक्ट की वेंसिस पर बिछाई जाती हैं या किसी के दबाव या प्रेशर पढ़ने पर मंजूर की जाती हैं। मैं आप के द्वारा मंत्री जी से प्रार्थना करूंगा कि इतने वर्षों की आजादी के बाद भी आज इस देश में ऐसे क्षेत्र आप देखेंगे जहाँ के निवासियों को कभी भी रेल का सफर करने का भ्रवसर प्राप्त नहीं हुआ है। मैं जिस क्षेत्र मेडक की बात कर रहा हूँ वह भारत की प्रधान मंत्री, श्रीमती इन्दिरा गांधी का निवास क्षेत्र भी है। गुजरात साल यहाँ पर पट्टमचेरु पेड्डामल्लि, सिद्दीपेट जो बेंकवर्ट इलाके हैं उन का जिक्र किया गया। आंध्र के श्री मल्लिकार्जुन डिट्टी मिनिस्टर (रेलवे) यहाँ पर बैठे हैं, मैं कहना चाहता हूँ कि रेलवे विभाग आपने संभालने के बाद आप से जो भी बात करने के लिए प्राया, सिर्फ शाउय ही नहीं बल्कि चारे हिन्दुस्तान के लोग आप से बातचीत कर के खुश हैं और आप की तारीफ करते हैं। मैं दोबारा यह भी कहना चाहता हूँ कि आप अपने क्षेत्र में दो दफा चुनाव में कामयाब हो कर लोक सभा के सदस्य बने हैं और रहुमाई की है।

मैं सदन में यह बात तीसरी बात कह रहा हूँ कि आंध्र एक्सप्रेस जो सिकन्दराबाद से गई दिल्ली को जाने वाली गाड़ी है, वह सप्ताह में तीन बार चलाई जाए, लेकिन कुछ टेक्नीकल खराबी की वजह से मेरे उस सुझाव को समर्थन नहीं मिला। इसलिए मैं आप से फिर कहता हूँ कि जैसे तमिलनाडु से केके एक्सप्रेस में डबल इंजन लगा कर 22 बोगियां रन हो रही हैं, उसी प्रकार से मैं मंत्री महोदय से क्याएक करूंगा कि आंध्र एक्सप्रेस जो सिकन्दरा बाद से गई दिल्ली जाने वाली गाड़ी है, जिस में कि बहुत रक होता है, उस में जल्दी से जल्दी डबल इंजन लगा कर मुसाफिरो को सुविधा प्रदान की जाए।

इस के अलावा मैं दक्षिण एक्सप्रेस सिकन्दराबाद से जो रोजाना गाड़ी दिल्ली जाती है, उस के बारे में कहना चाहता हूँ। उस में गाड़ी में सात डिब्बे सिकन्दराबाद से काशीपेट तक आते हैं और सात डिब्बे तमिलनाडु से आ कर उस में जोड़ दिए जाते हैं, इस प्रकार 14 डिब्बे दिल्ली आते हैं। इस तरह की व्यवस्था से आंध्र प्रदेश हैदराबाद और सिकन्दराबाद के नागरिकों को बहुत कठिनाई हो रही है। आप जानते हैं कि रिवर्सेशन की समस्या के बारे में यहाँ पर कई माननीय सदस्यों ने आप का ध्यान इस ओर खींचा है। इसलिये मैं माननीय मंत्री जी से आप के माध्यम से कहना चाहता हूँ कि हैदराबाद और सिकन्दराबाद आंध्र का कोर्पोरल सिटी होने के नाते कई व्यापारिक लोग दिल्ली आते हैं और उन को सुविधाएँ देने के लिये आप की चाहिए कि उस में डिब्बों में इजाफा किया जाए, ताकि मुसाफिरो को कुछ फायदा हो सके। इसीलिये मैं मंत्री महोदय से क्याएक करूंगा कि आप उस के बारे में गम्भीर रूप से सोचेंगे।

धन में आप की रिवर्सेशन के बारे में बताना चाहता हूँ। जब मैं आंध्र प्रदेश एक्सप्रेस से दिल्ली

[श्री नन्दी येल्लैया]

आ रहा था तो मुझे वहां के रेलवे के इम्प्लाइज ने बताया कि दो गाड़ियां सिकन्दराबाद से बम्बई को जाती हैं—मोना एक्सप्रेस और बम्बई एक्सप्रेस—जिस में टिकट की कीमत 43 रु 0 है, लेकिन उस टिकट की कीमत बाहर प्राइवेट ऐजेंसी के द्वारा 140 रु 0 जैक में बेची जाती है। यह मैं आप को बिल्कुल ठीक बता रहा हूँ कि कुछ ऐसे जिम्मेदार लोगों का इस प्रकार का कहना है। जो लोग रोज बम्बई से सिकन्दराबाद और सिकन्दराबाद से बम्बई सफर करते हैं, उन लोगों का कहना है कि इस प्रकार का करप्शन वहाँ पर है। इसलिए मैं मंत्री महोदय से कहना चाहता हूँ कि हम को रेलवे पुलिस की महायन्ता से इन तमाम लोगों को कन्ट्रोल करने का आवश्यकता है।

15.29 hrs.

[SHRI GULSHER AHMED in the chair]

आजकल हमारी रेल गाड़ियों में विभिन्न प्रकार के लोग सफर करते हैं, लेकिन रेल में सफर करने के लिये उन की कोई सुरक्षा नहीं है। रेलवे में सामान की चोरी बहुत ज्यादा हो रही और आप की रेलवे प्रॉटेक्शन फोर्स इस में कुछ नहीं कर रही है। रेल मंत्रालय इस फोर्स की तनख्वाह पर 31 करोड़ रुपये सालाना खर्च करता है, लेकिन मामूख नहीं वे लोग यात्रियों की सुरक्षा के लिये क्या निगरानी करते हैं। उन के काम करने का जो तरीका है, वह बिल्कुल ठीक नहीं है। उनकी जिम्मेदारी यात्रियों की हिफाजत और रेलवे के जरिये भेजे जाने वाले माल की हिफाजत होनी चाहिये—लेकिन वे अपने काम को ठीक तरह से सरअन्जाम नहीं दे रहे हैं।

रेलवे में जो सामान चोरी होता है—रेलवे को उस के मुआवजे की शकल में हर साल बहुत बड़ा रकम भ्रष्टा करनी पड़ती है। मन् 1938 और 39 में जो चोरियां और डेमोज होता था उस वक्त रेलवे की और से कुल 4 लाख रुपये दिया जाता था, लेकिन आज वह रकम बढ़ कर 15 करोड़ रुपये हो गई है—इस तरह से रेल मंत्रालय का पैसा बरबाद हो रहा है। रेलवे के पास हिफाजत के लिये कई तरह की फोर्स हैं—रेलवे प्रोटेक्शन फोर्स, रेलवे पुलिस लेकिन इन सब के बावजूद भी रेलवे को हर साल इतना नुकसान उठाना पड़ता है। इस तरह खाम तौर से रेलवे मंत्रालय को ध्यान देना चाहिये

हमारे यहाँ हैदराबाद और सिकन्दराबाद से बहुत बड़ी तादाद में लोग शाम को काम करने के बाद अपने घरों की तरफ उगदा नगर की तरफ, लोकल ट्रेज से जाते हैं। इन में बहुत से बिछारपी होते हैं, इण्डस्ट्रियल वर्कर्स होते हैं, सरकारी कर्मचारी होते हैं। ट्रेफिक बहुत ज्यादा बढ़ जाने की वजह से इन ट्रेज में बहुत ज्यादा दुखारी हो रही है। मैं डिप्टी मिनिस्टर मल्लिकार्जुन साहब से सल्लाहस्त करूंगा कि इस लाइन का इलुक्ट्रिफिकेशन व रायाजाना चाहिये और बिजली के जरिये इन

गाड़ियों को चलाया जाना चाहिये। ट्रेफिक बहुत ज्यादा बढ़ जाने से लोग रेल के बजाय बसों, आटो रिक्शा और दूसरे जराबों से जाते हैं, जिस से एक्सपेंडेंस की तादाद बहुत ज्यादा बढ़ गई है। अगर बिजली के जरिये ट्रेज चलाई जाये तो इन एक्सपेंडेंस के इम्बानात भी कम हो सकते हैं।

हमारे रेल मंत्री—केदार पाण्डे जी ने अपनी बजट स्पीच में बहुत सी नई रेल लाइनों का जिक्र किया है, लेकिन आन्ध्र प्रदेश जितना बँकवर्ध एरिया है, उस को देखते हुए जितनी नई लाइनें उस को दी जानी चाहिये थीं, वे नहीं दी गई हैं, इस तरह खाम तौर से तबज्द ले जानी चाहिये।

हमारे यहाँ नामपल्ली स्टेशन से जो रायलसोमा एक्सप्रेस त्रिपुति जाती है उस में कैपेसिटी बहुत कम है। हमारे यहाँ त्रिपुति बालानी का बहुत बड़ा मन्दिर है जहाँ हर तरफ से हजारों मुसाफिर रोजाना जाते हैं लेकिन गाड़ी में इतनी ज्यादा भीड़ होती है कि लोगों को जगह नहीं मिलती है और बहुत परेशानी का सामना करना पड़ता है। मैं चाहता हूँ कि उस गाड़ी में ज्यादा डिब्बे बढ़ाये जायें, जिस से यात्रियों की प्राबलम हल हो सके।

हमारे सिकन्दराबाद से यादगिरिगुट्टा जाने का रास्ता है जहाँ लक्ष्मी नरसिंह स्वामी जी का बड़ा मन्दिर है, जिन में हजारों लोग रोजाना भगवान के दर्शन के लिये आते हैं। आप की रेलवे के कई फ्रांसिग ऐसे हैं, जिन को वजह से घंटों लोगों को इन्जाम करना पड़ता है। इसलिए मैं मंत्री महोदय से गुजारिश करूंगा कि ऐसे फ्रांसिग पर ओवर-ब्रिज बनाए जाए। आन्ध्र प्रदेश के जो लोक सभा के सदस्य हैं और आन्ध्र के जो राज्य सभा सदस्य हैं, उन्होंने ने कई बार सरकार से यह गुजारिश की है कि ओवर ब्रिज बनाया जाए लेकिन रेल मंत्रालय ने इस ओर कोई ध्यान नहीं दिया है। रेल मंत्री जी का ध्यान भी इस ओर आकर्षित किया गया है लेकिन आज तक उस का कोई काम नहीं हुआ है।

मैं आप का ज्यादा समय न लेते हुए, फिर दोबारा यह गुजारिश करूंगा कि सिकन्दराबाद से करीमनगर जाने के लिए एक नई रेल लाइन वाया सामिरपेट, गेजुभल और सिद्दीपेट बिछाई जाए। रामागुण्डम में एक बहुत सुपर धर्मल प्लांट है, फटिलाइजर्स का प्लांट है और वहाँ पर रोजाना 200 टुक सामान ले जाया जाता है। वहाँ पर बहुत ज्यादा ट्रेफिक है और बहुत सी लारीज और बसें वहाँ पर चलती हैं। अगर यह नई लाइन वहाँ पर बिछा दी जाती है, तो इस में वहाँ के लोगों को बहुत सुविधा हो जाएगी और ट्रेफिक में भी राहत मिलेगी।

इन पल्फाज के साथ, जो समय आप ने मुझे दिया है, उस के लिए मैं ध्यान की धन्यवाद देता हूँ।

*SHRI R. K. MHALGI (Thane) : Mr. Chairman, Sir, I rise to make my observations on the Railway Budget for 1981-82 of Rs. 2,920 crores. I would also like to make a few suggestions.

The Railways are governed by the Indian Railways Act, 1890; even though the Government are convinced of the need to amend it as evidenced by the statement of the former Railway Minister, Shri Kamla-pati Tripathi and his predecessors, but nothing has been done in that direction. Many of the 150 sections of this Act are outdated; they must be suitably amended to meet the need of the changed social conditions and requirements of the commuters and added responsibilities that have fallen on the shoulders of the Railways. I appeal that the Government bring forward an amending bill during the next session. Only three amendments to the Act have been carried out in the past ten years in spite of the frequent changes of policy by the Government. Sections 62 to 80 need immediate change.

The budgetary documents supplied to us are bulky and complicated which make it difficult for a member to read through them. Additional material explaining all projects involving an expenditure of rupees one crore or more should be supplied alongwith the budget papers. It should specify : (i) the nature of the project ; (ii) the expected benefits; (iii) the outlay and the time expected to be taken to complete it; (iv) the employment potential of the project ; and (v) the steps taken to ensure coordination with the State governments and local self government institutions.

I am pained to note that the speech of the hon. Minister for Railways did not make any mention of economy measures. On the other hand it contained evidence of extravagance and frivolous expenditure. The travelling community would not mind the increases if they find proof of Government's intention to economise. I would suggest that a committee be appointed to assist the Railway Board to fashion proposals for exercising economy in Railway expenditures. The Committee should report to the House and the Government should tell us what action they propose to take on these recommendations; it could also be done through the Budget speech.

In the year 1978-79, as many as 14,797 offences took place on Indian Railways; the number almost doubled in 1979-80. In many instances the dacoits entered the bogies and looted the passengers at will ; the latest example is that of a Jhelum

Express bogey being looted. It is the bounden duty of the Government to protect the travelling public who pay for the privilege of the use of trains.

A machinery to ensure cooperation between the Railway Ministry officials and officials of the States in the matter of maintaining safety of passengers should be created. A schemes had been prepared in Maharashtra to ensure safety of Bombay Suburban Railway travellers which will cost a sum of Rs. 1,40,000. The Railways should come forward to share half of the projected expenditure.

About one lakh and thirty-eight thousand ticketless travellers had been caught last year. If the Government want to run the Railways profitably, ticketless travel must be checked. The Consultative Committees of the Railways should have this item on every meeting agenda.

