

broadly on the logic that the deteriorating law and order situation in Uttar Pradesh merits the recall of the Governor.

The Ministry of Home Affairs to whom copies of notices were forwarded for furnishing a factual note, have forwarded a note on the law and order situation in Uttar Pradesh. The note, while giving break-up of various categories of crimes in the State of the past five years, states that the law and order situation in the State cannot be said to have worsened after the imposition of the President's Rule. It is, however, admitted that "it is true that there have been some sensational cases of kidnapping and murder in recent past."

The matter was also raised in the House on 24 February, 1997. Almost all the Members who participated in the discussion were of the view that there was total break-down of the law and order situation in the State. The Home Minister is on record having admitted that Uttar Pradesh was "heading for anarchy, chaos and destruction." If that be the perception of the Home Minister of the country regarding the state of affairs in Uttar Pradesh, I feel that the Members are justified in demanding a discussion.

The question is whether the discussion should necessarily be under Rule 184. In this context, hon. Members may recall that the Minister of Home Affairs while replying to supplementaries to Starred Question No. 43 on 25 February, 1997, had stated that "wherever any State is brought under the President's rule, an Advisory Committee consisting of representatives of different political parties is constituted for acting during the period of the President's rule. Unfortunately, in the case of U.P. such a Committee has not yet been constituted as there is some technical and legal hitch. We are trying to overcome that as soon as possible so that an Advisory Committee is set up."

Considering the entire facts and circumstances of the case, including the above assurance given by the hon. Home Minister and his genuine and candid concern for the State, and also further taking into account opportunities that may be available to the Members at the time of passing of U.P. Budget, I find that a detailed discussion under Rule 193 should be adequate. I am, therefore, inclined to admit a Short Duration Discussion under Rule 193 and allow it accordingly.

Let me also hasten to direct that the Government should immediately establish an Advisory Committee of the Parliamentarians of U.P. truly representative of the various political parties so that the U.P. Governor if fully informed of the ground realities as perceived by the people's representatives.

BUDGET (RAILWAYS)-1997-98

12.14 hrs.

[English]

MR. SPEAKER: Item No. 15 - Railway Budget.

SHRI RAM NAIK (MUMBAI NORTH): Sir, on Railway Budget, I am on a Point of Order. I have given a notice also...(Interruptions)

[Translation]

SHRI RAJESH RANJAN ALIAS PAPPU YADAV (PURNIA): Mr, Speaker, Sir, I want to say something...(Interruptions)...

[English]

MR. SPEAKER: Shri Yadav, there is no Zero Hour. Today is the Railway Budget.

(Interruptions)

MR. SPEAKER: Shri Jena, can you make your Member understand that today there is no Zero hour. I do not expect it from the ruling Party.

SHRI RAM NAIK: Sir, the Railway Budget was to be presented on 24th February. Now it is being presented today. Like the trains, the Railway Budget is also being delayed by two days and the Minister has said that there has been a delay in printing.

My main objection is—we have passed the Business Advisory Committee's Report—we have decided in the Business Advisory Committee Meeting that we will discuss the Supplementary Demands for Grants for 1996-97. In the List of Business, which is given today, the Railway Budget presentation and Demands for Excess Grants for 1994-95 are there. But the List of Business does not indicate the Supplementary Demands for Grants for 1996-97.

Sir, you are aware that if we have to give any Cut Motions against the Railway Budget or the Supplementary Demands for Grants, we require two days notice for giving the cut motions. Now if these three things are to be discussed together and if the Supplementary Demands are not being presented, then we will not have sufficient time of two days because already it has been decided that discussion on Railway Budget would start on the 3rd March. Now there are two days left in this week and if the Supplementary Demands are not presented today, how can we send the Cut Motions against the Supplementary Demands. From that point of view, these Supplementary Demands must be presented today. Since they are not being presented, I have raised a point of order and I hope that you will appreciate the view and then take a decision. But this should not be allowed to be done.

MR. SPEAKER: I think, the hon. Member had a point because in the List of Business, it is said that all things would be discussed on 3rd, 4th and 5th of March. According to the intimation that I have received, Supplementary Railway Budget will be introduced only on the 4th of March. Therefore, that technical difficulty will come. I think, we can sort it out in the next Business Advisory Committee Meeting.

[Translation]

SHRI RAM NAGINA MISHRA (PUDRAUNA): Mr. Speaker, what about U.P...*(Interruptions)*

MR. SPEAKER: No, Not now.

(Interruptions)

[English]

MR. SPEAKER: Hon. Railway Minister may please read his Budget speech.

12.18 hrs.

[Translation]

The Minister of Railways (SHRI RAM VILAS PASWAN): Mr. Speaker, Sir, I rise to present the Revised Estimates for 1996-97 and Budget Estimates for 1997-98 for the Indian Railways.

Before I present a review of the performance during the current year, I wish to apprise this august House that during the presentation of Railway Budget for 1996-97, I had clearly mentioned that we want the Railway to function not only as a commercial institution but also an efficient and public welfare organisation for the development of backward regions.

Even after fifty years of independence, be it the north east regions of Tripura, Mizoram, Nagaland, Manipur, Meghalaya, Arunachal Pradesh or Sikkim, railways have not reached these States. Similarly, Kashmir also does not have any railway line. The region of Bihar adjoining Nepal and Uttarakhand are also backward as far as railway network is concerned. In my opinion, it will not be possible to develop rail infrastructure in these backward regions as long as financial viability of a railway line is the norm and these regions will continue to remain backward.

Keeping these in view, our Government in the last nine months have decided to construct Udhampur-Baramulla railway line in Jammu & Kashmir State and Kumarghat-Agartala, Lumding-Silchar, Harmuti-Itanagar and Bogibeel Bridge on Brahmaputra river in North East region. We are also providing sufficient funds for completion of these projects. We are making a provision of Rs. 400 cr. as against Rs. 220 cr. for the last year. This is the highest ever provision made for new lines. More than Rs. 300 cr. have been allotted for development and expansion of rail infrastructure in North Eastern States alone. More than Rs. 100 cr. have been provided for expansion of railway line in Jammu & Kashmir this year. Similarly, we have provided increased outlays as far as possible for the backward regions of different States. Details of these provisions have been given in the Pink Book.

On the one hand, development of backward regions is being stressed, on the other the need to gradually

increase the transportation capacity of railways for freight and passenger traffic is also being kept in view to meet the growing demand. The House would be happy to know that this year we made a provision of Rs. 4,100 cr. to be spent on rolling stock as against a provision of Rs. 2,900 cr. during 1995-96. We have provided necessary funds for procurement of 26,000 wagons, more than 2,000 passenger coaches and more than 300 locos during the year 1997-98. We are quite hopeful that this will enable us to discharge our role in the sphere of transport and contribute to economic progress of the nation.

With the permission of the House, I would like to apprise the difficult conditions under which I, as Railway Minister, have to present this Budget. 16 lakh people work in railways which is 40% of the total Central Government employees. On the one hand, Fifth Pay Commission recommendations will result in an unprecedented rise in working expenses to the extent of Rs. 385 cr., on the other, there have been regular demands from Hon'ble members for expansion and development of new lines. I can assure you that but for this additional burden of Rs. 385 cr., the pace of development as desired by Hon'ble Members would have been much more despite all constraints. I requested the Hon'ble Finance Minister, Planning Commission and the Hon'ble Prime Minister for increasing the budgetary support. I would like to thank the Prime Minister, Shri H.D. Deve Gowda ji who not only gave encouragement but also increased the budgetary support despite all financial problems. I also thank the Finance Minister who despite all constraints, gave the budgetary support of Rs. 1,831 cr. ...*(Interruptions)*. The Hon'ble Prime Minister has given an assurance that in order to complete various projects for development of backward regions, he will try to extend maximum possible financial support in future.

