

I would, therefore, request the Union Government to make appropriate arrangements for live telecast of Krishna Janmashtami Celebrations from Dwarakadhish Temple like the live telecast of Krishna Janam celebrations from Mathura and the Rath Yatra celebrations from Jagannathpuri.

12.22 hrs.

STATUTORY RESOLUTION RE: DISAPPROVAL  
OF THE BUILDING AND OTHER  
CONSTRUCTION WORKERS (REGULATION OF  
EMPLOYMENT AND CONDITIONS OF SERVICE)  
THIRD ORDINANCE, 1996.

BUILDING AND OTHER CONSTRUCTION  
WORKERS (REGULATION OF EMPLOYMENT  
AND CONDITIONS OF SERVICE) BILL.

STATUTORY RESOLUTION RE: DISAPPROVAL  
OF THE BUILDING AND OTHER  
CONSTRUCTION WORKERS' WELFARE CESS  
THIRD ORDINANCE, 1996

AND

BUILDING AND OTHER CONSTRUCTION  
WORKERS' WELFARE CESS BILL - CONTD.

[English]

MR. SPEAKER : Item Nos. 9 to 12 were postponed on the motion moved by the hon. Minister, Shri M. Arunachalam because the Government has to come out with the amendments as agreed to by the Party leaders. I am given to understand by the letter received from the hon. Minister that the amendments are not yet ready. I will take the sense of the House that these items can further be kept pending.

SEVERAL HON. MEMBERS : Yes.

12.22 hrs.

RAILWAY BUDGET, 1996-97 GENERAL  
DISCUSSION

AND

DEMANDS FOR GRANTS ON ACCOUNT  
(RAILWAYS)—CONTD.

[English]

MR. SPEAKER : Now we go to Railway Budget.

Shri N.N. Krishnadas—not present

[Translation]

SHRI RAMASHRAYA PRASAD SINGH (Jahanabad).  
Mr. Speaker, Sir, I thank you for giving me an opportunity

to speak on the Railway Budget. I support the Railway Budget for 1996-97 presented by the Railway Minister. This Budget has been prepared keeping in view the aspirations of the poor people of the country.

12.23 hrs.

(Mr. Deputy Speaker in the Chair)

The second class fare has not been hiked. This is one proof. The North-Eastern Region connected by Railway network. This is another commendable step. These areas remained cut off from the capital of the country for want of railway lines and these proposals will work for the integration of the country. There is imperative need for laying double line on Gaya-Patna section. We have been endeavouring to secure this facility and we are successful today. I congratulate the hon'ble Minister for including the proposal in the Budget for doubling the Gaya-Patna Section Track. There have been many railway Ministers from Bihar like Ramasubhag Singh but they did not do it.

I would like to draw the attention of the House towards a very important point. The hike in Railway freights has resulted in general price rise.

This will affect the poor consumer. This hike has been avoided by improving the railway management. I would suggest that the hon'ble Railway Minister should reconsider it.

Sir, the average goods movement speed has been 22-23 kms per hour for the last many years. There has been no improvement inspite of changing the tracks.

Modernisation of Railways and procurement of Fast Speed engines on which thousands of crores of rupees have been spent. The Railway officers have become complacent and they are not making efforts to improve this speed. In case, the average speed is increased by 5 km per hour with better administration and other efforts then I think, we can move greater amount of goods and utilise the wagons in a better manner. This will also obviate the necessity of further hike in freights. I would suggest that a Parliamentary Committee should be constituted to analyse the mismanagement which is plaguing the Railways and to suggest measures to increase the average freight traffic speed. The Committee would submit its recommendation and the Ministry can implement them.

Sir, I would like to give one or two more examples of such mismanagements. New trains are introduced, new railway tracks are laid but the staff required for proper maintenance thereof is not recruited for years which results in additional work load for the workers already working there. The trains run late and cause consideration loss to the Railways as well as the passengers who lose their valuable time. Late running of trains also puts pressure on tracks and signals. As a result the rails get loosened and accidents take place causing loss of life and property. Therefore, I