A greater injustice has been done to the Central Railways in this year's budget. On page No. 85 of the book of demands. Part I, we find that only four projects involving an expenditure of Rs. 1,75,50,000 have been stated to be undertaken in the Central Railways, but for Western Railways seven projects involving a cost of Rs. 6,83,80,000 are to be undertaken. Northern Railway will undertake projects worth Rs. 7,30,00,000, the number of projects being 13. I would like the hon. Minister to throw some light on why this injustice has been done to the Central Railways. I also hope that this would not be repeated next year.

Many schemes for conversion of MG to BG have been formulated and are being implemented, but no schemes for conversion from narrow gauge to broad gauge have been undertaken. Some of the schemes are being demanded since the last so many years. The Latur-Miraj, via Pandarpur, a distance of 203 miles, is a case in point. The demand for the conversion of this line is being made for many years. The Petitions Committee in its report on 19-12-80. I has a'so recommended :

"The Committee hope that the Government would give due consideration to the petitioners' demand regarding conversion of Latur Miraj narrow-gauge railway line into a broad gauge line while formulating policy for construction of new railway line, in the light of the accepted recommendations of the National Transport Policy Committee".

I hope that provision would be made in the next year's budget in view of the recommendation I have quoted.

*The original speech was delivered in Marathi.

[Shri R. K. Mhalgi]

I now come to the problems of the suburban commuters; the problems are acute particularly in my constituency. Half of the total passengers on Indian Railways every day are in Bombay area but proper attention is not being paid to their problems.

I, therefore, demand that there should be a separate division for the suburban railways in the Bombay Division. A separate budget should be presented for the Bombay suburban Division. The rates for monthly passes for the suburban commuters have not been increased in this budget but on the finalisation of decisions on the Paranjpe Committee's recommendation there is every likelihood of the rates being increased. It would not be ethical for the Government to increase the burden. Government should consider whether the suburban railways should at all be made bear the brunt of increases in operational costs. No additional facilities are given to the commuters and there is no justification for any increase in the rates of monthly passes. The Paranjpe Committee has recommended that the increased burdens should be shared by other agencies like the State Government the Zila Parishads, the Corporation, the Municipal authorities and industrial and commercial establishments. The Government must, therefore, accept the recommendations of the Paranjpe Committee in toto instead of accepting only the proposal for increased burdens on the commuters.

The Railway Minister has claimed that only a 10% increase is being made in the Second Class fares, but if you take into account the increased reservation charges and berth and the surcharge, the increase would come to about 20% on the following routes: (i) Delhi-Howrah 20%; (ii) Delhi-Bombay 20%; (iii) Delhi-Madras 22½%; (iv) Delhi-Lucknow-23%; (v) Delhi-Moradabad 45%; (vi) Jammu-Ernakulam 31% and (vii) Delhi-Bhopal 25%.

I, therefore, demand that the reservation charges should be reduced from Rs. 2 to rupee one, the berth reservation charges should be Rs. 5, Rs. 3, Rs. 3, instead of Rs. 8. In so far as supplementary charges are concerned they should be uniformly Rs. 2 whether it is a berth or a seat.

Certain sections of the press have spoken highly of the new Railway Board. I would wait and judge them by their achievement.

श्री बजरंग सिंह (शहडोल): रेल मंत्री द्वारा 1981-82 का जो रेलवे बजट प्रस्तुत किया गया है उस का मैं स्वागत करता हूँ। लेकिन मुझे रेल मंत्री जी से

यह शिकायत है कि मध्य प्रदेश जैसे बड़े प्रान्त को उन्होंने इस बजट में इग्नोर ही किया है। वैसे भी देखा जाए तो सारे भारत में ग्रान्ध प्रदेश का इतना बड़ा भेदफल है और उस के साथ ही साथ वहाँ इतने नैसर्गिक साधन हैं, जिन का अग्रर सही सही दोहन किया जाए तो न केवल मध्य प्रदेश को बल्कि सारे देश को फायदा हो सकता है। मैं मानता हूँ कि भारतीय रेलें हमारी राष्ट्रीय परिवहन प्रणाली को एक जीवन रेखा है और हमें यही उम्मीद थी कि जैसे ग्रामी सदन के समक्ष प्रकाश डाला गया है रीवा सम्भाग की तरफ भी ध्यान दिया जाएगा। देश में ऐसा कोई सम्भाग नहीं है रीवा सम्भाग को छोड़ कर जो रेलवे लाइन से जुड़ा न हो। रीवा सीधी सतना शहडोल ही एक ऐसा सम्भाग है जो रेलवे लाइन से जुड़ा हुआ नहीं है। आज तक वहाँ कोई रेलवे लाइन नहीं डाली गई है। आप ने ग्रामी सदन में प्रकाश डाला है कि ललितपुर, खजुराहो, छतरपुर, पन्ना, सतना होते हुए रीवा और सिंगरौल तक लाइन बिछाई जाए। सिंगरौल में कोयले के बहुत बड़े भंडार हैं। जहाँ तक खजुराहो का सम्बन्ध है उस के वास्ते हमारे पास केवल एक प्लांट है जो टूरिस्ट हैं वे सही ढंग से खजुराहो पहुँच नहीं पाते हैं। रेलवे लाइन अग्रर डाल दी जाय तो खजुराहो जैसे विश्व विख्यात स्थान को ज्यादा से ज्यादा टूरिस्ट देखने के लिये जाएंगे और उस से बहुत ज्यादा रेलवे को तथा देश को रेवेन्यू भी प्राप्त हो सकता है। साथ ही सतना व छतरपुर जिले के ग्राम पास जो इतना ज्यादा पान होता है उस को कानपुर टर्कों के माध्यम से ही ले जाया जा सकता है रेलवे लाइन न होने की वजह से जिस से बहुत ज्यादा नुकसान होता है। रीवा की रेलवे लाइन का सर्वे हो चुका है। मैं चाहता हूँ कि उसकी ओर इस बजट में ध्यान दिया जाए।

मेरा दूसरा निवेदन यह है कि जो सतपुड़ा रेलवे लाइन के नाम से जानी जाती है जो जबलपुर से गोंडिया तक 126 मील की लाइन है यह नेरो गेज लाइन है और इस पर 1897, 1907 के बने हुए इंजन ही काम में लाये जा रहे हैं। मध्य प्रदेश सरकार ने प्रस्ताव भेजा है कि इस लाइन को ब्राड गेज में चेंज करने के लिये लकड़ी गिट्टी आदि आवश्यक चीजें देने को तैयार हैं क्योंकि इस रेलवे लाइन के बीच में सारे आदिवासी जिले पड़ते हैं, जैसे मंडला, बालाघाट, सिवनी और महाराष्ट्र का भंडारा जिला और बालाघाट में तो काफी मात्रा में कोपर, बौक्साइट और मैंगनीज के भंडार हैं जिन का नेरो गेज होने के अभाव में पूरा दोहन नहीं हो पाता है। इसी प्रकार से शहडोल जिले में 12 कोल माइन्स हैं लेकिन माल ढोने के लिये वहाँ वेगन्स नहीं हैं। टर्कों से ही कोयले की बुलाई होती है जिस से माल की चोरी होती है और उद्योगों को भी ज्यादा से ज्यादा कोयला नहीं मिलता है।

रेल बजट को देखने से मालूम हुआ है कि केवल रायपुर-धनतरा-बलोद लाइन को ही ब्राड गेज में चेंज करने के लिये लिया गया है, जब कि और क्षेत्रों में जहाँ मोटर गेज लाइन है उन को इग्नोर किया है। इस से हमें बड़ा अस्मत्त्व है। शहडोल जिले की आबादी 30-40 हजार है वहाँ पर रेलवे लाइन बीच शहर से

हो कर जाती है और लेबिल क्रॉसिंग है। जो अक्षर बन्द हो रहा है। रेलवे लाइन शहर के बीच से जाने पर सड़कों आदि भी हर साल मरते हैं और उनको अस्पताल ले जाना एक सप्ताह बन जाती है क्योंकि रेल फाटक अक्षर बन्द हो रहा है। इसलिए हमारी मांग है कि वडां बंगाल लेबिल क्रॉसिंग के ओवर ब्रिज या अंडर ब्रिज बनाया जाय। मध्य प्रदेश शासन ने हमारे बारे में प्रस्ताव भी भेजा है लेकिन इस ओर कोई भी ध्यान नहीं दिया जा रहा है। मेरा निवेदन है कि आप इस ओर अवश्य ध्यान दें जिन से लोगों को काफी सुविधा होगी।

आप ने 1981-82 में 11 करोड़ 42 लाख का लाभ बजट में बताया है व 356 करोड़ की अतिरिक्त आय अनुमानित की है। फिर मसम में नहीं धाता कि आप 10 से 15 प्रतिशत किराया क्यों बढ़ाने जा रहे हैं। मेरा निवेदन है कि द्वितीय श्रेणी के यात्रियों पर किराया न बढ़ायें क्योंकि गरीब लोग ही सेक्रेन्ड क्लास में सफर करते हैं। 1981-82 में 11 करोड़ 42 लाख लाभ का बजट है, व 356 करोड़ की अतिरिक्त अनुमानित आय के बावजूद भी मार्च, 1982 में रेलवे सामान्य राजस्व को 460 करोड़ 50 की कर्जदार रहेगी।

दूसी प्रकार से छठी पंचवर्षीय योजना में गत वर्ष के 762 करोड़ के मुकाबले में 980 करोड़ 50 की बजट योजना रखी गई है जिसमें कहा गया है कि 18000 नये वैगन प्राप्त करेंगे और विद्युतीकरण करेंगे तथा लाइनों आदि का नवीनीकरण करेंगे। रेलवे ने 1974-75 में सार्वजनिक किराया एवं माल भाड़े की दरें बढ़ायी थीं उन के बाद भी रेल की आय में कमी होती जा रही है। 1979-80 और 1980-81 में क्रमशः 178 तथा 204 करोड़ 50 की आय में वृद्धि की गई थी।

छठी योजना में 5,680 सवारी डिब्बे और 780 डोजल और बिजली इंजनों को प्राप्त किया जायगा और 500 कोयले से चलने वाले इंजनों को भंडार में रखने की आप ने योजना बनाई है।

मैं इस का स्वागत करना हूँ। आप विद्युतीकरण के मामले में और ज्यादा प्रोत्साहन दें, लेकिन इसके साथ ही साथ जो रेलवे को कन्वेंशन कमेटी की रिपोर्ट के अनुसार छठी योजना 'तीसरे वर्ष से रेलों को घाटा होने शुरू हो जायेगा, 1980-81 में 8 करोड़ 1981-82 में 29 करोड़ और 1982-83 में 48 करोड़ घाटा होने की संभावना है। इस घाटे को और न जा कर आप ज्यादा से ज्यादा कर्बव रियों को प्रोत्साहन देने की ओर ध्यान दीजिए। हमारा निवेदन है कि रेलवे विभाग में जो 17 लाख कर्मचारी कारवाओं में काम करते हैं उनको आवास की बहुत आवश्यकता है जो बजट में आपने प्रावधान किया है उसके आप 36 परसेंट आवास देने जा रहे हैं। मेरा कहना है इस पर ज्यादा ध्यान दें।

कर्मचारी कल्याण योजनाओं पर और ध्यान दें। अस्पतालों का विस्तार होना चाहिए, वहाँ एम्बुलेन्स की व्यवस्था होनी चाहिए और जो रेलवे के कर्मचारी छुट्टी जाते हैं या जो अवकाश प्राप्त करते हैं, उनको अवकाश प्राप्ति से तीन दिन के अन्दर उनकी देय राशि का भुगतान किये जाने की व्यवस्था होनी चाहिए। मैं इस ओर भी आपका ध्यान दिलाना चाहता हूँ।

श्रीमती विद्यावती चतुर्वेदी (खजुराहो) :
समापित महोदय, जैसा आपने मुझे आदेश दिया है, मैं बोल रही हूँ। मेरा ब्याल है कि मैंने नाम तो जरूर दिया था, परन्तु चाहती थी कि सोमवार, या मंगलवार में मुझे बोलने का मौका दिया जाता, लेकिन आपकी कृपा है, आज ही आप मुझे बोलने के लिए कह रहे हैं तो मैं बोल रही हूँ।

समापित महोदय : मेरी आप पर कुछ कृपा नहीं है, आपका नाम लिखा था, इसलिए मैंने पुकारा है। अगर आप बोलना नहीं चाहें तो न बोलें।

श्रीमती विद्यावती चतुर्वेदी : जो रेलवे बजट हमारे मंत्री महोदय द्वारा पेश किया गया है, मैं इसका स्वागत करने के लिए तत्पर हूँ। हमारे मंत्री जी ने जो बहुत से सुधार और प्रशासनिक कार्यों में क्षमता लाने के लिए जो प्रगतिशील परिवर्तन किये हैं, उनके लिए हम उनके हृदय से आभारी हैं। पुराने वैगनों की जगह जो नये तरीके के वैगन दिये हैं, कपलर वैगन कर के उनका नाम दिया है, उनका सफाई बढ़ाने के लिए जो क्षमता पैदा की है, वह वास्तव में सराहनीय कार्य है। कई जगह पर कोयले और भाप इंजन चल रहे थे, उसकी जगह डोजल और बिजली के इंजन लगा कर जो गति बढ़ाई है और उसमें जो कदम उठाये हैं, वह भी सराहनीय हैं।

मैं मंत्री महोदय का ध्यान इस ओर आकर्षित करना चाहती हूँ कि जब तक प्रशासनिक हमारे रेलवे विभाग में नहीं आयेगी, तब तक हम और आप कितने भी साधन जुटाये, वह नगण्य ही रहेंगे, उनसे हम फायदा नहीं उठा सकते।