I have no hesitation in informing this august House that Indian Railways are passing through a very difficult phase. Whereas there are separate tracks for goods and passenger traffic in developed countries, in India, barring exceptions, the track is common for goods, passenger, express and superfast trains. Railway network spans more than 62,000 route kilometers and one lakh seven thousand track kilometers. There is also a need for 10 per cent track renewal. In addition to this replacement of 20,000 wagons, 2,000 coaches and many locomotives is required to be done every year due to over age. There are 24,554 unmanned level crossings. All these require enormous resources which are beyond the capacity of Railways keeping in view the resource crunch. However, we are doing our best with in limited resources and I am proud to say that Indian Railways is the only one in the World Railways which is making profit after meeting all expenses and is using the resources for development of Railways.

Traffic Performance 1996-97

Indian Railways had achieved a loading of 290 million tonnes during 1995-96 and for the year 1996-97, target of 410 million tonnes of revenue earning freight traffic was fixed. Railways are fully poised to achieve this target during the current year despite shortfall in offer of traffic during the season.

Financial Performance 1996-97

The financial performance of Indian Railways in the current year has been satisfactory. The "Excess" of Rs. 1916 cr. as projected in the Budget Estimates has now been revised upward to Rs. 2,241 cr. The Annual Plan which was initially fixed at Rs. 8,130 cr. was modified to Rs. 8,300 cr. on grant of additional budgetary support of Rs. 170 cr. from the General Exchequer. The Railways had invited private investment, as was done last year, through 'BOLT' and 'OYW' schemes. In the last year, the response to BOLT was disappointing but in 'OYW' private investment was very encouraging. Rs. 530 cr. are expected to materialise this year in these schemes. IRFC has already made available approximately Rs. 1,500 cr. and it is expected that it will exceed its target of Rs. 1,850 cr. for the current year.

Traffic Prospects 1997-98

A target of 430 million tonnes of revenue earning freight traffic has been fixed for 1997-98, which is the first year of the 9th Five Year Plan. This is 20 million tonnes more than the loading target of 1996-97. We hope to achieve this target during the year with the likely boost in the economic progress.

There has been commendable increase in passenger traffic during 1996-97 and we hope to achieve the target of 3% increase during 1997-98.

Passenger Services

I would like to apprise the Hon'ble members about the steps taken by the railways for the benefit of rail users.

Mr. Speaker, computerisation of passenger reservations has been in existence for many years. This has been widely acclaimed publicly as well as by this august House. This facility has been provided at 271 locations to end of 1995-96. By March, 1997, this would be available at more than 300 locations. I am happy to inform the Hon'ble members that this facility has been provided at even those places which are not even connected by rail like Srinagar, Port Blair, Panjim, Shillong, Agartala, Imphal, and Gangtok, etc. This facility has also been installed at Aizawl, Itanagar and Kohima which will be operationalised soon. This has been hailed by the people of these areas as an extremely customer-friendly gesture on the part of Indian Railways. Aizawl, Itanagar, Kohima.

Now demands are being raised for providing universal facility of return and onward reservations covering all computerised locations. A networking software is under development to meet this demand. This software has been operational at New Delhi and Secunderabad PRS and efforts are on for networking of these systems. Efforts to extend this system to the other three locations viz. Mumbai, Calcutta and Chennai are also being made. I had given an assurance last time in this august House that to improve customer satisfaction, efforts would be made to introduce satellite based telephone services on long distance trains. I am happy to inform that this facility has been successfully

introduced on Mumbai-Delhi Rajdhani Express and I have decided to provide this on all the Rajdhani by the end of next year.

Monitoring cells have been set up at zonal headquarters and ministry's level for ensuring passenger amenities, cleanliness, catering and punctuality.

I had announced in my last Budget Speech that AC 2-tier/AC 3-tier accommodation will be provided on all mail/express involving overnight journey in a phased manner. I am glad to inform the august House that 15 pairs of such trains have been provided with AC 2-tier accommodation since October, 96 and this will be progressively increased on the availability of more AC Coaches. AC 3-Tier coaches are now operating on all Rajdhani Express trains and 51 pairs of other mail/express trains.

I had given an assurance in the last Budget that at least two unreserved second class coaches would be attached to mail/express trains. These unreserved coaches have been attached to many trains during the last year and efforts in this regard will be progressively expedited.

Public Grievances

Everyday, 16 lakhs railway employees toil day and night to run 7,500 passenger trains and provide services to 11 million passengers every day. It is quite natural that there are complaints despite all our best efforts. For redressal of these grievances, public grievances cell are functioning not only at Zonal level, at Ministry level also due attention is being paid. I have also set up a complaint cell under my supervision which is making all efforts to bring improvement. Timely and remedial action is being taken in all cases of complaint.

Catering Services

Despite all efforts to provide catering facilities to the passengers, complaints are being received. The position is still not satisfactory although strict action has been taken against railway employees and private contractors in several cases. Other options for improving catering are also being explored. In order to further improve the catering services, staff is being suitably trained and professionally qualified degree/diploma holders staff is also being recruited.

Pantry car services have been introduced on the six new trains during the current year:

- 2309/2310 New Delhi-Patna Rajdhani Express
- 8001/8002 Howrah-Mumbai Mail
- 2633/2634 Hazrat Nizamuddin-Chennai Rajdhani Express
- 9767/9768 Jaipur-Chennai Express
- 8561/8562 Kazipet-Vishakhapatnam-Kazipet Link Express
- 9769/9770 Jaipur-Purna-Jaipur Express

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It has also been decided to introduce Pantry Car Services on some more trains, such as, Chhatrapati Shivaji Terminal to Ferozpur-Punjab Mail, Nizamuddin to Visakhapatnam-Samta Express, and Bokaro to Alleppy Express etc.

Safety

Rail accidents are most painful for the Railway Minister. Some of the accidents are beyond the control of Railways like sabotage, bomb blasts and terrorist activities. Railway Protection Force cannot interfere in these cases as law and order is a state subject. This subject was intensively discussed for two days in last September with D.G./Police of several states, D.G./RPF and officials of Railway Board. We have written to the concerned State Government for seeking their support and I am quite hopeful that they take necessary steps.

As against 360 deaths in rails accidents during the period June, 1995 to January, 1996, the casualties have come down to 3 since June, 1996. Although there is comparative reduction in derailments, yet this does not provide any relief.

Mr. Speaker, safety in train operation is being accorded the highest priority and improvement in this direction is an on-going process. During the year upto January, there were 306 accidents against 313 during the same period last year.

Sabotage has been the cause of many serious accidents. Bomb blast between Kokrajhar and Fakiragram in Assam on 30.12.96 resulted in derailment of Brahmaputra Mail and loss of 33 lives. Bomb blast in Jhelum Express at Ambala Cantt. on 2nd December, 1996 resulted in death of 10 passengers. During the year up to January, 1997 there have been 12 sabotage cases. We have requested the State Governments to improve the law and order situation and tighten up security arrangements to avoid such accidents.

[English]

SHRI N.S.V. CHITTHAN (DINDIGUL): What about Dindigul....(Interruptions)

SHRI RAM VILAS PASWAN: Everything is there. Please wait ...(Interruptions)

[Translation]

I am mentioning the accidents that have taken place in the recent past. I am talking about the accidents that have been caused due to terrorist activities and the bomb blasts that took place in Ambala and Kokrajhar. In all, 12 such accidents have taken place.

Another area of concern has been level crossing accidents due to rash and careless driving of road vehicles. 43 such accidents have occurred till January, 1997. There is need for strict screening by State Governments while giving licences to the road vehicle drivers.

Annual Plan 1997-98

The plan outlay for 1997-98 has been fixed at Rs. 8,300 cr. For the year 1997-98 the budgetary support is Rs. 1,831 cr. which is approximately Rs. 400 cr. higher than 1996-97 budgetary support. Once again I express my gratitude to the Hon'ble Prime Minister and Finance Minister for increasing this amount. I hope this amount will be further increased in future. An amount of Rs. 3,419 cr. will be internally generated by the Railways to finance the plan outlay. Remaining amount of Rs. 3,050 cr. is proposed to be raised through the issue of bonds by Indian Railway Finance Corporation and Private investment under BOLT/OYW schemes.

Like last year, this year also the thrust will be on augmentation and updating of rolling stock, doubling, track renewals, gauge conversion, electrification and new rail lines.

Projects of New Lines, Doubling and Gauge Conversion etc.

New Lines

During the current year, we have completed the construction work of Beas-Goindwal new line, Chitauri-Bagha rail link and Karanjali-Nischintapur line.

There have been pressing demands from Hon'ble members from all parts of the country and from the State Governments for taking up new line projects. As you are all aware our Government took a policy decision to accord top priority to the development of rail infrastructure in backward areas, particularly in the North Eastern Region. In pursuance to this policy, we had included the construction of several new lines in the Supplementary Budget, 96-97, with the proviso that work would be started on these as soon as the necessary clearances have been obtained. I am happy to inform the House that the required clearances for taking up the work have since been obtained for most of these projects including new lines from Harmuti-Itanagar, Hassan to Bangalore via Shravanbelagola, Khagaria to Kusheshwarsthan and Hubli to Ankola, as well as for the project of construction of a new line from Lohardanga to Tori. Necessary action has been initiated for obtaining the clearance for Karur-Salem new line and work on this project would be started after obtaining the same.

While presenting the last Budget, I had indicated that Government have decided to take up the construction of Brahmaputra Bridge at Bogibeel near Dibrugarh and Ganga Bridge at Patna. The Prime Minister has since laid the foundation stones for these works and these works are now being included in the Budget, with sufficient outlay for taking up the land acquisition work. The actual work on these bridges would be taken up once the land becomes available. In the meantime, the funding pattern of these bridges is also being sorted out, including the cost sharing for the Bogibeel Bridge with the other beneficiaries, since this is going to be a rail-cum-road bridge.

In pursuance of our policy to rail link the capitals of the N.E. States, I had included the work of Kumarghat-Agartala new line in the Budget, 96-97 and Harmuti-Itanagar in the Supplementary Budget. Members will be happy to know that I am including the work of Diphu-Karong new railway line in the first phase of the BG line to Imphal the capital of Manipur in this Budget. Work on this line would be taken up once the necessary clearances have been obtained. I have also ordered the updating of the survey from Bhairabi to Sairang so that we can take up the new line to Sairang/Aizawl, to rail link the capital of Mizoram, in the coming years.

Requisite clearances have been received for Dausa-Gangapur City and Ahmednagar-Beed-Parli Vaijnath new line projects which were already included in the Railway Budget. We would be starting the work on these projects in the coming financial year.

I have carefully considered the demands for new line projects, received from the Hon'ble members and in pursuance of our Government's policy to develop the rail infrastructure in backward areas, I have decided to take up construction of new lines from Lalitpur-Satna via Khajuraho and Rewa to Singrauli ...*(Interruptions)*

[English]

SHRI M. SELVARASU (NAGAPATTINAM): What about Tiruchi-Nagore....*(Interruptions)*

[Translation]

KUMARI UMA BHARATI (KHAJURAHU): On behalf of Madhya Pradesh, I thank you for the proposal to connect Khajuraho with Rail-Line.

SHRI RAM VILAS PASWAN: All right. You are thanking me. I also thank you very much.

From Baramati to Lonand and Kopargaon to Shirdi, from Tarantaran to Goindwal and Chandigarh to Ludhiana, Muzafarpur to Sitamari and Ara to Sasaram, from Giridih to Kodarma as the first phase of Giridih-Barkakhana-Ranchi line, Munirabad to Mehboobnagar, and Bangalore to Satyamangalam and from Dharmavaram to Penukonda via Puttaparthi and Angamali to Sabarimala as new works in the Budget, 97-98. These works would be taken up after the required clearances have been obtained. ...*(Interruptions)*

There have been persistent demands for construction of new lines from Bishrampur to Ambikapur. These projects had been referred to the Planning Commission who did not agree for taking up these lines. However, based on representations from the Hon'ble members from these areas, the survey is being updated and after reviewing the results of survey, this will again be sent to the Planning Commission.

Necessary clearances are also being obtained for new lines from Talcher-Sukhinda Road, Bidar-Bulbarga and Gadwal to Raichur and once these become available, I will

come to the august House for sanction to take up these works.

I am fully conscious of the need to develop the rail infrastructure in the Uttarakhand Region. Accordingly, surveys for Saharanpur-Dehradun and Rishikesh-Karanprayag new lines have been taken up. Once the survey reports becomes available, I would obtain the necessary clearances and then come to the House. ...*(Interruptions)*

[English]

why do you not listen ?

(Interruptions)

MR. SPEAKER: Please do not interrupt like this.

(Interruptions)

[Translation]

SHRI RAM VILAS PASWAN: My Speech is not yet finished.

Coming to the progress of ongoing projects, I am happy to report that good progress is being made on Talcher-Sambalpur, Dairi-Banspani, Jammu-Udhampur and Guna-Etawah projects. All efforts will be made to complete Talcher-Sambalpur in 97-98. The other three projects would get completed by Dec '99.

The Government have provided Rs. 20 crs. in the current year for the first phase work between Udhampur and Katra on the Udhampur-Srinagar-Baramula line and Rs. 75 crs. have been provided in 97-98 for this line. We will make all out efforts to speed up work on this project.

Gauge Conversion

I am happy to report that Project Unigauge has been making excellent progress and Gauge conversion continues to be a priority area in the railways development plan. This year we have completed Wadsa-Nagbir, Arasikere-Hassan, Hossur-Salem, Mau-Shahganj and Mehvana-Marwar-Ajmer. By the end of March we hope to further open Hassan-Holenarsipur, Guntakal-Nandyal, Sagauli-Narkatiaganj, Castle Rock-Vasco, Dimapur to Dibrugarh and Tinsukhia to Lekhapani. We will also complete Bangarpet-Kolar. We will complete 6,900 kms. in the 8th plan much in excess of the target of 6,000 kms.

Work on the Gauge conversion projects on hand is making good progress and we hope to complete the following sections in 97-98:

- (i) Jodhpur-Marwar
- (ii) Hotgi-Bijapur
- (iii) Nagbir-Chandafort
- (iv) Mehboobnagar-Dronachellam
- (v) Mysore-Holenarsipur

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- (vi) Chennai-Tirchy
- (vii) Narkatiaganj-Valmikinagar ...*(Interruptions)*
- (viii) Mariani-Furkating loop
- (ix) Hajipur-Bachawara
- (x) Tirchy-Thanjavur
- (xi) Hassan-Sakleshpur
- (xii) Simalguri-Moranhat ...*(Interruptions)*

These would make a total of over 1200 kms.

Work on some other projects is also making good progress and we hope to complete Katpadi-Tirupati and Gorakhpur-Chhitauni by the middle of the next financial year. We also intend to increase the scope of Mansi-Forbesganj gauge conversion project upto Katihar.

There have been persistent demand for taking up new Gauge conversion projects. Keeping in view the policy of this Government to take up infrastructure development in the backward areas on priority, as well as the need to develop alternative routes and links on the BG, we had included Gauge conversion of Jabalpur-Gondia including Balaghat-Katangi, Ajmer-Udaipur-Chhitaugarh, Ranchi-Lohardanga and Surendernagar-Bhavnagar-Dhola-Dhasa-Mahuva with extension to Pipavav in the Supplementary Demands 96-97. I am happy to inform the House that the requisite clearances for starting the work have since been obtained in respect of the three projects i.e. Jabalpur-Gondia including Balaghat-Katangi, Ranchi-Lohardanga and Ajmer-Udaipur-Chhitaugarh. ...*(Interruptions)*

DR. GIRIJA VYAS (UDAIPUR): Hon'ble Minister, please tell us about Udaipur also.

SHRI RAM VILAS PASWAN: Please do not be impatient. Kindly listen about the new projects ...*(Interruptions)*

[English]

Please listen. These are the projects which are already going on ...*(Interruptions)*. It will be better for you to listen to the translation...*(Interruptions)*. Mr. Speaker, Sir, I request all the hon. Members to hear patiently. These are the projects which are already going on. These are not new projects. These projects are already going on. Why do you not try to hear? ...*(Interruptions)*

MR. SPEAKER: Let the hon. Minister finish his speech. Please sit down.