हमारे पूर्व बक्ताओं ने जो विभागीय परेशानियाँ और कर्मचारियों की काम के प्रति उदासीनता या जनमानस में जो मनोवृत्तियाँ पैदा हो रही हैं, जैसे ट्रेन में चलने के लिए जगह जगह चेन खींचनी, जगह-जगह रुकावटें डालना, परेशानियाँ पैदा करना, इससे हमारी कार्यक्षमता बढ़ती नहीं, बल्कि इससे रेलवे की प्रतिष्ठा घटती है। इसके लिए क्या उपाय किये जायें, यह मंत्री महोदय को सोचना पड़ेगा। हम लोग तो केवल यह चाहते हैं—और जनता भी चाहती है—कि इस तरह के जो गलत तत्व रेलवे को नुकसान पहुंचाना चाहते हैं, उनकी कार्यवाहियों पर अंकुश लगाया जाये। आम लोग इस बारे में सरकार के साथ सहयोग करने के लिए तैयार हैं।

[श्रीमती विद्यावती चतुर्वेदी]

रेलवेज ने कोयले, लकड़ी के कोयले और जलाने की लकड़ी आदि कुछ चीजों पर छूट दी हुई है। यह ठीक है कि रेलवेज की क्षमता बढ़ाने या नई रेलवे लाइनें बिछाने या मोटरगेज को आइगेज में चेंज करने के लिए धन की आवश्यकता होती है और वह धन करों, किराये और रेलवे के अन्य संसाधनों से ही प्राप्त किया जाता है। किन्तु हमें इस बात को मद्देनजर रखना चाहिए कि हम जिन चीजों पर कर बढ़ा रहे हैं, क्या डायरेक्ट या इन डायरेक्ट तरीके से उसका प्रभाव गरीब तबके पर तो नहीं पड़ने वाला है। जैसे चावल, दालें, और तिलहन आदि खाने-पीने का सामान एक प्रदेश से दूसरे प्रदेश में जाता है। यदि उन चीजों का किराया बढ़ जाता है, तो यह स्वाभाविक है कि उसका असर आम जनता के जीवन पर पड़ता है—वे चीजें महंगी हो जाती हैं और भाधारण लोगों पर उसका प्रभाव पड़ना है। मैं मंत्री महोदय को मुझसे बताना चाहती हूँ कि वह धाँड़ी उदारता का परिचय दें और फट्टिलाइजर, सज्जियाँ और फलों के सम्बन्ध में राहत दें। जहाँ मैं रहती हूँ, वह पान का एरिया है, पान की कृषि वहाँ होती है। पान एक ऐसी लागूक चीज है कि अगर स्टेशन मास्टर या अन्य कर्मचारी उसकी बुकिंग में एक दिन की भी देरी कर देते हैं, तो लाखों रुपयों का पान स्टेशन पर पड़े-पड़े नष्ट हो जाता है। मेरी प्रार्थना है कि इन सब चीजों के कर में राहत दी जाये।

मेरी भी शिकायत वही है, जो हमारे प्रदेश के अन्य सदस्यों ने—आपने और मुझसे पहले बोलने वाले माननीय सदस्य ने की है। हम बहुत दिनों से निवेदन करते आ रहे हैं, और मैं लिखित रूप में प्रस्तुत करने वाली हूँ, कि ललितपुर और बाँदा के बीच रेलवे लाइन बिछाई जाये। इस बारे में एक डेप्युटेशन भी प्रधान मंत्री जी से मिला था, जिसमें हमारे यहाँ के एम एल ए, हमारे मंत्री, श्री प्रकाश चन्द्र सेठी, और मध्य प्रदेश संसदीय दल के नेता, श्री नहाटा ये, और हमने इस बारे में श्रीमती इन्दिरा गांधी से भी निवेदन किया था। यह केवल 12.5, 150 मील की लाइन है। अगर बाँदा जंक्शन को ललितपुर के साथ वाया खजुराहो, छतरपुर और टीकमगढ़ मिला देते हैं, तो हमसे तीन राज्यों की राजधानियाँ—बम्बई, भोपाल और लखनऊ—आपस में जुड़ जाती हैं। लखनऊ से बाँदा तक जो ट्रेन आती है, बाँदा में बारह घंटे तक पड़ी रहती है। वह ट्रेन सीधे लखनऊ से बम्बई तक जा सकती है।

आपको ज्ञात है कि बुंदेलखंड के तीन-चार जिले व्यापार की दृष्टि से कानपुर और बम्बई से सम्बन्धित हैं। जैसे, पान कानपुर जाते हैं। उन्हें रेलवे द्वारा भेजा जा सकता है। इस समय साखी-करोड़ों रुपयों का पान केवल ट्रकों से भेजा जाता है, जिससे रेलवेज को बहुत बड़ी क्षति हो रही है। पान दो-तीन जगह बदलने पड़ते हैं और कई बार बुकिंग न मिलने की वजह से बहुत

नुक्सान हो जाता है इसलिए वे सीधे ट्रक से भेजते हैं। अगर यह सीधी रेलवे लाइन उन को कानपुर के लिए मिल जाती है तो उस में रेलवे को भी फायदा होगा। हमारे यहाँ रागीन की लकड़ी बहुत होती है, बौसाइट, लोहा, चूने का पत्थर और इस तरह के बहुत से खनिज पदार्थ हमारे यहाँ हैं। अगर रेलवे लाइन वहाँ हो तो उन का दोहन हो सकता है, किमी भी उद्योगपति से जब वहाँ उद्योग खोलने के लिए निवेदन किया जाता है तो वह केवल यह कह कर कि आवागमन का कोई साधन वहाँ नहीं, हम मजबूर हैं, कोई उद्योग वहाँ नहीं खोलता है।

यह क्षेत्र डकैत एरिया भी है। किसी तरह से हम ने अभी उस में राहत पाई थी। लेकिन अब फिर से वहाँ डाकू पनपने लगे हैं। उस का मुख्य कारण यह है कि इतने वीहड़ जंगल वहाँ हैं कि जब तक हमें पता लगता है और हमारी पुलिस वहाँ जाती है, पुलिस अधिकारी जब तक वहाँ दौड़ कर जाते हैं तब तक वह इधर से उधर हो जाते हैं। अगर रेलवे लाइन से सम्पर्क हो जाता है तो व्यक्तियों की आमद-पत ज्यादा होने से इस समस्या का भी समाधान हो सकता है। इस और मैं मंत्री महोदय का ध्यान इसलिए दिलाता चाहती हूँ।

दूसरी बात—एक हमारे यहाँ कहावत है कि कौड़ और कौड़ में बाज, वह बाली बात है। एक तो हमारे यहाँ रेलवे लाइन है ही नहीं, दूसरे एक झाँसे में मारिकपुर लाइन है जिसे मोटर गेज कहते हैं, जो कौटा लाइन है, उस में एक बुन्देलखंड एक्सप्रेस के नाम से गाड़ी चलती है हालाँकि वह एक्सप्रेस नहीं, पैसंजर से भी बदतर उसकी हालत है, मगर कोयले की शॉर्टेज होने से उसी के ऊपर मेहरबानी हुई है और वह बन्द कर दी है। अब केवल एक कुतुब है जो गाँह-बगाहे निकल जाती है, कभी-कभी वह भी बन्द रहती है। वह जाती है तो उस से कभी-कभी हमें आने-जाने की सुविधा हो जाती है, नहीं तो इस पूरे क्षेत्र में रेलवे लाइन का नामोनिशा नहीं है। इसलिए कम से कम यह तो देखा करें कि जहाँ केवल एक ही गाड़ी चल रही है उस के ऊपर यह मेहरबानी न की जाय कि उसको बन्द कर दिया जाय। खान-पान व्यवस्था का जो प्रश्न है अभी आपने बहुत मुन्दर तरीके से उस को बताया है। बाकी अगर हम खानपान अच्छा नहीं दे सकते हैं तो हम कहते हैं कि वह बन्द कर दिया जाय। लोग यह सोच लेंगे कि अपने घर से बाँध कर ले जाओ। मगर जब आशा होती है कि खाना मिलता है और मिलेगा और वह इस तरह का मिलता है, पता नहीं कितने गन्दे तेल में वह बनाया जाता है, अगर उस का पुराठा या रोटी आप मूँह में डालें तो पूरा मूँह कंकड़ों से भर जाता है, उस को खाने के बाद आदमी बीमार और अपने आप को बहुत अच्छा नहीं फील करता है। जो खान-पान की व्यवस्था है उस को ठीक किया जाय।

झाँसे एक जंक्शन है हमारे बुन्देलखंड में, लेकिन झाँसे में बहुत सी इस तरह की गड़बड़ियाँ

चलती है, आज तक भी मैं यह नहीं समझ पाती कि ऐसा क्यों है। मेम्बर पार्लियामेंट जब मैं कहती हूँ तो मुझे जगह मिल जाती थी। मैं सोचती थी कि शायद एम पी के लिए वहाँ कोटा रहता होगा लेकिन झांसी जैसी जगह में—जहाँ से खजुराहो, पन्ना, भालियर, भिड़, मुरैना वगैरह के ससंद सदस्यों को जाने के लिए उसी रेलवे के जंक्शन से जाना पड़ता है, किसी एम पी के लिए कोई भी कोटा ऐसी किसी भी ट्रेन में निश्चयित नहीं किया है। यही हाल भोपाल का है। भोपाल राजधानी है, बी० ग्राइ० पी०ज० और मिनिस्टर्स सभी वहाँ से आते हैं, झांसी जंक्शन जहाँ से खजुराहो का रास्ता बढ़ता है तो विदेशी टिकट भी झांसी से बन के द्वारा वहाँ जाते हैं। कोई वहाँ पर इस तरह का कोटा नहीं है कि जिस में हम जब जाना चाहें तो हमें आसानी से सुविधा मिल जाय। मैं इस और ध्यान आकषिप्त करना चाहती हूँ कि कम से कम जो जंक्शन हैं रेलवे के उन में वहाँ के आस-पास से आने वाले एम पीज के लिए और वी आई पीज के लिए कोटे की व्यवस्था हो ताकि वे सुविधापूर्वक आ-जा सकें। कुतुब के नाम से जो गाड़ी चलती है मैं कहूँगी आप कभी उस में पधारें, हम आप को आमंत्रित करते हैं, इसी बहाने आप खजुराहो देख आएंगे, आप देखेंगे कि उस ट्रेन की हालत पैसेंजर से भी बदतर है। उनके डिब्बों को देखें तो ऐसा लगता है जैसे सेकेण्ड क्लास के डिब्बों में एक लाइन को मिटा कर फर्स्ट क्लास बना दिया गया है। अगर इसको एक्सप्रेस ट्रेन बनाया गया था तो इसके एक्सप्रेस ही रखा जाए, नियम अनुसार ही उसके बीच के स्टाप रखे जायें। ऐसा नहीं होना चाहिए कि किसी का प्रेशर पड़ गया तो थोड़ी दूर के स्टेशन पर स्टाप दिया जैसे कि आपने करवी और मुरैना हॉल्टिंग स्टेशन बना दिए हैं। अब हमारी कांस्टीट्यून्सी वाले भी कहते हैं कि नेवाड़ी को हॉल्टिंग स्टेशन क्यों नहीं बनाया गया? वहाँ भी हॉल्टिंग स्टेशन बना दिया जाए या फिर आप सीधे झांसी से हरपालपुर, महोवा और बांदा ही रखें और एक एक्सप्रेस गाड़ी बनाई है तो उसको पैसेंजर मत बनायें।

सभापति जी, मुझे बोलना तो बहुत था लेकिन मैं आज के लिए तैयार ही नहीं थी क्योंकि मुझे आज ही बोलने की आज्ञा दे दी गई। मैं आप द्वारा मंत्री जी से निवेदन करूँगी कि मैंने खासतौर पर बांदा-ललितपुर लाइन की बात कही है और सिगरीली वाली लाइन जो विचाराधीन है इसमें ललितपुर से छतरपुर तक हमारी वही लाइन है, केवल छतरपुर से हम इसको आगे बांदा तक ले जाना चाहते हैं। सिगरीली के लिए छतरपुर तक पन्ना, सतना, रीवा हो कर इसको आप ऊपर ले जा सकते हैं। धन्यवाद।

SHRI KRISHNA CHANDRA HALDER (Durgapur): Mr. Chairman, Sir, the hon. Minister of Railways has said that under his leadership the Railway is back on the rail now. But we see every day express

and other trains coming to Delhi from Howrah or Bombay four or five hours late. Accidents are of daily occurrence. Employees are restive. When I was listening to his speech I was thinking whether he was in delirium or not. The Economic Survey says:

“At a time when the demand for rail transport has been expanding with changing traffic configurations, the railways have suffered from a prolonged period of under investment during the past decade.”

The Economic Survey has rightly mentioned that there is no proper planning in the Railway Ministry. The summary of statistics for the year 1979-80 furnished with the budget papers shows that while during the period from 1950-51 to 1965-66 new wagons were added to its fleet at the rate of 10,000 per year, all these years from 1966-67 onwards only 2500 wagons per year were acquired, throwing the entire engineering and wagon building industry in the crisis. Many wagon and engineering industries declared lock-outs. Thousands of workers were thrown out of jobs. Now, you say that you require 13,000 or more wagons per year. Actually it is proposed to acquire 100 thousand wagons during the Sixth Plan. This is the major defect for which the railways are unable to lift the freight that is offered to them. That is the defect of planning.

You have mentioned that loading of wagons has improved.

What good are the figures of loading of wagons furnished by the Minister, when the *Economic Survey* points out at para 3.18, on page 13, that for steel and cement plants the average loading declined by 4 and 7.6 per cent respectively. Even though it is claimed that loading of coal for power plants has increased, in reality three thermal power plants in Haryana are closed for want of coal. It was admitted in this House on 19-2-81 that till 16-2-81 as many as 240 passenger trains remained cancelled due to shortage of coal, because you could not carry coal throughout the length and breadth of our country.