(Interruptions)

SHRI RAM VILAS PASWAN: Why do you not try to listen? First you try to listen. Let my speech be over. Then if you have any problem, you can tell ...*(Interruptions)* Shri Baalu, why do you not tell your colleagues to listen? ...*(Interruptions)*

[Translation]

We have also decided to include certain new Gauge conversion projects in the budget 97-98. These include Gauge conversion of Mudkhed-Secunderabad, Jaynagar-Darbanga-Narkatiaganj and Samastipur-Khagaria, Rewari-Sadulpur, Mysore-Chamarajanagar with extension to Mettupalayam, Quilon-Tirunelveli-Trichandur and Tenkasi-Virudnagar, Naupada-Gunupur and Villupuram-Pondicherry to provide a BG link to the State capital of Pondicherry, Sriganaganagar to Sarupsar, Luni-Barmer-Munabao and as the first phase of the conversion of the canal loop, Kanpur-Kasganj-Mathura and Kasganj-Bareilly and New Jalpaiguri-Bongaigaon.

SHRI GIRDHARI LAL BHARGAVA (JAIPUR): Hon'ble Minister, please tell us about the Baandikuin-Agra line also. ...*(Interruptions)*

SHRI JAI PRAKASH (HISSAR): Hon'ble Minister, Haryana does not figure at all in the budget. How could you have forgotten to mention Haryana ...*(Interruptions)*

[English]

SHRI RAM VILAS PASWAN: If you do not want to listen, I will go ahead.

[Translation]

SHRI KASHI RAM RANA (SURAT): Hon'ble Minister, a decision was taken with regard to Surendranagar and Bhavnagar line last year also but nothing concrete has been done so far ...*(Interruptions)*

SHRI RAM VILAS PASWAN: Of these the requisite clearances have been obtained for Kanpur-Kasganj-Mathura and Kasganj-Bareilly Gauge conversion project and work on this would be taken up after the budget is passed. For the remaining projects, necessary action for obtaining the updated project reports and clearance has already been initiated and we would start the work once these formalities are completed.

Gauge conversion of Bikaner-Hissar is in progress. Once the survey report becomes available I would obtain the necessary clearances.

Doubling

Hon'ble members will be happy to know that doubling of Kengeri-Ramnagaram, Renigunta-Gudur, Patna-Gaya, Yeshwantpur-Tumkur to strengthen the rail network around Bangalore, Gorakhpur-Sajanva have been included in the budget.

Doubling of Champa-Sarabgundia, Rahama-Paradeep, Bilaspur-Urkura 3rd line, Sarona-Bhilai 3rd line, Titlagarh-Lanjigarh and Goelkera-Manoharpur 3rd line have also been included in the budget. Doubling of these lines would ease the traffic flows and create additional carrying capacity on some of the most saturated sections of the railways.

The requisite clearance has also been obtained for

doubling of Hospet-Guntakal section and work would be started on this project shortly. During the last budget speech, several Hon'ble members had made a demand for doubling of Shornur-Mangalore Line. I would like to inform the House that sections of four blocks of Shornur-Mangalore Route will be opened for traffic by June 1997 ...*(Interruptions)*

[English]

Last time you were pressuring me. Now the doubling work on Shoravur-Mangalore section is making good progress. We will complete it and open four blocks by June 1997.

[Translation]

We have opened four blocks.

Construction of a Workshop

At present, there is no ROH Depot for air brake wagons on N.E. Railway. Therefore, to meet the growing demand of maintenance, a work for creation of facilities for ROH of 250 air brake wagons per month is proposed at Barauni at a cost of Rs. 25 cr.

Surveys

Considering the requests received from the Hon'ble members and from the State Governments, I have decided to take up the following new surveys for new lines in the Budget 97-98:

- (a) Cuddapah to Nellore via Badvel and Atmakur and Butchireddipalem
- (b) Nalgonda to Macherla via Nagarajunsagar
- (c) Kurnool to Kamalapuram
- (d) Nadikudi and Srikalahasti via Karampudi, Venukonda, Kanigiri
- (e) Bhadrachallam Road and Vishakapatnam
- (f) Kakinada to Pithapuram
- (g) Pattancheru to Adilabad
- (h) Kachiguda to Chityal
- (i) Fatua-Islampur-Rajgir-Manpur-Gaya
- (j) Rewari to Rohtak
- (k) Bijapur-Athani-Shedbal
- (l) Bangalore city-Mudigere-Shringeri
- (m) Belgaum Dharwad via Bailhongal and Kitur
- (n) Medikere-Channarayana-Patna via Holenarsipur, Arakalgud, Mercera
- (o) Kushalnagar-Channarayapatna via Kunanur
- (p) Davangere to Bhadravati via Chineri

- (q) Gadag-Wadi
- (r) Bidar-Gulbaraga-Hospet
- (s) New Moinaguri-Mathabanga-New Coochbehar to Jogighopa via Boxirhat
- (t) Updating survey for new line from Bhairabi-Sairang/Aizwal
- (u) Sivok to Gangtok
- (v) Barpeta Road to Tihu
- (w) Hoshiarpur to Una BG
- (x) Nokha-Sikar via Bedasar and Sujangarh
- (y) Churu to Taranagar
- (z) Kolayat-Pokaran-Barmer
- (aa) Tindivanum to Pondicherry
- (bb) Chola to Bulandshahar
- (cc) Budge Budge to Falta
- (dd) Budge Budge-Namkhana-Frazerganj
- (ee) Kursela-Rupoli-Saharsa
- (ff) Koparia/Samri-Bhaktiyarpur-Alamnagar-Bihariganj
- (gg) Khalilabad to Naugarh
- (hh) Hassanpur Barauni
- (ii) Nanjangod-Badagara via Vyitri-Poozhithod
- (jj) Supual to Araria via Triveniganj and Raniganj

Hon'ble members have demanded a survey for new line between Gola Gokran Nath and Farrukhabad via Mohammadi and Shahjahanpur.

We have already sanctioned the surveys.

[English]

These are the lines where we will conduct the survey.

[Translation]

SHRI RAM TAHAL CHAUDHARY (RANCHI): Please get conducted the survey of Chhatra-Hazaribagh line also.

SHRI RAM VILAS PASWAN: I assure the Hon'ble Member that so far as survey is concerned, we will get the survey conducted when you express your views on Rail budget as this matter is very much within our jurisdiction. Please raise this point at that time and we will take up the chhatra-Hazaribagh line also.

Survey for the following lines have been taken up for gauge conversion:—

- (a) Badarpur-Kumarghat, katakhal-Bhairabi, Silchar-Jiribam Baraigram-Dulabchera

[SHRI RAM VILAS PASWAN]

- (b) Gonda-Bahraich-Mailani
- (c) Katpadi-Villupuram
- (d) Kaptanganj-Siwan, Thawe-Chhapra
- (e) Bareilly-Lalkhuan

Survey for doubling of following lines have also been taken up:—

- (a) Shahdara-Shamli
- (b) Jharsuguda-Titlagarh
- (c) Dehri-on-Sone to Jadunathpur via Banjari

I would like to inform the Hon'ble members that those surveys which were undertaken in the past i.e. new line surveys for Nirmali-Bhapatiyai, Sirsa-Fatehabad-Agroha-Hissar, Patiala-Samana-Nirwana, Abhohar-Fazilka, Galgalia-Araria, Panipat-Meerut, Jammu-Rajouri-Pooch, Quilon-Kotarakara-Trivandrum, Saradarsahar-Hanumangarh, Dungarpur-Ratlam-Barasta-Banswada, and for gauge conversion of Rewari-Phulera-Loharu-Jhunjunu-Sikar, section and for extending the under construction new Gunama-Etawah line up to Mainpuri, Pilibhit-Lakhimpur-Sitamarhi-Lucknow-Gonda-Gorakhpur Loop, Selam-Cuddalore, Ratangarh-Degana, Ratlam-Akola-Khandawa are in progress and I have instructed for early completion of these surveys. After the completion of surveys, further action would be considered.