The growth of the Indian Railways is not up to the mark due to faulty planning. The *Economic Survey* states at para 3.41 on page 16 :

“By contrast, the existing capital stock of the railways is inadequate in total quantity and much of it is worn out and in need of replacement. Track renewals have not been carried out to the extent necessary and there is inadequacy in line capacity in many sectors.”

[Shri Krishna Chandra Halder]

The worn out rolling stock, neglect of track renewals, combined with spending up of train services, including "Jumbo Specials" which the Minister has been boasting of, have had a disastrous effect in that the number of accidents has increased and many precious lives have been lost. My colleague has demanded a thorough discussion on this point and I support it.

While speaking about line capacity, I would like to mention that the density of traffic between Howrah and Asansol is perhaps the highest throughout the country. But no practical steps have been taken to increase the capacity. I would demand that from Bhadreswar to Burdwan a third line should be completed as early as possible and the third line in chord line from Howrah to Burdwan which you are constructing should also be expedited. By simply providing for terminal facility at Asansol, EMU rakes could be run straight from Asansol to Howrah, easing the difficulty to the passengers of this area, as well as the long Journey trains, as invariably the long journey trains get overcrowded. But this is not being done.

Similarly, doubling and electrification in Bandel-Katwa section is not being done. No additional line to provide extra line capacity is being laid. Even a proposal for circular railway in and around Calcutta, which could be achieved by only limited expenditure, is being denied.

In this connection, I would mention that the Kotsila-Purulia narrow gauge line should be converted into broad-gauge. In fact, the hon. Minister has given an assurance to our Chief Minister, Shri Jyoti Bosu, about this line. Then, I would demand the nationalisation of the narrow gauge lines, A. K. Railways and B.D.R. I would specially plead for B.D.R. because it is passing through a backward area, which is within my constituency. Then I would demand that the Asansol-Burdwan section should be declared a suburban section as early as possible.

In the Sealdah-Krishnanagar section in the EMU coaches in all sections there is no toilet. When in the luxury coaches you provide toilets, there is no reason why you should not provide them in the EMU coaches. Otherwise, it will be very inconvenient for the ladies and aged persons.

MR. CHAIRMAN : You should remember that there is one more Member from your party who wants to speak. If you take all the time, then he will not get an opportunity.

SHRI KRISHNA CHANDRA HALDER : All right ; I will mention only the points.

The new line from Raniganj via Mejhia to Bankura should be taken up to develop the major coalfield and completed in the shortest time.

Introduction of fast trains from Purulia to Howrah should be done. Double line from Khana Junction to Sahibganj loop-line should be constructed.

One station should be there at Khana Link between Khana Junction and Galsi station in the Asansol Division of Eastern Railway.

One fly-over near Durgapur station on the road connecting G.T. Road and the road connecting Bankura, Purulia and Tatanagar should be constructed. Another fly-over at Chatopathor level crossing on the G.T. Road from Calcutta at the entrance of Asansol city should be constructed.

The Kalyani branch line should be electrified.

I appreciate that for Tripura and the Eastern region you have taken up some programmes. I request that it should be finished in proper time.

The catering staff should be regularised.

MR. CHAIRMAN : Please conclude. If you take more time, your other Member will not get time.

SHRI KRISHNA CHANDRA HALDER : But, Sir, you extend the time of the debate because the Railway Budget is a voluminous one and Members may take more time.

MR. CHAIRMAN : I thought you are going to finish. That is why I rang the bell.

SHRI KRISHNA CHANDRA HALDER : I want to mention only a few points.

You have increased the workload on the staff. I have no time to mention about it in detail. Between 1965-66 and 1977-78 the passenger kilometres increased from 96·294 million to 176,635 million registering an increase of about 80 per cent and the total traffic increased by about 40 per cent, whereas the number of officers during the same period increased by 44 per cent, but in 'C' group staff the increase was only 20 per cent and in 'D' Group staff, the increase was barely 3 per cent. For that reason, it has become top heavy and you are pursuing the colonial tradition and you are still continuing the same. So, the white elephant of the Railway Board should be abolished and when you are bringing a comprehensive Bill to amend the Railway Act, I think you will abolish the white elephant Railway Board.

Sir, three lakhs of casual labourers are rotting. They should be regularised. The gangmen have represented time and again that while the track renewals are lagging far behind, they are practically left with less time to perform their duty as due to increase in train services and speeding up of trains, they are unable to attend to the work properly. This situation demands that the gangmen strength should be increased.

The Minister speaks of efforts in "creating the infrastructure for running heavier goods trains upto 4,500 and even 7,500 tonnes hauled by multiple engine consists." In this connection, I have a journal from Great Britain which shows that the heaviest freight train there is only 3,304 tonnes. So, how can our goods trains carry 7,500 tonnes in the wretched conditions of railway track in India? So, without improving the railway track, it would be disastrous to run heavier goods trains so far as the Indian Railways are concerned.

I oppose the freight rate for passenger and goods traffic.

About traction workers, much is written in this journal *Don't Kill Traction Workers*. I am amazed to note that while in D.V.C. there have practically been no case of electrocution deaths during the past 30 years, in a relatively shorter period in railways there have been a total of 804 cases of electrocution in which as many as 232 workers have died with an equal number permanently disabled. You are treating the workers in such a manner that they are becoming restive and they feel that they are oppressed and they are insulted, and as the great poet Rabindranath Tagore had said :

"*Hey mor Durbhaga Desh*

Jader Karecho Apaman

Apamane Hate Hale

Tader Sabar Saman."

That means if you treat the workers like this.....

MR. CHAIRMAN : I have to adjourn the House at 16.30 hrs.

SHRI KRISHNA CHANDRA HALDER : In half a minute I am concluding. I oppose this increase in rail tariff and I appeal to you, please do not kill any more people through accidents. Particularly do not kill any more railway staff by violating safety measures. Increasing passenger fares and freight charges would mean subsidising a bureaucracy who are completely oblivious of the miseries of the people.

I oppose the increase in fares and freight charges and I oppose the Railway Budget.

16.30 hrs.

MR. CHAIRMAN : The House stands adjourned to re-assemble at 17.00 hrs.

The Lok Sabha adjourned till Seventeen of the clock.

The Lok Sabha reassembled at Seventeen of the Clock.

[MR. SPEAKER in the Chair]

GENERAL BUDGET, 1981-82

MR. SPEAKER : Now hon. Finance Minister.

श्री जयपाल सिंह कश्यप : आज शनिवार है ।

THE MINISTER OF FINANCE
(SHRI R. VENKATARAMAN) :

Sir, It is my privilege, once again, to present the Budget to this august House.

2. The Budget for 1981-82 has been formulated in an economic situation which continues to be difficult, but also shows great improvement over the desperate conditions prevailing a year ago. The "Economic Survey" presented to the House this week contains a detailed review of developments in the past year. I shall, therefore, only review the highlights of the economic situation as a background to presenting the strategy of next year's budget.

3. Hon'ble Members will recall that when our Government took office in January 1980, we inherited an economy in extremely poor shape. (Interruptions) I am glad it has sunk. It was reeling from a disastrous economic performance in 1979-80, when the Gross National Product declined by 4.5 per cent, and prices increased by over 21 per cent.

श्री जयपाल सिंह कश्यप : अब तो घट रहे हैं न ।

SHRI R. VENKATARAMAN : Neglect and mismanagement of the infrastructure had produced a crisis situation in key sectors such as coal, power and railways.

4. Faced with this grim situation, our overriding objective was to arrest the deterioration and set the economy once again on the path of stability and growth. This was no easy task. The severe drought

[Shri R. Venkataraman]

of 1979-80, and the accumulated problems in management of the infrastructure, cast a long shadow over 1980-81.

5. Efforts to improve infrastructure performance deserved and received the highest priority in 1980-81. A mechanism for crisis management was established, with special administrative arrangements to monitor and co-ordinate Government action in this area, and to set clear priorities. It took time for these efforts to bear fruit, but by the middle of the fiscal year, all the three sectors, power, coal and railways showed distinct improvement.

6. Power generation suffered in the early months of 1980-81 because of very low hydro-electric generation. This was a direct consequence of the acute drought of 1979, which left the reservoirs severely depleted through the lean summer months of 1980. Hydro-electric generation picked up after July when most of the reservoirs were replenished by the monsoon. There was also a very substantial improvement in thermal generation. The problems of coal availability which had plagued thermal power plants during 1979 were substantially overcome and rail movement of coal to thermal plants was organised on a priority basis. Strenuous efforts were also made to improve the operational efficiency by initiating betterment and renovation programmes in the States with technical advice from Central Agencies. As a result, thermal electricity generation in November and December 1980 was 21 per cent higher than in the same months in 1979. For the year as a whole, electricity generation is likely to show an increase of about 6 per cent over 1979-80. However, in the second half of 1980-81 generation would be about 13 per cent higher than the second half of the previous year.

7. Coal production in 1980-81 also shows a marked improvement. The production of coal and lignite had remained more or less stagnant at about 106 million tonnes since 1976-77. This frustrating spell of stagnation has been broken and production is expected to exceed 115 million tonnes in 1980-81. Better availability of power was one of the important factors behind this improved performance.

8. The railways have shown improvement in the movement of freight in recent months, breaking a pattern of deterioration witnessed over the past three years.

9. Industrial production in 1980-81 reflected the progress made in removing infrastructure constraints. I have already mentioned that hydro-electric generation was very low in the first three months of

1980-81 because of the depletion of reservoirs. The resulting shortage of power depressed industrial production through much of the first half of 1980-81. However, with the easing of infrastructure constraints in the second half of the year, industrial production has picked up. For the year as a whole, it is likely to show a growth of about 4 per cent. This compares with a decline of 1.4 per cent in 1979-80.

10. In addition to efforts at improving infrastructure performance, the Government also took wide ranging measures designed to create conditions conducive to rapid industrial expansion. Hon'ble Members will recall that the Budget for 1980-81 contained specific fiscal incentives designed to encourage investment activity. This was followed by the Industrial Policy Statement of July 1980 in which several promotional measures were announced. Steps were also taken in the course of the year to increase the flow of investment finance to industry. A new policy has been enunciated to permit investment funds from oil exporting developing countries to flow into new units in selected industries in the form of portfolio investment. The guidelines for issue of debentures were revised to permit more effective use of this instrument for mobilisation of funds.

11. Although the promotional impact of these measures could not manifest itself fully in 1980-81 because of infrastructure bottlenecks, they have undoubtedly set the stage for longer term industrial expansion in the coming years.

12. The performance of agriculture 1980-81 gives every ground for satisfaction and provides great reassurance about the basic health of this vital sector of our economy. The weather in 1980-81 was favourable in most, but by no means all, parts of the country, and this created conditions conducive, to an agricultural recovery. The total production of foodgrains in 1980-81 is likely to exceed 132 million tonnes, which is more than 23 million tonnes higher than in 1979-80.

श्री जयपाल सिंह करयप : वे तालियां नहीं हैं
झाप देश का सुख और चैन पी रहे हैं ।

SHRI R. VENKATARAMAN : It will surpass the previous peak level achieved in 1978-79, and yet weather conditions were less favourable than in that year. The gains in foodgrains production in 1980-81 have been accompanied by a very substantial recovery in sugarcane production. Production of fibre crops was also good.

13. This excellent performance testifies to the soundness of the agricultural strategy we introduced in the late sixties. This strategy was vigorously pursued in 1980-81. A concerted effort was made to ensure adequate production of quality seeds. The area under high yielding varieties was expanded to 48 million hectares compared with only 35.2 million hectares in 1979-80. Large imports of fertilisers were undertaken to supplement domestic production. Fertiliser consumption in terms of nutrients is estimated to have increased from 5.26 million tonnes to 5.6 million tonnes. Expansion of irrigation received special attention and the agricultural extension machinery was strengthened to ensure a more effective transfer of technology.

14. The excellent performance of agriculture, combined with the beginning of a recovery in industry, is likely to produce an overall growth of 6.5 per cent in the Gross National Product. This is an important achievement, but I must caution also against complacency. The progress made needs to be consolidated, and further momentum must be built up if recovery of 1980-81 is to mature into full fledged growth next year. This calls for a realistic assessment of the strengths, as well as the weaknesses of our economy.

15. The economy continued to be subject to inflationary pressure during 1980-81 although there can be no doubt that there was a marked improvement over 1979-80. The increase in prices during 1980-81 upto the end of January 1981 has been 13.5 per cent. It was nearly 20 per cent in the same period in the previous year. Inflationary pressures were particularly severe in the first half of the year because of the after effects of the drought of 1979 and this was especially evident in the behaviour of sugar, gur and khandsari prices. With the improvement in the supply situation in the second half of the year, there was a definite improvement. Prices declined from the middle of October to the end of December. They have risen since then, partly because of the unavoidable increase in petroleum prices effected in January. However in recent weeks, the increase in prices has moderated.

16. I must caution, however, that although inflation has abated, it has not been overcome. The economy remains subject to continuing cost push pressures, including especially the transmission of international inflation through rising prices of oil and other essential imports. Since these cost push pressures are likely to persist, continued vigilance is required in the coming year. It is essential to evolve a strategy for coping with the cost push inflation effectively by tackling the problem

at its roots. This is not only a matter of demand management. It also requires an all out effort to increase efficiency and achieve higher productivity.

17. Monetary and credit policies in 1980-81 were tailored to the requirements of the inflationary situation and commercial credit was strictly regulated. In addition, steps were taken to ensure that the distribution of bank credit conforms to our economic and social priorities. The Reserve Bank has evolved guidelines to ensure that an increasing share of priority sector credit is directed to weaker sections, especially those identified in the 20 point programme. According to these guidelines, 40 per cent of priority sector lending is to be earmarked for the agricultural sector. Half of the direct lending by commercial banks to agriculture and allied activities will be directed to small and marginal farmers and agricultural labourers. Furthermore, 12.5 per cent of total credit advanced to small scale industries will be reserved for rural artisans, village craftsmen and cottage industries.