Master plan will be prepared for Optimization and rationalization of maintenance facilities and for integrated development of rail infrastructure in Delhi, Mumbai, Chennai, Calcutta and Patna areas.

Konkan Railway Corporation

Hon'ble members will be happy to know that the work on the Konkan Railway project has been completed to the extent of 98%. Out of the 760 kms. long line, Roha to Sawantwadi (364 kms.) and Mangalore to Kundapura (100 kms.) has already been commissioned. On the remaining length, all the earthwork and bridges have been completed. Due to unforeseen geological problems, two tunnels in Goa sector spanning only 500 metres remains to be made through and foreign consultancy is being obtained to solve this problem.

I have personally inspected the tunnels. We are making all out efforts and we hope to complete the line by June, 1997. It is hoped that through train services will be started from one end to the other by June, 1997. Meanwhile, trains are already being run on lines falling in Maharashtra and will shortly be started in Karnataka.

Metropolitan Transport Projects

Mr. Speaker, I am happy to inform the House that Calcutta Metro Railway is already in operation. About two lakh passengers use this system everyday. At present, only

some residual works are in progress. These are likely to be completed by the end of March, 1997.

Techno-economic studies for extension of Metro from Tollyganj to New Garia has since been completed. Another techno-economic study for extension from Dum Dum to Barrackpore is in progress.

As the Hon'ble members are aware, the Circular Railway is in operation from Dum Dum to Princepghat. Keeping in view the problems of the commuters in Calcutta area, I propose to take up the survey for extension of the Circular Railway from Princepghat to Majerhat.

In addition, the commuters face considerable problems in switching from Metro to the suburban system at Dum Dum Railway station. The Budget provides for traffic facilities at Tala station including electrification of the section from Tala to Dum Dum so that in the peak hours, commuter services can be started from Tala for the northern suburbs.

In order to improve the suburban services in the northern parts of Calcutta and to alleviate the problems of commuters of Krishnanagar industrial area, I am including in the budget, a scheme for electrification of Ranaghat-Gede and Ranaghat-Bongaon sections.

The first phase of MRTS/Chennai Project is nearing completion. The remaining section from Chepauk to Luz will be opened by March, 1997. The work of extension of MRTS from Luz to Vellachery is also in progress. This is being constructed in coordination with the Tamil Nadu State Government and a budget provision of Rs. 50 crore has been proposed during 1997-98.

Mr. Speaker, the House is aware that various measures are being taken to improve the suburban services in Mumbai area. Some new projects have also been identified for being taken up to improve the services. Rail India Techno Economic Services has been commissioned to undertake detailed studies for laying of fifth and sixth lines from Mumbai Central to Borivali on Western Railway and fifth and sixth line from Mumbai CST to Kurla on Central Railway. Some more works have also been identified for inclusion in the Mumbai Urban Transport Project-II. Studies are in progress in four different areas to find solution to the problems being faced by suburban passengers.

Development of transport facilities in New Mumbai area have also been given priority to decongest the main island city. In this direction, construction of a new electrified track is under execution in collaboration with the State Government of Maharashtra.

Extension of fifth line from Santa Cruz to Borivli and Construction of fifth and sixth line from Kurla to Bhandup (Phase-I of Kurla-Thane) are in progress.

The existing 1500 volt DC system in Mumbai area has reached its operational limits and this is causing a serious constraint in handling any additional traffic. Accordingly, the

existing 1500 volt DC traction system is being converted into 25 kv AC single phase 50 Hz system on both Central and Western Railways.

Despite all financial constraints, Rs. 170 cr. have been provided during 1997-98 for Metropolitan Transport Projects.

13.00 hrs.

Electrification

Mr. Speaker, effort is on to complete the target of electrification of 634 route kms in 1996-97. With this, railways will have a total of 13,509 route kms of track fully electrified. With this VIII Plan target of 2,700 kms. could also be met. It is proposed to electrify the dense corridors, some of the missing links and the high density route on East Coast Line. An outlay of Rs. 350 cr. has been provided for this purpose in the Budget for 1997-98.

Track Renewal

A target of 9,600 km was kept for VIII Five Year Plan. In 1996-97, the target was kept at 2,564 km which would be achieved. With this VIII Five Year Plan target will also be achieved. Arrears of track renewal have been cleared to a large extent, however, still 9,000 km are left. An all time high provision of Rs. 1,250 cr. has been provided during 1997-98.

English]

Sir, with your permission, now I go from paragraph 75 to paragraph 80 as I do not want to waste your time.

Translation]

Railway Production Units

Mr. Speaker, I am happy to inform this House that all the Railway Production Units i.e. Diesel Locomotive Works, Varanasi, Chittaranjan Locomotive Works, Chittaranjan, Integral Coach Factory, Chennai, Wheel & Axle Plant, Bangalore, Diesel Component Works, Patiala have achieved their production targets. Only Rail Coach Factory, Kapurthala could not achieve its target due to diverse industrial relations. Due to strike during 1996-97 also the production of RCF has been adversely affected. However, the problems have been sorted out and it is hoped that this Production Unit will be able to achieve its production capacity in future.

Public Sector Undertakings

The performance of all the Public Sector Undertakings under the Ministry of Railways was commendable during 1995-96.

IRCON International

In 1995-96 IRCON had a turn over of Rs. 626 cr. and earned foreign exchange worth Rs. 189 cr. As compared to 1994-95 this was a highly commendable performance.

IRCON earned a profit of Rs. 163 cr. before tax and

paid a dividend of Rs. 1.98 cr. It completed various projects in Bangladesh, Saudi Arabia, Malaysia, Nepal and Indonesia and also secured new contracts from Bangladesh, Nepal, Botswana, Tanzania, Angola and Malaysia.

Rail India Technical and Economic Services (RITES)

RITES had a turn over of Rs. 109.9 cr. in 1995-96 and earned foreign exchange worth Rs. 42.5 cr. It secured new business from Tunisia, Botswana, Kampuchea, Ghana, Mozambique, Nepal, Saudi Arabia, Tanzania, Vietnam and Zambia. RITES paid a dividend of Rs. 60 lakhs.

Container Corporation of India (CONCOR)

During 1995-96, two new terminals have been commissioned, a Port Side Container Terminal (PSCT) at Milavittan (Tuticorin) and an Inland Container Depot (ICD). Two ICDs at Gwalior and Nagpur are also ready for commissioning. The Corporation's total turn over increased from Rs. 217 cr. in 1994-95 to Rs. 389 cr. in 1995-96. In the coming year CONCOR proposes to construct new ICDs at Aurangabad, Balasore and a major new terminal at Dadri in Greater NOIDA near Delhi.

Indian Railway Finance Corporation (IRFC)

IRFC was to raise Rs. 1,850 cr. from domestic as well as foreign markets during 1996-97. It has already made available approximately Rs. 1,500 cr. to end of January, 1997. The Corporation made a profit of Rs. 205.76 cr. in 1995-96 and has paid a dividend of 20% on the paid up share capital amounting to Rs. 46.40 cr..

During 1997-98, IRFC has been given a target of Rs. 2,150 cr. to be raised from the domestic and foreign market.

Research Designs and Standards Organisation (RDSO)

RDSO in Lucknow occupies a special place for Indian Railways in the field of development of design and research. It functions as consultant to the Indian Railways in technical matters.

Sports

Railways' performance in sports has been very impressive in 1995-96. Railway emerged as a national title holder in as many as 16 different championships. The trend continues in the current year as well. Upto January, 1997, Railways have already won 13 championships. Railways have impressive representation in international participation. Two railways sports persons were amongst the proud recipient of Arjuna Award during the year.

The House will be happy to know that for further improve the level of sports on the Railways I organised a meeting with the eminent sports persons working on the railways who had been participants of International/National sports events with a view to elicit their suggestions. Based on these suggestions, incentives to sports persons achieving excellence are being improved in addition to taking various other measures.

[SHRI RAM VILAS PASWAN]

Medicare

Railway doctors and para medical staff are providing satisfactory medical facilities to the railway employees. Perumbur hospital of Indian Railways occupies a special place in Open Heart Surgery and it is now linked to the National Library of Medicine in U.S.A. for regular updating of knowledge on the subject.

Railway Protection Force (RPF)

The responsibility for security of railway passengers and their belongings is on the State Government Police and this issue is being discussed with the State Governments to make security in trains more effective. RPF is performing very well in protecting the railway property and the statistics indicate that cases of theft of railway property have reduced.

A special recruitment drive has been launched in Northeast Frontier Region, Utrakhand and Jammu & Kashmir for filling up the vacancies. This will ensure adequate representation of SC, ST and other backward classes in the Force. In addition, 750 women constables are also being recruited. This recruitment process will be completed in about two months.

Labour Participation in Management

We are continuing to have cordial industrial relations. In the matter of Labour Participation in Management, I am glad to inform the House that leaders of recognised Labour Federations participated in the General Managers' and Chief Personnel Officers' Conference. Apart from the above, formal meetings under the Joint Consultative Machinery (JCM) and Permanent Negotiating Machinery (PNM) Schemes have been held regularly at the Railway Board's level. The affiliated Union leaders participate in the Principal Officers Meetings at the Zonal Railway level and in the Divisional Officers Meetings at the Divisional level.

Special Recruitment Drive to Clear the Backlog of SCs/STs

As already announced last year in my Budget Speech, Railways have more than 25% of the employees belonging to the Scheduled Castes/Scheduled Tribes and our performance in achieving the prescribed percentage of reservation is one of the best. However, in line with the directives of the Government, a special drive was launched in July 1996 to clear the backlog of Scheduled Castes/Scheduled Tribes in recruitment categories. I am happy to report that about 1,700 SC/ST candidates have been recruited since then and the drive is still on.

SHRI SAT MAHAJAN (KANGRA): We do not consider this to be a balanced budget. Not a single Rail line of Himachal Pradesh has been included in it. Nothing has been done for development of Railways in Himachal Pradesh ...*(Interruptions)*

SHRI K.D. SULTANPURI (SIMLA): Our area has been

ignored. This budget is not correct. We do not accept it ...*(Interruptions)*

13.04 hrs.

At this stage, Shri Sat Mahajan and some other hon. Members came and stood on the floor near the Table.

(Interruptions)

MR. SPEAKER: You cannot talk like that. You cannot go to the Minister. You can go. Please go back to your seats. What is this?

13.07 hrs.

At this stage, Shri Sat Mahajan and some other hon. Members went back to their seats.

MR. SPEAKER: One minute, Mr. Minister, Please sit down. Mr. Mahajan.

(Interruptions)

MR. SPEAKER: Mr. Ranaji, that is not the way. Please listen.

(Interruptions)

MR. SPEAKER: Listen to me. Please sit down. I am telling you to sit down. Do not complicate the matter now. I expect cooperation from all the senior Members. Please listen to me. I fully understand the feelings of the hon. Members representing their States and constituencies that they would certainly like something to be done for them. I understand that. I fully share your sentiments.

(Interruptions)

MR. SPEAKER: Please listen. You cannot stand up now. Nobody can stand up now. Anybody standing will have to go back to their homes. I am going to name. Listen to me. Why do you not listen to me?

SHRI RAM NAIK (MUMBAI NORTH): Sir, the Railway Minister is standing.

MR. SPEAKER: Ram Naikji, why do you not listen to me. Sit down. That is not the way to get your things done. You listen to the speech carefully. You will have enough opportunity for discussion on the floor of the House. At that time, you can demand whatever you want to demand. But this is not the way to get your things done. I do not think you are going to get things done. I am not going to tolerate. If you want to be in this House, please behave yourself. I do not have to name you. The whole country is watching you. Do I have to tell you everyday that the country is watching you?

(Interruptions)

MR. SPEAKER: The senior people cannot act like that. please. Please do not interrupt.

[Translation]

SHRI RAM VILAS PASWAN:

Abolition of Contractual System In Cleanlines

According to the announcement made during the last session, the contractual system of cleanliness in railways has been abolished. This activity will now be done by railways themselves and recruitment of personnel has already started for the purpose.

Regularisation of Casual Labour

Measures to improve the lot of casual labour of the Railways were mentioned in the last Budget Speech. I am happy to report that over 16,000 casual labour have been regularised since then and the number is likely to reach the figure of 30,000 by the end of March 1997. All the 56,000 casual labour will be regularised by the end of the next financial year i.e. 31st March 1998.

Productivity Linked Bonus (PLB)

Indian Railways had taken initiative in introducing the concept of Productivity Linked Bonus in Government. This matter is always discussed with the organised labour unions. PLB equivalent to 52 days wages was paid to Group 'C' & 'D' railway employees without any eligibility wage ceiling for the year 1995-96. It is hoped that railway employees will continue to contribute in increasing the productivity in Railways.

Inventory Control

Due to sustained attention on material management and inventory control, inventory turn over ratio has come down and during 1995-96, this was 14% which is a record and a substantial improvement over 33% of 1990-91. Special efforts for sale of scrap continued and during 1995-96, an all time high sale of Rs. 1,018 cr. was achieved. We have also decided that minimum inventory is maintained in the depots and they should be issued to the user departments.

Indian Railways procure material worth Rs. 7,000 cr. approximately every year ranging from railway locomotives to cloth for dresses of the staff. It is natural that such enormous purchases affect the national industries, especially the small scale industries. I have taken following decisions for ensuring transparency, increasing competition and improving the quality of the purchases:—

Details of all major purchases by the Railways will be published regularly.

All Zonal Railways will arrange for a permanent distribution in their areas for displaying items of purchase being procured and likely to be purchased in future. Necessary information, e.g., previous procurement price, sources of purchase and specifications will also be made available. At the Central level, Railway Board will also organise a permanent exhibition in Delhi area.

An Investigation Cell Will be set up in Railway Board and also at each Zonal Railway for maintaining information on correct procurement price, assessment of quality and sources of supply of materials purchased by Indian Railways.

Computerisation

Computerisation on railways has been very successful and it is being further extended. One can not even imagine the state of reservations without the present computerised PRS. Computerised Self Printing Ticketing Machines are also being provided. Computerised season tickets are now also being issued from any station of Central and Western Railways to any other station of these Railways in the Mumbai suburban area. The Zonal Headquarters computers have been replaced. In addition, the use of computers in Divisions, Workshops, Store Depots, Training Institutes and RDSO is being increased rapidly. Introduction of railways much talked Operation Information System is also being expedited.

Railway Passenger Services

For introduction of new train services, rolling stock, new lines and gauge conversion all need to be increased as these three are complementary to each other. Efforts in this direction are continuing. Hon'ble members have suggested a large number of demands. Although it is not possible to fulfill all these demands, despite resource constraints, following new services were introduced during the last year:—

Soon after the formation of the Government, I introduced Amritsar-Jammu Tawi Express and Jaipur-Ajmer Link Express, thus, fulfilling the long standing demand of the people.

During 1996-97 (upto Jan. '97), 82 new trains were introduced. In addition, frequency of 22 trains was increased and 62 trains were extended. This also includes trains which were in addition to the trains announced in my Budget Speech. The main among them are as under:

- (i) Jodhpur-Jaisalmer Express.
- (ii) Kurla-Ratnagiri-Sawantwadi Express.
- (iii) Patna-Darbhanga Intercity.
- (iv) Singrauli-Garwa Road Link Express.

In order to clear extra rush of traffic during summer vacations and marriage season, Railways ran as many as 1,214 special trains on 30 routes. This year also we propose to run special trains at the same level. Out of the new passenger services announced during last budget speech, some train services which could not be introduced due to gauge conversion work, would be introduced shortly.

In addition to the above, to meet the demands of Hindus, Jains, Sikhs, Muslims, Christians and various

[SHRI RAM VILAS PASWAN]

religious groups, pilgrim specials were run through out the country.