18. The expansion of banking in the rural areas is continuing and the programme of establishing Regional Rural Banks has been accelerated. There were only 60 such banks at the end of December 1979. There will be one hundred by the end of March, 1981. Another 25 Regional Rural Banks will be established in the year 1981-82. It is proposed to increase their number to 170, covering 270 districts, by the end of the Sixth Plan. A National Bank for Agricultural and Rural Development will be established as an apex institution to meet the credit needs of the rural community and a bill to this effect will be introduced shortly.

19. This is an appropriate occasion to inform the House that we have decided to undertake a major re-organisation of the Life Insurance Corporation in order to strengthen its ability to meet the challenges of the future. The Corporation has an impressive record of extending insurance service to the community. In the process it has grown very considerably in size. It has, therefore, become desirable to restructure the Corporation into more manageable units in the interest of operational efficiency, and also to allow an element of healthy competition. Accordingly, we have decided to re-organise the Corporation into five independent units with a co-ordinating body to provide for supervision and guidance on matters of common interest. I have no doubt that these changes will improve the quality of service rendered to the policy holders. This re-organisation will impart a greater degree of dynamism

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into the working of these institutions, and this will help to extend life insurance into the rural areas, where only limited headway has been made so far.

20. The balance of payments situation facing the country gives cause for concern. Rising prices of imported oil have added enormously to the external payments burden on the economy. The import bill for crude oil and petroleum products is likely to reach Rs. 5,600 crores in 1980-81, compared with only Rs. 1,677 crores two years ago. Most of the increase is due to the increase in oil prices. The total import bill in 1980-81 is likely to be around Rs. 11,300 crores whereas exports are projected to be only Rs. 7,100 crores. Even after allowing for the surplus on net invisibles, the country has to finance a balance of payments deficit of about Rs. 2,000 crores in 1980-81. This is much larger than the amount of external assistance available, and it has led to a significant drawdown of foreign exchange reserves. It is, therefore, essential to evolve a strategy for bringing the balance of payments under control. The Government has already taken a number of steps in this direction.

21. High priority has been accorded to oil and natural gas exploration in order to reduce our dependence on imported supplies as much as possible. The Oil and Natural Gas Commission has found evidence of hydrocarbons in several structures both offshore and onshore and it is essential to pursue the exploration and development effort with all the resources at our command. To this end, an ambitious programme is envisaged for the Oil and Natural Gas Commission and Oil India Ltd. The urgency of the situation is also such that the Government has decided to supplement our domestic capability by engaging foreign parties on contract, on a production sharing basis, to hasten the pace of exploration and development of potential oil fields. It is expected that the foreign companies selected under this scheme will commence work in the second half of 1981-82. (Interruptions) Mr. Speaker, are we going to have a time to line debate? I am ready for it:

MR. SPEAKER: Please carry on. (Interruptions)

MR. SPEAKER: This is at least inexpensive.

SHRI R. VENKATARAMAN:

22. The balance of payments situation also calls for strong support to exports and the Government has taken several important initiatives in this regard re-

cently. Hon'ble Members will recall that in my Budget Speech last year I stated that the Government had taken a decision to establish an Export-Import Bank to assist in the financing of international trade. The details of this proposal have now been worked out, and it is proposed to introduce a Bill in the current session for setting up the Export Import Bank as a Statutory Corporation. I am providing Rs. 70 crores in the Budget for this purpose.

23. There is also considerable scope for import substitution by increasing domestic production and expanding capacity in sectors such as steel, cement, fertiliser, non-ferrous metals and oil-seeds. This is being vigorously pursued.

24. The strategy of the Budget I am about to present flows from my assessment of the state of the economy. We have come out of the crisis situation which prevailed a year ago. The agricultural sector has recovered and is well poised for continued growth. The Industrial recovery is a yet partial, but the various policy initiatives already taken have created conditions favourable for an industrial revival. With further improvement in infrastructure performance, the constraints on industry in the coming year should be substantially eased. The emphasis in 1981-82 must therefore shift from crisis management to growth.

25. The tasks ahead of us have been clearly indicated in the Sixth Plan, which has now been approved by the National Development Council. The Plan establishes a target of 5.2 per cent growth per annum and calls for an ambitious public sector investment programme of Rs. 97,500 crores. As in the past, agricultural development, with special emphasis on the weaker sections, is the centrepiece of our development strategy. But the Sixth Plan also identifies some other areas which have become especially critical. The energy-transport system comprising such critical sectors as power, coal, oil, ports and railways, requires massive investments if these sectors are not to become a constraint upon economic growth.

26. The Budget must make a beginning in undertaking these large and urgent tasks. But it must do so in the full knowledge that the threat of inflation has not been fully overcome. The fiscal deficit should therefore be kept within tolerable limits. At the same time, taxation must be used judiciously so that it does not fan the flames of inflation as happened in 1979-80.

[श्री जयपाल सिंह कश्यप : यह कब तक चलेंगा।]

27. Along with fiscal discipline we must also take steps to encourage the flow of private savings into the financial system. Only thus can we ensure adequate availability of non-inflationary financing to meet the rapidly expanding needs of the economy. This flow of resources into the financial system is threatened in two ways and we must tackle both.

28. First of all, it is threatened by the pernicious growth of the black economy. This generates income flows which cannot easily surface in the financial system, and are therefore directed into socially harmful activity such as hoarding, profiteering, speculation and wasteful consumption. This only stokes the fires of inflation. The Government has recently taken a major initiative to direct some of the resources circulating in the black economy into the public exchequer through the sale of Special Bearer Bonds.

[*An hon. Member* : It is a joke.] Further action on a wide front is necessary to check the generation of black money so that this social evil is progressively eliminated from our society.

[*Shri Jyotirmoy Bosu* (Diamond Harbour) : There is an election next year?]

29. A second impediment to financial savings is the existence of high rates of inflation. In an inflationary situation it becomes essential to provide adequate incentives to financial savings. Since bank deposits are the most important single mechanism for financial savings, it has been decided to raise the interest rate on maturities from one and upto five years. An announcement to this effect is being made by the Reserve Bank. The interest rate paid on deposits above 1 year maturity and upto 2 years will be raised from 7 per cent at present to 7.5 per cent. The rate paid on deposits above two years and upto three years maturity will be raised from 7 per cent to at present to 8.5 per cent. The rate paid on deposits above three years maturity will be raised from 8.5 per cent at present to 10 per cent.

30. The interest rate paid by banks on deposits above 5 years is unchanged, but a new National Savings Certificate will be issued with a maturity of 6 years which will carry an interest rate of 12 per cent.

[*Shri Jyotirmoy Bosu* : By which time the money value will become half or quarter?]

This will provide the necessary incentive for encouraging longer term savings.

31. In addition to these measures, I propose to raise the interest rate ceiling on debentures from 12 per cent at present to 13.5 per cent. This is in line with the other interest rate changes proposed, and it will encourage large industrial units

to raise their requirements of investment finance through their own efforts. It is essential that these units, which have the capacity to mobilise resources through the financial markets, should make greater efforts in this direction and thus reduce the burden on the term lendings institutions.

32. At present, public companies are permitted to accept deposits from the public upto 25 per cent of the aggregate of their paid up share capital and free reserves. They are also allowed to accept deposits upto 10 per cent of paid up capital and free reserves either from their shareholders or from others when guaranteed by a Director of the company. These limits do not apply to inter-company deposits. These provisions governing company deposits will be continued. However, it is proposed to impose a ceiling of 15 per cent on the interest rate which can be paid on these deposits. The requisite orders giving effect to these decisions are being issued.

33. As a further step in facilitating investment in industry we have decided to relax the requirement under the Stock Exchange guidelines that promoters can only hold a maximum of 40 per cent of the equity of a new company. This provision conflicted in some cases with the requirement of the financial institutions that promoters put up a minimum percentage of the total cost of the project. This potential contradiction between two different requirements had given rise to considerable difficulties in the implementation of new projects. In order to overcome these problems, promoters will be allowed to hold higher equity than 40 per cent limit during the initial stages of a project. However, equity holdings above 40 per cent will have to be divested within three years from the date of commercial production by an offer of sale to the general public. This rationalization should speed up the implementation of new projects in industry.

34. I am confident that these wide-ranging measures will help to encourage the flow of savings into the financial system and increase the availability of funds for industrial investment. They create highly favourable conditions for growth in the coming year.

35. Having outlined the broad approach I have adopted in formulating the Budget and some associated policy initiatives, I will now turn to the Revised estimates for 1980-81 and the Budget estimates for 1981-82.

Revised Estimates for 1980-81

36. The Budget estimates for 1980-81 had envisaged a deficit of Rs. 1,445

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crores. However, as a result of discussions between the States and the Planning Commission the State Plan outlays were increased in a number of cases. Central assistance for State Plans was increased by Rs. 310 crores. We have also to provide additional assistance of Rs. 58 crores to the Rural Electrification Corporation. The provision of short term loans to the States for supply of agricultural inputs also had to be increased by Rs. 25 crores.

37. In addition, the Central Government has to provide assistance of Rs. 90 crores to the States to help in flood relief work. Special loan assistance of Rs. 76 crores is being provided to certain North Eastern States including Assam to meet the gap in their resources caused by their exceptional difficulties.

38. A larger provision for subsidies is being made than originally envisaged. The provision for net outgo on imported fertilisers is being increased by Rs. 104 crores. The provision for food subsidy, subsidy on controlled cloth and provision for cash compensatory support and market development for exports are also being increased by Rs. 110 crores.

39. The provision for Defence expenditure has to be increased by Rs. 200 crores.

40. The financial position of certain public sector undertakings did not show the recovery anticipated at the Budget stage. Additional non-Plan assistance of Rs. 104 crores to these undertakings has therefore become necessary.

41. Turning to the Central Plan expenditure, I am happy to inform the House that expenditure in crucial sectors like power, coal and petroleum has been satisfactory. The House will also be happy to note that the level of disbursements of the Agricultural Refinance and Development Corporation has exceeded the initial Budget estimates, and I am, therefore, providing an additional sum of Rs. 126 crores to the Corporation. An additional provision of Rs. 50 crores is being made for Industrial Development Bank of India to enable it to meet its rising commitments. In certain sectors like steel and civil aviation, there has been a shortfall in internal resources generation and budgetary support for the Plan has to be significantly stepped up. There may be some shortfalls in the Plan expenditure in some other sectors. However, even after taking these into account, the budgetary support for the Central Plan in 1980-81 will be Rs. 297 crores higher than in the Revised estimates.

42. The total expenditure of the Central Government is now estimated at Rs. 22,808 crores compared with Rs. 21,467 crores in the Budget.

43. Turning to receipts, I am happy to inform the House that despite the concessions in income-tax allowed in the Budget for 1980-81, tax revenues have not suffered. My judgement that lower rate of taxation will promote better voluntary compliance seems to have been vindicated. The receipts from Corporation tax would be higher by Rs. 35 crores compared with the Budget estimate of Rs. 1515 crores. (*Interruptions*) Wait and see. Receipts from Union Excise duties are also estimated to be higher by Rs. 99 crores compared with the Budget estimate of Rs. 6265 crores. The receipts from Customs duties are likely to exceed the Budget estimate of Rs. 2989 crores by as Rs. 361 crores in the current year to due to larger imports and higher international prices. After deducting the States' share of the various taxes, the net tax revenue of the Centre is now estimated to be Rs. 419 crores more than the Budget estimate of Rs. 8922 crores.

44. Capital receipts too, show an improvement of Rs. 345 crores over the Budget estimate of Rs. 7,694 crores. This is because of higher market borrowing of Rs. 104 crores and estimated receipts of Rs. 200 crores from the sale of Special Bearer Bonds, offset by some shortfalls elsewhere.

45. Total receipts are now estimated at Rs. 20,833 crores compared with the Budget estimates of Rs. 20,022 crores. The current year is now expected to close with a deficit of about Rs. 1,975 crores. The House will appreciate that almost the entire increase in the budgetary deficit is accounted for by larger budgetary support for the State and Central Plans.

Budget Estimates for 1981-82

46. The Budget for 1981-82 reflects the objectives, priorities and programmes of the Sixth Plan. Plan outlays of the Centre, State and Union Territories in 1981-82 are estimated at Rs. 17,479 crore, compared with Rs. 14,593 crores in the Budget estimates 1980-81. This represents an increase of nearly 20 per cent. The Plan outlay of the Centre for 1981-82 is being stepped up very considerably to Rs. 8,619 crores from Rs. 7,340 crores in the Budget estimates 1980-81, an increase of 17.4 per cent. This will be financed by budgetary support of Rs. 6,309 crores, and internal and extra budgetary resources of Public Sector Undertakings of Rs. 2310 crores. The total of the approved Plan outlays of States and Union Territories will be

Rs. 8,860 crores as against Rs. 7253 crores in Budget estimates 1980-81, that is, an increase of 22 per cent. A provision of Rs. 3,462 crores has been made for Central assistance for the Plans of the States and Union Territories.

47. Agriculture has a preponderant role in our economy and its development sets the pace for the economy as a whole. The Annual Plan outlay for agriculture in the Central and State Plans has been stepped up to Rs. 1047 crores from Rs. 925 crores in Budget estimates 1980-81. Expansion of the area under irrigation is the most important single factor enabling a shift to high productivity scientific farming. Accordingly it is proposed to add 2.5 million hectares under irrigation in 1981-82. The outlay for major and medium irrigation in the Annual Plan of the Centre and States for year 1981-82 is being raised substantially to Rs. 1408 crores from Rs. 1213 crores in Budget estimates 1980-81. The outlay on minor irrigation will be Rs. 301 crores compared with Rs. 266 crores in 1980-81.