Members may recall that I had mentioned on the Floor of the House regarding the introduction of Dikshabhoomi Express connecting Gaya with Nagpur. As you all know Bodh Gaya is the hallowed place where Mahatma Buddha received enlightenment and Nagpur is the city where Baba Saheb Ambedkar embraced Buddhism. I have asked the Railways to develop terminal facilities at Gaya and once these are developed, this train will be introduced during 1997-98.

New Train Services

1997-98 is the Golden Jubilee year of Indian independence. On this occasion, I have decided to introduce following Golden Jubilee trains:-

- (i) Ahmedabad-Delhi Rajdhani Express (Weekly)
- (ii) Secunderabad-Nizamuddin Rajdhani Express (Weekly)
- (iii) Bangalore-Nizamuddin Express via Hubly (Weekly)
- (iv) Ranchi-Delhi Express (Bi-weekly)
- (v) Visakhapatnam-Nizamuddin Express via Vijayawada (Bi-weekly)

Following more new trains will also be run:

- (i) Madras-Tirupati Intercity
- (ii) Vasco-Bangalore Express
- (iii) Surat-Patna Express
- (iv) Gorakhpur-Dehradun Express (Bi-weekly)
- (v) Koraput-Rayagada Link Express to Bhubaneswar
- (vi) Katihar-Barauni Link Express to Tatanagar.

There have been pressing demands for a fast day-time service between Bangalore and Coimbatore. In deference to the wishes of the people, I propose to introduce a Shatabdi service between these two important cities of south India.

[English]

SHRI N.K. PREMCHANDRAN (QUILON): You assured the House. What happened to your assurance? ...*(Interruptions)*

SHRI RAM VILAS PASWAN: Please listen. Why do you not listen to me? I will explain. ...*(Interruptions)* Sir, please ask them to listen to me. I will explain.

MR. SPEAKER: Please sit down. The Minister is going to explain. Please listen to his explanation. Please sit down. He is going to explain. If you do not want to listen, what can I do?

SHRI RAM VILAS PASWAN: Sir, it is true that I had assured the Members from Kerala that I would start one train. Please listen to me. Why do you not listen? I had assured that Member from Kerala that I would start one train from Thiruvananthapuram to Delhi.

SHRI RAM NAIK (MUMBAI NORTH): Sir, I have a point of order. It is because we are not interrupting, according to the wishes of some hon. Members, he is explaining.

SHRI RAM VILAS PASWAN: Yes, you are right.

SHRI RAM NAIK: Now somebody is shouting and the Minister is responding to that.

MR. SPEAKER: Yes, I do not think the Minister should respond to that. There is no need to respond. I agree with you. I uphold your point of order.

[Translation]

SHRI RAM VILAS PASWAN:

Frequency of the following trains will be increased:-

- (i) 9767/9768 Jaipur-Chennai Express from 1 to 3.
- (ii) 7611/7612 Nanded-Amritsar Express from 1 to 3.
- (iii) 4245/4246 Surat-Varanasi from 4 to 5.
- (iv) 3301/3302 Dhanbad-Tatanagar Suvarnrekha Express (Daily)

The run of the following trains will be extended:-

- (i) 4609/4610 Jammu Tawi-Ferozepur Express to Jodhpur (via Bhatinda/Bikaner).
- (ii) 3307/3308 Dhanbad-Ludhiana Express to Ferozepur.
- (iii) 6315/6316 Cochin-Howrah weekly Express to Trivandrum.
- (iv) 3327/3328 Howrah-Singrauli Shaktipunj Express to Jabalpur.
- (v) 4047/4048 Delhi-Gonda Express to Gorakhpur.
- (vi) 5217/5218 Kurla-Muzaffarpur Express to Darbhanga on one more day.
- (vii) 6311/6312 Bangalore-Howrah Weekly Express to Guwahati.
- (viii) 7663/7664 Kacheguda-Aurangabad Express to Manmad.
- (ix) 8005/8006 Howrah-Rayagada Express to Koraput.
- (x) 5323/5324 Gorakhpur-Darbhanga Express to Jainagar

There has been a demand for extension of Hyderabad-Cochin Express (7029/7030) upto Kanniyakumari. It has not been possible to implement this on account of line capacity constraints on Ernakulam-Trivandrum section and lack of

terminal capacity both at Nagercoil and Trivandrum. Once the above facilities are developed, this train will be extended to Kanniyakumari.

There has been a demand for an additional service between Visakhapatnam-Madras. To fulfill this, it has been decided to augment 6003/6004 Madras-Howrah Mail and 2841/2842 Madras-Howrah Coromandal Express by three coaches each with electrification getting completed upto Visakhapatnam.

Rajdhani Services:

There have been pressing demands for the increase in frequency of existing Rajdhani services. During the last Budget Session, I had announced increase in frequency of Nizamuddin-Bangalore Rajdhani and New Delhi-Bhubaneswar Rajdhani Express and had also asked for the manufacture of coaches for the introduction of the services. Now that the coaches are available, I propose to introduce these within the current financial year.

(i) You will also be happy to know that I propose to increase the frequency of Nizamuddin-Madras Rajdhani Express from weekly to bi-weekly.

(ii) I had promised to extend Guwahati Rajdhani Express upto Dimapur. Now that gauge conversion work upto Dibrugarh is progressing very well and terminal facilities are being developed, I propose to extend Guwahati Rajdhani Express upto Dibrugarh via Dimapur as a weekly service.

(iii) You will also be happy to know that with the commissioning of the Konkan Railway, the existing Nizamuddin-Trivandrum Rajdhani Express will get diverted via the Konkan Railway thus providing an exclusive Rajdhani Express for Goa and Kerala.

[English]

I had assured the Members at that time that in between I would ...*(Interruptions)* If you do not want to listen, donot listen...*(Interruptions)*

PROF. P.J. KURIEN (MAVELIKARA): What happened to your promise? ...*(Interruptions)*

SHRI RAM VILAS PASWAN: I wanted to tell that I will accept to your demands but you do not want to listen. What can I do? ...*(Interruptions)*

[Translation]

SHRI NITISH KUMAR (BARH): Why the facility extended to former M.Ps for travelling in Rajdhani Express trains has been withdrawn.

[English]

SHRI RAM VILAS PASWAN: That has been renewed. That has been continued.

[Translation]

With the commissioning of the Konkan Railway the

distance between the North and the West to Goa, Mangalore and Kerala will get reduced. Hon'ble Members of Parliament from Kerala have been asking for additional service to Delhi. I, therefore, propose to divert the Mangala Express via Konkan Railway and extend it to Ernakulam so as to provide a new service from Ernakulam to Delhi. With this change in route the travelling time from Delhi to Mangalore will reduce by more than 12 hours.

I propose to divert Kurla-Mangalore/Cochin Netravati Express via Konkan Railway which will reduce the running time for Mangalore by more than 20 hours and for Cochin by approximately 10 hours.

EMU, DMU and Rail Buses were started some time back and these have been greatly appreciated by the public.

Most of the E.M.U., D.M.U. and push-pull passenger train services announced in the previous budget speech, have been started and the remaining rail services would be started by 31 March, 1997. The details of the rail services proposed to be introduced during the next year-1997-98 are as follows:

Main Line EMU services will be started on the following sections:-

- (i) Purulia-Asansol-Bardhaman
- (ii) Asansol-Chittaranjan-Jhajha
- (iii) Dhanbad-Gomoh-Gaya
- (iv) Gaya-Dehri-on-Sone-Mughalsarai
- (v) Kanpur-Agra

DMU services will be started on the following sections:-

- (i) Amritsar-Derababa Nanak
- (ii) Amritsar-Atari
- (iii) Satna-Maihar
- (iv) Nidadavolu-Bhimavaram-Narsapur

Rail Bus services are proposed to be introduced on the following sections:-

Broad Gauge:

- (i) Jalamb-Khamgaon
- (ii) Etah-Barhan
- (iii) Tinpahar-Raj Mahal

Metre Gauge:

- (i) Kalol-Vijapur-Ambliyan
- (ii) Garhi Harsaru-Farukhnagar

It has been decided to provide, Rail Bus on the following sections after their restoration:

[SHRI RAM VILAS PASWAN]

- (i) Dankura-Damodar
- (ii) Bodeli-Chhota Udepur
- (iii) Maharajganj-Duraundha
- (iv) Ankleshwar-Raj Pipla

Punctuality

Indian Railways are making all efforts for improvement in punctuality including intensive chasing, round the clock monitoring, periodic punctuality drive, etc. These efforts have resulted in notable improvement in punctuality. I would like to assure the august House that the Railways will continue to make efforts in this direction. I wanted to announce some more concessions and facilities but due to financial constraints, I make the following announcements :

Special Announcements

In order to further improve the lot of the licensed porters, we have decided to provide one set of winter uniform every second year in lieu one shirt of summer uniform, for those licensed porters working in cold regions. This is in addition to other facilities, such as concessional travel and medical facilities extended to them earlier.