48. Parallel with the effort at boosting total agricultural production, Annual Plan lays great stress on special programmes to benefit the weaker sections of rural society such as landless labour, small and marginal farmers, rural artisans and scheduled castes and scheduled tribes. One of the important programmes which this Government has launched for this purpose is the national Rural Employment Programme.

[श्री जयपाल सिंह कश्यप : बिहार में शेड्यूल्ड कास्टस और शेड्यूल्ड ट्राइब्स का झगड़ा चल रहा है ।]
We are providing Rs. 180 crores in the Central Plan for this programme and this will be matched by an equal amount from the States.

49. Another important initiative aimed at helping the weaker sections is the Integrated Rural Development Programme. This programme absorbs the earlier complementary, and sometimes overlapping programmes aimed at particular sections of the population. We have provided Rs. 198 crores for this programme as well as for special programmes such as Desert Development and Drought Prone Area Programmes. With an equivalent contribution from the States, it is expected that the Integrated Rural Development Programme will help 3 million families to go above the poverty line in 1981-82.

50. Central assistance for the Special Component Plans for Scheduled Castes was introduced in the very first Budget

of the present Government. We have provided Rs. 110 crores for the next year. In addition, Rs. 13 crores will be invested in the Scheduled Castes Development Corporations of States. Along with an equal contribution from the States, this will enable these Corporations to raise substantial funds from the financing institutions. The tribal sub-plan, which is the vehicle for the development of tribal areas will receive an augmented provision of Rs. 85 crores during 1981-82, compared with Rs. 70 crores in 1980-81. A provision of Rs. 92 crores has been made for the Special Hill Development Programme compared with Rs. 61 crores in 1980-81.

51. In pursuance of the Government's policy to accelerate the provision of safe drinking water in problem villages, an amount of Rs. 110 crores has been allocated in 1981-82. Together with the provisions made in the State Plans, this would enable about 36,000 additional villages to be covered during the next year.

52. The Annual Plan accords high priority to the all important task of expanding capacities in sectors such as oil, coal and power. It is proposed to provide Rs. 580 crores for coal and lignite projects in 1981-82. This represents an increase of 31 per cent over the provision of Rs. 443 crores in 1980-81.

53. Large increases have also been made in the outlay for power in the Central Sector. We have provided Rs. 721 crores in 1981-82 compared to Rs. 520 crores in the last Budget. This reflects the expanding role of the Centre in the power sector. We propose to take up the Dulhasti Project in Jammu and Kashmir and the Koel Karo project in Bihar in the Central sector in the coming year. The total outlay for the power sector in the State and Central Plans taken together is Rs. 3326 crores compared to Rs. 2745 crores provided in the plan for 1980-81. Additional generation capacity of 3000 MW is expected to be commissioned during 1981-82. The Rural electrification programme provides for electrification of 22,000 villages and energisation of 4.25 lakh pump-sets in the coming year.

54. In keeping with the high priority accorded to exploration and development of oil and natural gas resources, the Plan outlay for the petroleum sector has been increased to Rs. 1011 crores in 1981-82 compared with Rs. 780 crores in the current year. An outlay of Rs. 67 crores is proposed to in the petro-chemical sector.

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55. An outlay of Rs. 796 crores is being provided for steel in 1981-82. A significant development in this area is the recent commissioning of the Demonstration Plant for Sponge Iron Production at Kothagudem. This project is of special significance to India since the technology for production of sponge iron by using non-coking coal will enable us to overcome the constraints imposed by the limited reserves of coking coal in our country.

56. The Annual Plan for 1981-82 envisages a significantly higher outlay of Rs. 223 crores for minerals development against Rs. 130 crores in 1980-81. This includes a provision of Rs. 90 crores for the Orissa Aluminium Project which will be implemented by the new National Aluminium Company registered with headquarters at Bhubaneswar in Orissa. The bulk of the project cost is expected to be financed by external credit and commercial borrowings.

57. In tune with our concern for improving transport facilities, we have enhanced the outlay in the Central Plan for the transport sector to Rs. 1535 crores, from Rs. 1351 crores in 1980-81. Hon'ble Members are already aware that a substantial increase has been made in the Plan outlay of the Railways from Rs. 760 crores in 1980-81 to Rs. 980 crores. A provision of Rs. 108 crores has been made for the development of ports which includes construction of additional berths at Kandla, Tuticorin and Visakhapatnam.

58. In tune with our driver to improve and modernise communication facilities, it is proposed to extend 2 lakhs direct telephone connections during 1981-82. (Interruptions) They do not want telephones. [Shri Ratansingh Rajda: We want do not dead telephones]. An outlay of Rs. 518 crores for Posts and Telegraphs including communications has been provided in the Plan.

59. An outlay of Rs. 390 crores is being provided for chemicals and fertilisers which includes substantial provision for the gas-based fertiliser projects at Thal Vaishet, Hazira and Namrup. Proposals for new nitrogenous and phosphatic fertiliser plants are also being finalised.

60. Village and small industries have an immense potential for providing employment while sustaining the traditional arts and skills of the village artisans and craftsmen. An outlay of Rs. 162 crores has been earmarked for these sectors adding to the outlays of Rs. 153 crores in the Plans of the States and Union Territories.

61. Finally I come to the all important question of population growth. All our efforts at eradicating poverty will be frustrated if we cannot reduce the rate of population growth. We have taken up revitalisation of the Family Welfare Programme in earnest. A provision of Rs. 155 crores is being made for this programme in 1981-82.

62. The Government is deeply concerned about the lack of adequate communication facilities in the North-East. We have therefore, decided to take up six National Highways with a total length of 1700 Kms. at a total cost of Rs. 70 crores. It has also been decided to establish a more direct connection from Nowgong to Dimapur on National Highway No. 36 at a cost of Rs. 16 crores. Certain missing links on the road running along the Indo-Bangladesh Border in Meghalaya will be completed at a cost of Rs. 26 crores. Railway facilities in this area are also being augmented. Hon'ble Members are aware that the Third Level Air Service has already started functioning in the North-Eastern Region.

63. Non-Plan expenditure has been subjected to careful scrutiny to keep it to the minimum. Defence expenditure is estimated at Rs. 4200 crores as against Rs. 3800 crores in the current year. I am sure that the House will agree with me that in these difficult times the reasonable requirements of defence should be fully met.

64. A provision of Rs. 3124 crores is being made for interest payments as against Rs. 2665 crores in the current year, the increase being mainly on account of internal debt. Due to the increase in prices of naphtha and other inputs, the cost of production of indigenous fertilisers has also gone up. The cost of imported fertilisers has also increased. Accordingly, the Budget for 1981-82 provides for a higher subsidy on fertilisers of Rs. 679 crores as against Rs. 466 crores in the current year.

65. Provision for non-Plan loans to public sector undertakings has been reduced from Rs. 454 crores in the current year to Rs. 318 crores in view of the anticipated improvement in their performance and financial position in the next year. A lump sum provision of Rs. 200 crores is also being made in next year's Budget to cover the incidence of additional expenditure on dearness allowance to Central Government employees. In future, dearness relief to pensioners will be paid at the rate of 2.5 per cent of pension for each 8 point rise in the consumer price index instead at the rate of 5 per cent for each 16 point rise as at present. The

procedure for payment of dearness relief to pensioners is also being streamlined. These changes will mitigate the hardship faced by pensioners.

66. Hon'ble Members are also aware that India will have the privilege of holding the next Asian Games in 1982 in the Capital.

श्री जयपाल सिंह करियप : हम भूखे रहे श्रीर
आप एशियन गेम्स कराइये ।

(Interruptions)

SHRI R. VENKATARAMAN: It is a long speech. I like some interruptions also.

MR. SPEAKER: They are trying to provide.

SHRI R. VENKATARAMAN: The expenditure necessary next year for the games is being provided in the budgets of the Ministries concerned. Most of the expenditure will be on improvement and creation of permanent assets like roads, stadia, and other sports facilities.

67. The total non-Plan expenditure for 1981-82 is estimated at Rs. 15100 crores compared with Rs. 13736 crores in the current year.

68. As regards receipts for 1981-82, the gross tax revenues at the existing rates of taxation are estimated at Rs. 14472 crores compared with Rs. 13133 crores in the current year, showing an increase of Rs. 1339 crores over the Revised estimates. The States' share of taxes in crores 1981-82 is estimated at Rs. 4206 compared with Rs. 3792 crores in the current year. Consequently the Centre's net tax revenue will be Rs. 10266 crores as against Rs. 9341 crores in the current year.

69. The receipts from market loans are estimated at Rs. 2800 crores compared with Rs. 2604 crores in the current year. Small savings are estimated to yield Rs. 1250 crores next year compared with Rs. 1100 crores in the current year. External assistance, net of loan repayments, is estimated at Rs. 1379 crores as compared with Rs. 1258 crores in the current year. A credit of Rs. 800 crores has also been taken for receipt from sale of Special Bearer Bonds in the next financial year.

70. Taking into account the effect of the changes in the fare and freight rates of railways, changes in the P&T tariff to which I will refer a little later and the continuance of the Compulsory Deposit Scheme for Income-tax Payers beyond 31-3-1981, the total receipts for 1981-82 are estimated at Rs. 23061 crores. The total expenditure for next year is esti-

mated at Rs. 24871 crores. The overall budgetary gap at the existing rates of taxation will thus be Rs. 1810 crores.

I shall no longer keep the hon. Members in suspense. I now turn to the fiscal proposals.

PART B

71. Income-tax and other direct taxes are important instruments for raising resources and reducing disparities. We propose to achieve these objectives by plugging of legal loopholes and effective administration rather than by enhancement of rates which often leads to tax evasion and generation of black money. My proposals are also designed to further our Party's avowed policy of affording relief to the middle classes in these difficult times.

72. Hon'ble Members will recall that last year the exemption limit for income-tax on personal incomes was raised to Rs. 12,000. But the *nil* slab rate was retained at Rs. 8,000. The house will be glad to know that I propose to raise the exemption limit for income-tax in the case of non-corporate taxpayers other than registered firms and Hindu undivided families with one or more members having separate income exceeding the exemption limit, from Rs. 12,000 to Rs. 15,000. With a view to providing significant relief to middle income groups, I further propose to raise the *nil* rate slab from Rs. 8,000 to Rs. 15,000 and also restructure the rate schedule up to Rs. 30,000. The rate of income-tax on the slab of Rs. 15,001 to Rs. 25,000 will be 30 per cent. and on the slab of Rs. 25,001 to Rs. 30,000, 34 per cent. The rates of income-tax on higher slabs will remain unchanged. As a result of these changes, about 14 lakhs of taxpayers will go out of the income-tax net. I venture to claim that never have so many people been freed from the burden of income taxation at one stroke. Apart from this, another 11.5 lakhs of taxpayers in the income brackets of Rs. 15,001 to Rs. 30,000 will also get varying degrees of relief. The reduction in the tax liability at income level of Rs. 15,000 will be Rs. 990; at Rs. 20,000, Rs. 495 and at Rs. 25,000, Rs. 220. There will be no change in the tax liability in the case of taxpayers having income exceeding Rs. 30,000.

SHRI JYOTIRMOY BOSU: They are the poorest people of the country.

SHRI R. VENKATARAMAN: You will have to get some time to read. Thus I provided in one year income-tax exemption and/or reduction to over 25 lakhs of income-tax assesses out of about 40 lakhs of assesses in the country. (Interruptions) More things to come.

73. At present, salaried taxpayers are entitled to a standard deduction in an amount equal to 20 per cent. of the salary

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up to Rs. 10,000 and 10 per cent. of the balance subject to an overall ceiling limit of Rs. 3,500. These limits were fixed in 1974. In view of the subsequent rise in prices, and as a means of relief to salaried taxpayers, I propose to enhance the rate of standard deduction to 20 per cent., subject to a higher ceiling of Rs. 5,000. Hon'ble Members will be happy to know that this benefit will be applicable to pensioners also. At present, employees in receipt of conveyance allowance are entitled to a standard deduction of Rs. 1,000 only. It is now proposed that they should be given the benefit of full standard deduction.

74. In view of the urgent need to raise the level of savings in the economy, I propose to continue the Compulsory Deposit Scheme for Income-tax Payers for another two years.

75. The corporate sector has a crucial role to play in the growth of the national economy. I have earlier in my speech referred to the various steps taken for improving the climate for investment in industry. I now propose to reduce by 5 per cent. the surcharge on income-tax payable by all classes of companies *i.e.* from 7.5 per cent to 2.5 per cent. This will add to the internal availability of funds in the corporate sector and should improve the scope for investment financing from their own resources. This step will reinforce the impact of the measures which I have indicated earlier for mobilising financial resources for industrial investment.

76. As Hon'ble Members are aware, all categories of tax-payers are required to pay advance tax on pay-as-you-earn basis. Surtax is, however, not payable by companies in advance. I propose to remove this anomaly and provide that surtax will also be payable in advance during the financial year preceding the relevant assessment year.

77. The Eleventh Schedule to the Income-tax Act contains a list of industries which do not qualify for specified investment related tax concessions under the Income-tax Act. For example, investment allowance or tax holiday is not admissible in respect of these industries unless they are in the small-scale sector. Industries included in this Schedule were originally considered to be of low priority. However, on reviewing the list, I do not find any justification for treating many of the listed industries as of low priority. Accordingly, 14 groups of industries will be removed from this Schedule and will now become eligible for the specified tax concessions. These industries include electric fans, pressure cookers, glass and glassware, pigments, colours, paints, enamels, varnishes blacks and cellulose

lacquers, chinaware and porcelainware, mosaic tiles and glazed tiles, synthetic detergents, amplifiers or any other apparatus used for addressing the public, vacuum flasks and other vacuum vessels, etc. These industries, some of which have export potential, will now become eligible for the specified tax concessions.

78. Hon'ble Members will recall that the Government had taken several measures last year to curb the use of private discretionary trusts as a device for tax avoidance. Another tax avoidance device that has come to the notice of the Government is the creation of oral trusts. With a view to checking this abuse, I propose to subject oral trusts to income-tax at the maximum marginal rate and to wealth-tax at the flat rate of 3 per cent. or at the appropriate rate applicable in the case of an individual, whichever course is more beneficial to the revenue. This proposal will take effect from the assessment year 1981-82.

79. Another device being used for avoiding proper tax liability is the creation of associations of persons without defining the shares of its members. This enables the creation of a large number of taxable entities which under the existing law, will be chargeable to income tax separately. I now propose that such associations of persons be charged to income tax at the maximum marginal rate and to wealth tax at the flat rate of 3 per cent. or at the appropriate rate applicable in the case of an individual whichever is higher. This proposal will also take effect from the assessment year 1981-82.

80. Earlier in my speech, I have referred to the prospective participation of foreign companies in the field of oil exploration and production. In this connection, it is necessary to take several steps relating to tax matters. Firstly, it is proposed to extend the Income tax Act and the Companies (Profits) Surtax Act to the off-shore areas. Secondly, it is proposed to insert suitable provisions in the Income-tax Act and the Companies (Profits) Surtax Act to enable the Central Government to provide, by a notification in the official Gazette for an exemption, reduction in rate or other modification in respect of income-tax or surtax in favour of any class of persons engaged in the business of mineral oils and gas in association with the Central Government or any person authorised by it. Notifications under the new provisions when made will be placed on the Table of both the Houses of Parliament. It is also proposed to amend section 42 of the Income-tax Act relating to special provision for deductions in the case of business of the prospecting for or extraction or production of mineral oils so as to extend its scope to cover cases where the Government itself does not participate in such business but does so through any person authorised by it.

81. While the search for additional quantities of oil should continue with unabated vigour, there is also an urgent need to accelerate the development and use of renewable energy resources and to promote their utilisation. The renewable energy sources which have already been brought to the threshold of commercial use by our scientists and engineers include solar, biomass and wind energy. Some fiscal incentives to promote use of these non-conventional forms of energy are called for. I, therefore, propose to enhance the depreciation allowance on machinery or plant installed for manufacturing renewable energy devices and systems from 10 per cent. available at present to 30 per cent. Depreciation on renewable energy devices and systems used for business or profession will also be allowed at the enhanced rate. Other measures under contemplation by the Government include loans to the relevant industries on suitable terms from financial institutions and exemption from certain taxes and duties.

82. I had earlier in my speech referred to the imperative need to promote our exports in view of our difficult balance of payments situation. To encourage establishment of export-oriented industries in the Free Trade Zone, the Government proposes to allow complete tax holiday in respect of units set up in these Zones for an initial period of five years in lieu of all other concessions.

83. Tea is one of our important export-oriented industries. At present, development allowance equal to 50 per cent. of the expenditure incurred on plantation of tea bushes in any new area or on any land which has been previously abandoned is allowed in computing the income from tea business. For this purpose, the expenditure qualifying for development allowance is restricted to Rs. 12,500 per hectare of land situated in hilly areas and Rs. 10,000 per hectare in other areas. Having regard to the increase in the cost of planting in recent years, I propose to raise these ceiling limits to Rs. 40,000 per hectare of land situated in Darjeeling district, Rs. 35,000 per hectare in respect of land situated in other hilly areas and Rs. 30,000 per hectare in plains.

84. Under section 35B of the Income-tax Act, domestic companies and non-corporate taxpayers resident in India are entitled to a weighted deduction in the computation of the taxable profits at the rate of one and one-third times the amount of qualifying expenditure incurred by them on development of export markets. The scope of this provision was curtailed last year as it had been misused for claiming a weighted deduction in respect of expenditure incurred in India on activities which had no direct relation with

the basic objective of development of export markets. In order to guard against such misuse, while at the same time protecting all legitimate effort at export market development, the Government is framing rules which will identify a number of specific activities to be allowed under section 35B. The necessary notification in this behalf will be issued shortly.

85. Electronics is both a labour-intensive and export-oriented industry. I, therefore, propose to include the electronic component industry in the Ninth Schedule to the Income-tax Act and provide that dividends derived by a domestic company from an Indian company engaged exclusively in the manufacture of electronic components will be completely exempt from income-tax.

86. The small-scale industrial undertakings enjoy certain tax concessions under the Income-tax Act. For this purpose, an industrial undertaking is regarded as a small-scale industrial undertaking if the aggregate value of the machinery and plant installed therein as on the last day of the previous year does not exceed Rs. 10 lakhs. I now propose to raise this limit to Rs. 20 lakhs in line with the new definition of a small-scale industry.

87. Under the existing law, in computing taxable income, a deduction equal to 20 per cent. of the profits and gains derived from the business of publication of books is allowed. I propose to extend this concession for a period of five years with effect from assessment year 1981-82.

88. At present approved financial corporation and public housing finance companies are entitled to a deduction in respect of the specified percentage of income carried to special reserve, subject to certain conditions. The aggregate of the amounts qualifying for such deduction is, however, subject to an overall ceiling equal to the amount of the paid-up share capital. In order to enable such corporations and companies to build up such reserves further, I propose to double the present ceiling.

89. Under the existing law, resident individuals and Hindu undivided families are entitled to a deduction in respect of medical treatment of physically or mentally handicapped dependants. I propose to double the amount of this deduction to Rs. 4,800 in respect of a dependant who is hospitalised for a period of 182 days or more during the relevant accounting year and Rs. 1,200 in other cases. The House will doubtless welcome this concession being given in the International Year for the Disabled Persons. (Interruptions)

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI VASANT SATHE): Politically handicapped also.

MR. SPEAKER Mentally handicapped.

SHRI R. VANKATARAMAN
That I will give in the next Budget.

90. I propose to give some significant concessions under the Estate Duty Act. The present limit of Rs. 50,000 for estate duty was fixed in 1958. I propose to raise it to Rs. 1.5 lakhs the same as under the Wealth-tax Act. I also propose to provide that one residential house or part thereof will be valued for estate duty purposes on the same basis as for the purposes of wealth-tax. Since the Estate Duty Act can be amended only with the concurrence of State Legislatures, a Bill for giving effect to these proposals will be introduced later.

91. I propose to make certain amendments in the Income-tax Act to upgrade the qualifications for appointment as members of the Income-tax Appellate Tribunal.

92. Other amendments to the direct tax laws are of minor significance. I would not like to take up the time of the House by referring to them in detail here.

93. The reduction in the rates and other concessions in respect of income-tax on personal incomes would result in a loss of Rs. 146 crores in a full year and Rs. 115 crores during 1981-82. Having regard to the pattern of sharing of income-tax between Centre and States, these concessions will entail a loss of revenue of Rs. 29 crores to the Centre in 1981-82. The loss of revenue on account of reduction in the rates of corporation tax and other concessions to companies will largely be balanced by the payment of surtax in advance by companies. I am, therefore, not assuming any loss of revenue on this score for 1981-82. Uptill now I have not levied any tax.

94. I now turn to my proposals on indirect taxes. My basic approach is that additional revenue should flow largely from increase production. However, there is need to mobilise additional resources to finance the Sixth Plan. While seeking to raise additional resources I have nevertheless kept in mind the imperative need to avoid hardship to the middle and poorer sections of consumers and to provide a larger measure of relief to the small-scale sector of our industry.

95. Taking Customs duties first, my principal proposal relates to auxiliary duties of customs. This duty has been levied on an annual basis since the 1973 Budget. While continuing this levy I also propose to raise the rates of auxiliary duties as a measure of additional resource mobilisation. In recent years we have been following a fairly liberal import policy. The difficult balance of payments outlook points to the need for conserving foreign exchange. The tariff mechanism judiciously used, can help conserve foreign exchange and also raise some revenue. I, therefore, propose to increase the rates of auxiliary duties by 5 per cent *ad valorem*, on all categories of imports with a few well-merited exceptions. This will obviate a sharp increase in the landed cost of any particular article.

96. Auxiliary duties of customs are now leviable on imported goods broadly on a three-tier basis. Items subject to a basic duty upto 60 per cent *ad valorem*, for example, basic raw materials, bear an auxiliary duty of 5 per cent *ad valorem*; on items such as semi-processed goods and intermediates, where the rate of basic duty is 60 per cent *ad valorem* or above but less than 100 per cent, the rate of auxiliary duty is 15 per cent *ad valorem*; and Where the rate of basic duty is 100 per cent *ad valorem*; or above such as on finished and consumer goods, the rate of auxiliary duty is 20 per cent *ad valorem*. In other cases the rate of auxiliary duty is 5 per cent *ad valorem*, except crude petroleum on which the rate is Rs. 9.50 per metric tonne. There are also some items which are fully exempt from auxiliary duty. My proposal is to increase the rate of auxiliary duty to 10 per cent *ad valorem* wherever the rate of auxiliary duty is now 5 per cent; to 20 per cent *ad valorem* wherever the rate is now 15 per cent; and to 25 per cent *ad valorem* wherever the rate is now 20 per cent. I do not however, propose to increase the auxiliary duty on crude petroleum.

97. In line with the approach I have explained, I propose to withdraw the present full exemption from auxiliary duties of customs in respect of certain items of capital equipment and subject them to auxiliary duty of customs at the rate of 5 per cent *ad valorem*. This increase would cover, among other things, imports of machinery as 'project imports' as also items of machinery on which the concessional rate of 25 per cent *ad valorem* is applied. This measure would, apart from yielding additional revenue, afford some additional protection to the indigenous machine building industry which has, of late, had to face a significant escalation in input costs.

98. I said earlier that I would exclude some items from the proposed increase in

the auxiliary duties of customs. Imports of essential items like edible oil will be exempted from the proposed increase. Bulk petroleum products such as kerosene and high speed diesel oil and steel imported for buffer stock operations will also not attract the increased levy. Items on which import duty rates have been changed in the recent past with a view to maintaining parity with prices of domestic products have also been kept out of the purview of the increased levy. Further, keeping in view our commitments under the General Agreement on Tariffs and Trade, I propose to give up the auxiliary duty in respect of three items involving a small revenue sacrifice. Further details of the proposals are available in the Budget Papers.

99. These proposals are expected to yield an additional revenue of about Rs. 250 crores.

100. My next proposal relates to levy of import duty on newsprint. At present this item is fully exempt. There is a large foreign exchange outgo on imports of newsprint. There is no reason why this commodity should not bear a moderate rate of customs duty. I, therefore, propose to impose an effective customs duty of 15 per cent *ad valorem* on imported newsprint.

श्री राजनाथ सोनकर शास्त्री : यह सेंसरशिप का दूसरा तरीका है।

SHRI R. VENKATARAMAN: You will get a better publicity on this than I. I expect this measure to yield an additional revenue of about Rs. 21 crores.

101. Imports of stainless steel bars and wire rods now attract a duty of 75 per cent because they have industrial applications. But there is reason to believe that some of these imports are being diverted for rerolling into strips and sheets used in the manufacture of utensils. (*Interruptions*) I, therefore, propose to raise the effective customs duty on stainless steel bars and rods and wire rods from 75 per cent to 175 per cent *ad valorem*. I have, however, taken care to see that this increase does not affect imports of stainless steel wire rods which are used for the drawing of wires. This measure is expected to yield an additional revenue of Rs. 5 crores.

SHRI C. M. STEPHEN: Is poor man affected?

SHRI R. VENKATARAMAN: For this, so much noise has been made.

102. I also propose to raise the basic customs duty on plain shaft bearings from

60 per cent to 100 per cent *ad valorem*. This increase should help to restrict large scale imports of bearings such as thin-walled bearings, which have been affecting the indigenous industry. This proposal is expected to yield an additional revenue of Rs. 2.75 crores. On similar considerations it is proposed to raise the basic customs duty on computers and computer peripherals from 40 per cent to 50 per cent *ad valorem*. The likely revenue gain from this increase would be Rs. 1 crore. These are all protective duties; they are not revenue duties.

103. I will now come to excise duties. The House will recall that in 1978 the Additional Excise Duties (Textiles and Textile Articles) Act was passed, in terms of which an additional duty of excise was levied on certain textiles and textile articles at 10 per cent of the basic excise duty leviable. The revenue from this excise levy was intended to meet the expenditure incurred by way of subsidy on controlled cloth. The production of controlled cloth is being stepped up, with emphasis on larger production of dhosis and sarees which are of special significance to the poorer sections of society, particularly in rural areas. As a result, the provision for subsidy under this scheme would rise to nearly Rs. 100 crores in the coming year. The revenue at the existing rate of additional excise duty is only about Rs. 66 crores. I, therefore, propose to raise the rate of additional excise duty from 10 per cent to 15 per cent of the basic excise duty on all the items which are now covered by the levy. Without understanding, they are all saying something. I am sure, many of you are going to support this when you are going to debate it. You do not understand the meaning of what I am saying. Mr. Indrajit Gupta will support me. This is exactly what he said four days back. This would yield an additional amount of about Rs. 33 crores and help finance the increased outlay on controlled cloth.

104. As regards special excise duties, I propose only to continue them at the existing rates. The exemptions in force are also being continued.

105. My remaining proposals under Union excise duties are mainly designed to achieve simplification and greater clarity.

106. Hon'ble Members would be aware that there is a graded structure of duty on matches, the mechanised sector paying Rs. 7.20 per gross boxes, the middle sector paying Rs. 4.50 and the cottage sector Rs. 1.60. In the light of the report of the Dandekar Committee and a special study made by the Government, it has become necessary to discourage a tendency of middle sector units towards mechanisation of certain labour-intensive processes. Accordingly, I propose that the concessional rates of duty

[Shri R. Venkataraman]

i.e. Rs. 4.50 for middle sector units and Rs. 1.60 for cottage units, will not be available if power is used in the labour-intensive processes of frame-filling, dipping splints in match composition, box making, box filing, labelling and banderolling and packaging. If such use power for any of the above processes, they will be liable to a duty rate of Rs. 5.50 per gross boxes, which would be intermediate between the rate of Rs. 7.20 applicable to the fully mechanised sector and Rs. 4.50 now applicable to the non-mechanised middle sector. I would like to stress that this is not intended as a revenue measure. It is intended only to protect through the excise mechanism, the employment potential of the non-mechanised sector.

107. With a view to preventing the possible infiltration of the middle sector into the cottage sector and in order to ensure that the benefit of the lowest rate of duty accrues to genuine cottage sector units, it is proposed to reimpose a ceiling on the clearances by cottage sector units at concessional rates. The new ceiling, which is proposed to be fixed at 120 million matches per unit per annum, is much more liberal than the ceiling of 75 million that existed prior to the 1980 Budget. The pattern of production and clearance will be kept under watch and this ceiling will be reviewed if circumstances so warrant. The changes I have proposed are fair to all segments of the industry and are designed to promote both employment and production in the best possible manner.

108. Another rationalisation measure relates to the concession available to manufacturers of goods falling under Tariff Item 68, who undertake work on 'job' basis. Under the present scheme, duty is being effectively collected only on the 'job charges' paid by the principal manufacturer to the job worker. In the operation of the scheme, however, several difficulties have been experienced, particularly on the question of what is 'job work'. There have been cases where some manufacturers have taken undue advantage of the concession. I, therefore, propose to replace the present scheme by one in which, instead of levying duty separately on the job charges paid to the job worker, the duty will be paid by the principal manufacturer on the value of the finished goods. This step should be generally welcomed by ancillary units which undertake work on job basis.

109. I also propose to rationalise the Central Excise tariff entry and the rate structure relating to tyres with a view to making the legislative intent clearer and minimising the scope for disputes in classification and assessment, particularly in regard to off-the-road tyres used in bulldo-

zers, scrapers and other earth moving equipments. While proposing the necessary amendments, I have taken care to maintain the existing rates of duties and duty concessions in respect of tyres both for agricultural tractors and their trailers.

110. The other major area where rationalisation of the tariff entries has been proposed is in regard to non-ferrous metals under the respective entries in the Central Excise Tariff. There has been considerable debate and dispute on the question of assessment of waste and scrap of these metals. To set these at rest it is proposed to specifically cover waste and scrap of these metals under the respective tariff entries.

111. In addition to the above, a few other amendments to certain tariff entries as also the insertion of a separate tariff item for polyester film have been proposed. The details of these changes may be seen from the Budget papers.

112. I now turn to a proposal which seeks to fulfil a longstanding demand of State Governments. The scheme of levy of additional excise duty in lieu of sales-tax is at present applicable to sugar, tobacco and some textile items. The National Development Council had recommended that the revenue yield from Central excise duties and additional excise duties be in the ratio of 2:1 as far as possible. At a Conference of Chief Ministers, I gave an assurance that an effort would be made to achieve this ratio in respect of these commodities as a whole.

113. I have considered how best this assurance can be fulfilled. The simplest solution will be to make a change in the ratio for sharing of revenues from cigarettes as between the Centre and the States. As against the present ratio of 76:24 between basic excise duty and additional excise duty in the composite rate applicable to cigarettes, the ratio is proposed to be changed to 72:5:27:5. This will be combined with a uniform increase in the specific duty element in the composite rate from Rs. 21.00 to Rs. 21.25 per thousand. The overall revenue from cigarettes will remain practically unchanged. There should, therefore, be no justification for manufacturers to mark up the prices of cigarettes. With these changes the overall ratio between the yields from basic and special excise duties on the one hand and additional excise duties on the other is expected to improve to 2:1 taking the three items sugar tobacco and textiles together. This will result in a transfer of about Rs. 21.72 crores from revenues under Central excise to the revenue under additional excise duty.

114. I have also a minor proposal which is basically of interest to the State

Governments. Under the Medicinal and Toilet Preparations Act, 1959, excise duties are leviable on medicines and toilet preparations which contain alcohol, narcotics and narcotic drugs. Certain changes have been proposed in the Act with a view to effecting a switch over to the metric system and also to eliminate avoidance of duty in certain cases. The changes proposed however, have very little revenue significance.

115. I shall now turn to concessions in the area of indirect taxes. This Government is committed to the pursuit of a vigorous policy of promoting small scale industry in the interest both of employment and broader development of entrepreneurship. Accordingly, I propose to increase the duty exemption limit under the general scheme of excise duty concessions applicable to 72 excisable commodities from Rs. 5 lakhs in terms of value of clearances to Rs. 7.5 lakhs. Clearances in excess of Rs. 7.5 lakhs will continue to benefit from the existing concessional duty limited to three-fourths of the applicable rates of excise duty up to a clearance of Rs. 15 lakhs in a financial year as at present. This measure should benefit a substantial number of small manufacturers and enable them to compete more effectively with large units. I am sure that all sections of the House will welcome this enlargement of the scheme of concessions enjoyed by small scale industry.

116. Under the excise duty concessions available at present to small manufacturers of some products, notably Items 68 goods and specified electronic goods, one of the criteria for eligibility is the value of investment in plant and machinery. I propose to increase the eligibility limit of such investment from the present figure of Rs. 10 lakhs to Rs. 20 lakhs, in the line with the revised definition of 'small scale units' under the new Industrial Policy. Here again I am confident that my proposal will be welcomed by all the Hon'ble Members.

117. In the last Budget I had announced wide ranging duty concessions with a view to encouraging the development of the electronics industry. As a further step in this direction, I propose to extend the scope of the import duty concessions so as to cover 59 new items of capital equipment and 23 new items of raw materials and components used by the electronics industry.

118. At present the handloom sector of the woollen industry does not enjoy any special duty concessions. This sector has a good growth potential. I, therefore, propose to reduce substantially the processing stage duty on woollen fabrics produced

on handlooms on the lines of the concessions which are available to cotton fabrics produced on handlooms.

119. I also propose to extend the concessional import duty of 25 per cent *ad valorem* to a few more important drug intermediates. This step should induce indigenous manufacturers to go in for production of more basic drugs.

120. Last year, I had fully exempted cotton and cotton-viscose blend hosiery from excise duty. I now propose to extend this exemption to all hosiery articles falling under Item 68 of the Central Excise Tariff.

121. Another duty concession relates to 'flocked' fabrics where the excise duty is being reduced from the present level of the base fabric duty plus 30 per cent *ad valorem* to the base fabric duty plus 15 per cent *ad valorem* on the consideration that the present duty burden is heavier than warranted, particularly on flock-printed fabrics. Further, on colour scanners for the printing industry, the basic customs duty is being reduced from 100 per cent *ad valorem* to 60 per cent *ad valorem*.

122. In this International Year of the Disabled, it is fitting that appropriate tax relief measures should be extended to our handicapped brethren. Artificial limbs and rehabilitation aids for the handicapped are already exempted from Central excise duty under Item 68. I now propose to exempt fully from excise duty Braille watches for the use of the blind.

123. I also propose to exempt from excise duty Braille paper which is necessary for printing books for use by the blind.

124. I further propose to substantially reduce the customs duty on hearing aids and Braille watches imported for personal use by post or air.

125. The increased levy of auxiliary duties of customs to which I have earlier referred will not be applied to goods such as orthopaedic appliances, Braille watches and parts, tricycles for the crippled, hearing aids and parts. [Shri Jyotirmoy Bose: Most Ministers require hearing aid]. I am sure that this House will wholeheartedly endorse these proposals.

126. The various concessions and reliefs in excise and customs duties which I have announced will entail a sacrifice of revenue of Rs. 9.35 crores in a full year.

[Shri R. Venkataraman]

127. My taxation proposals will yield a sum of about Rs. 35.57 crores in a full year by way of excise duties and Rs. 285.00 crores by way of customs duties. The concessions I have announced add up to Rs. 7.05 crores on the excise side and Rs. 2.30 crores on the customs side. The net yield is, therefore Rs. 28.52 crores from excise duties and Rs. 282.70 crores from customs duties. The accrual to the Central Exchequer in a full year will be Rs. 300.50 crores.

128. I hope it would not have escaped the notice of Hon'ble Members that this is perhaps the first Budget in recent years in which no increase has been effected in excise duties for raising general revenues.

129. I would now like to say a few words on behalf of my Hon'ble colleague, the Minister of Communications. A substantial programme of development of telecommunication facilities is envisaged during the Sixth Five Year Plan. It is therefore, appropriate that the Department should generate internal resources to a reasonable extent for financing its Plan. The additional dearness allowance sanctioned to employees and other increases in the cost of operations have already eroded the existing surplus of the Department. It has, therefore, become necessary to revise certain call telecommunication tariffs. At present the rate of telephone call charge in measured rate telephone system is 30 paise per call unit for calls exceeding 250 but not more than 1750 in a quarter. It is proposed to increase this charge to 40 paise per call unit. The manual trunk call charges for calls of ordinary category for a unit period of 3 minutes in the distance slabs of 100 to 200 kilometres are being increased from Rs. 6 to Rs. 8 and in the distance slab of 200 to 500 kilometres from Rs. 10 to Rs. 12. These measures are estimated to yield Rs. 35.78 crores in a full year. The additional revenue during 1981-82 will be of the order of Rs. 20 crores and has been taken into account in estimating the receipts of Posts and Telegraphs. It is also proposed to increase the rates of deposits for telephone connections under 'Own Your Telephone' system. This revision will yield about Rs. 5 crores to the Government by way of additional deposits in 1981-82. The details of these revisions are shown in a memorandum which is being circulated along with the Budget papers. The changes will be given effect to from a date to be notified after the Finance Bill is passed by Parliament. There will be no change in either postal or telegraph rates.

130. I had earlier stated that the resource gap estimated at existing rates of taxa-

tion is Rs. 1810 crores. The various tax measures I have presented, together with the reliefs offered, will yield net additional revenue of Rs. 271 crores to the Centre. This leaves an uncovered deficit of Rs. 1539 crores. This deficit may appear large, but taking a total view of the economic situation I believe it is well within the limits of fiscal prudence. The inflationary potential of the Budget must be viewed in the context of the full packages of policy measures which I have outlined. This package contains many incentives for higher production and increased utilisation of capacity. This should stimulate a considerable supply response during the coming year and as I have mentioned, signs of this upturn are already evident. I attach great importance to expanded supplies as the critical element in keeping inflationary pressures in check. The package also contains important incentives to savings which will undoubtedly help in this regard. Furthermore, monetary and credit policies will be so designed as to ensure that Government recourse to deficit financing takes place within a balanced and measured overall expansion of credit in the system.

131. Mr. Speaker, Sir, the economic situation remains difficult and yet full of opportunities for development and growth. I have tried to present a Budget which gives maximum support to forces that can move us forward on the path of growth with stability and social justice. It sets the stage for all of us to work towards the achievement of our economic and social goals so clearly laid out in the Sixth Plan. Economic policy can only do this much. Hard work, discipline and the innate good sense of the people of this ancient land must do the rest.

132. Sir, I commend this Budget to the House.

SHRI C. M. STEPHEN: "Hearty" Condolences.

18.35 hrs.

FINANCE BILL, 1981*

THE MINISTER OF FINANCE (SHRI R. VENKATARAMAN): Sir, I beg to move for leave to introduce a Bill to give effect to the financial proposals of the Central Government for the financial year 1981-82.

SHRI JYOTIRMOY BOSU (Diamond Harbour): *rose*—

MR. SPEAKER: I have not allowed.

SHRI JYOTIRMOY BOSU: I am on a point of order.

MR. SPEAKER: I have not given my consent to the suspension of the rule.
(Interruptions)

SHRI JYOTIRMOY BOSU: Please hear me then you rule it out.

MR. SPEAKER: I am not going to suspend the rule.

SHRI JYOTIRMOY BOSU: Rule 72 provides you to give an opportunity
(Interruptions)

MR. SPEAKER: I am giving my ruling.

Shri Jyotirmoy Bosu has given notice under rule 388 of his intention to move a motion for suspension of second proviso to rule 72 in its application to the motion for leave to introduce the Finance Bill, 1981. Shri Bosu also given notice of his intention to oppose the introduction of the Bill. As you know, the introduction of the Finance Bill is not to be opposed.

SHRI JYOTIRMOY BOSU: Under what rule ?

MR. SPEAKER: I draw the attention of hon. Members to the second proviso to rule 72 which states as follows:—

“Provided further that the Speaker shall forthwith put to vote the motion for leave to introduce a Finance Bill or an Appropriation Bill.”

There has been a convention in this House not to oppose the introduction of a Finance Bill. Accordingly, I withhold my consent to the moving of the motion for suspension of second proviso to rule 72 and, therefore, I am not allowing Shri Bosu to oppose the introduction of the Bill. (Interruption) That is not my practice.

I shall, accordingly, put the motion moved by Shri R. Venkataraman to the House.

The question is :

“That leave be granted to introduce a Bill to give effect to the financial proposals of the Central Government for the financial year 1981-82.”

Those in favour may say “Aye”.

SEVERAL HON. MEMBERS: Aye.

MR. SPEAKER: Those against may say “No”.

SOME HON. MEMBERS: No.

MR. SPEAKER: I think, the “Ayes” have it the “Ayes”.

SHRI JYOTIRMOY BOSU: The “Noes” have it.

MR. SPEAKER: Are you pressing for division
(Interruptions)

SHRI JYOTIRMOY BOSU: My English is not clear ?
(Interruptions)

MR. SPEAKER: The “Ayes” have it the “Ayes” have it. The motion is adopted.

The motion was adopted.

SHRI R. VENKATARAMAN: Sir, introduce† the Bill.

MR. SPEAKER: The Bill is introduced.

The House Stands adjourned till 11 A.M. on Monday, March 2, 1981.

18.38 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Monday, March 2, 1981/ Phalguna 11, 1902 (Saka)

† Introduced with the recommendation of the President.