Even though the porters (coolies) working on the railway stations are not railway servants, but presently they are being allowed 75% travel concession by sleeper class for self only once a year. I propose to make this travel free for them once a year.

I am happy to announce that the Press Correspondents accredited to the Headquarters of Government of India and to the State Governments/Union Territories for travel on business connected with bona-fide press work, will now be able to travel in upper classes also within their monetary entitlements already given under the existing concessions.

At present medical facilities available to the retired railway employees are not at par with the serving employees, the retired employees being in slightly disadvantageous position. In line with our policy to look after the senior citizens, I propose to bring the medical facilities available to the retired railway employees at par with the serving employees.

The scheme of complimentary passes to winners of Gallantry Awards has already been extended to winners of President's Police Medals for Gallantry and President's Police Medal also.

Recently, a function was organised under the auspicious of International Children's Excellence Fund to honour the children who have made significant contributions in their own fields. I had made an announcement at the function in the presence of the Prime Minister that all awarded children alongwith one of their parent will be allowed a free one time travel pass by sleeper class to be availed during the period of one year.

The uniforms of Rail employees are continuing since long and were last revised in the year 1980. To commemorate the 50th year of Indian Independence, dress changes will be introduced for certain categories of railway staff with effect from 15th August, 1997.

Refund of tickets will be made by the Station Managers/Superintendents at stations where tickets have been issued.

The facility of credit card has now been made available at 30 stations and also made broad-based.

Budget Estimates 1997-98

On the basis of the traffic projections of 430 million tonnes and passenger growth of 3% over 96-97, the Gross Traffic Receipts at the current fare and freight rates are estimated at Rs. 26,055 cr. There is an increase of Rs. 1,605 cr. over the Revised Estimates of the current year. This additional revenue is expected on account of additional traffic output expected during 1997-98.

The Ordinary Working Expenses in 1997-98 are estimated at Rs. 20,935 cr. There is an increase of Rs. 4,785 cr. over the Revised Estimates for the current year. This increase will take care of the cost of inputs for the increased traffic, expected increase in prices, additional payment of dearness allowance, higher payment of lease charges to Indian Railway Finance Corporation and the impact on account of recommendations of Fifth Pay Commission.

The appropriation to Depreciation Reserve Fund (DRF) is proposed at Rs. 2,000 cr. in 1997-98 as against Rs. 2,115 cr. provided in the Revised Estimates of 1996-97.

The contribution from revenue to Pension Fund is proposed to be kept at Rs. 2,200 cr. and Rs. 300 cr. are proposed to be drawn from the balance of Pension Fund. Thus Rs. 2,500 cr. have been provided for withdrawal from Pension Fund during 1997-98.

A memorandum on the rate of dividend payable to General Revenues has been submitted to the Railway Convention Committee. The dividend for 1997-98 has been provided at the same rate as adopted for 1996-97 subject to suitable adjustments on receipt of recommendations of Railway Convention Committee. On this basis, the dividend liability for 1997-98 works out to Rs. 1,630 cr.

The Total Working Expenses comprising Ordinary Working Expenses, Contribution to Depreciation Reserve Fund and Pension Fund works out to Rs. 25,135 cr. and the Gross Traffic Receipts are estimated at Rs. 26,055 cr. Thus, the Net Traffic Receipts work out to Rs. 920 cr. Adding the Net Miscellaneous Receipts of Rs. 284 cr., the Net Railway Revenue is estimated at Rs. 1,204 cr. This revenue is not adequate to fulfil the dividend liability of Rs. 1,630 cr. and to finance the works chargeable to Development Fund and Capital Fund. There is a marginal shortfall of Rs. 426 cr. We have to cover this deficit and also to provide funds for works chargeable to Development Fund and Capital Fund.

Need for Additional Resources

Sir, the railway finances have come under great strain this year as provision of funds have been made to meet the liability on account of Fifth Pay Commission recommendations, increased cost of inputs and the requirement of funds to undertake various projects for the development of rail network in North East region, backward/neglected areas inhabited by the tribals. The internal resources available on the basis of existing fare and freight rates are Rs. 1,619 cr. Borrowings through Indian Railway Finance Corporation have been estimated at Rs. 2,150 cr. and an investment of Rs. 900 cr. under BOLT/OYW schemes is expected. Taking into account the budgetary support of Rs. 1,831 cr. from General Revenues, the total resources becoming available for executing the annual plan of Rs. 8,300 cr. are Rs. 6,500 cr. only. Thus there is a gap of Rs. 1,800 cr. There is an option before me to further reduce the Railways' Annual Plan. But this would affect not only the Railways' network development but also the economy as a whole. Therefore, this option has not been accepted. The Government, therefore, has decided to retain the Annual Plan of Rs. 8,300 cr. This has necessitated raising of additional resources amounting to Rs. 1,800 cr., in fares and freight rates. I shall now refer to these proposals.

Mr. Speaker, this august House is aware that majority of the passengers using rail transport are from the poor section of the society. They travel predominantly in the Second Class Ordinary and Second Class Mail/Express trains. In the major metropolitan towns like Mumbai, Calcutta and Chennai, the season ticket holders are also mainly from the poorer section of the society. Out of a total of more than 400 crore passengers using the rail transport, 93 percent travel in the Second Class and in the suburban rail services. Hon'ble members would recall that while presenting the Budget last year, I had not increased the fares for the Second Class ordinary, Second Class Mail/Express, Second Class and First Class Season Tickets as also the Sleeper Class (Mail/Express) upto 200 kms. I again propose not to increase the fares of Second Class Ordinary, Second Class Mail/Express and monthly and quarterly season tickets for Second and First Class for all distances for the year 1997-98 as well. I am also not increasing the charges for platform tickets.

I never wanted to put any financial burden on the common man. But on the one side, Railway finances have come under great strain and on the other the need of higher resources for the development of rail network and infrastructure is compelling me to appeal to you to share a little financial burden. In view of the need for additional resources, I with great reluctance, propose to effect a modest increase of 5 percent in fares of Sleeper Class (Mail/Express and ordinary) for all distances. Now you'll say that development is also essential. I have increased the fares only by 5 percent you should at least applaud this announcement. The fares for Air-conditioned First Class, Air-conditioned 2-Tier Sleeper, Air-conditioned 3-Tier Sleeper, Air-conditioned Chair Car and First Class (Mail/Express and Ordinary) are proposed to be increased by 10 percent. The

fares of all Shatabdi Expresses and Rajdhani Expresses including August Kranti Express are also proposed to be increased by 10 percent. There has been a demand to provide catering in all Rajdhani Expresses. It is, therefore, proposed to provide this facility in Hazrat Nizamuddin-Trivandrum, Hazrat Nizamuddin-Bangalore and Hazrat Nizamuddin-Jammu Tawi Rajdhani Expresses also in all classes and levy fares inclusive of catering charges w.e.f. 1.4.1997, as in other Rajdhani Expresses.

I do not propose any increase in the existing Parcel and Luggage rates.

The proposals in regard to freight rates are as under:-

The existing freight rates of all commodities shall be enhanced by 12 percent at all distances. But this increase will not be applicable on commodities of consumption by masses, as I do not wish to put any extra burden on the common man. I have, therefore, decided to exempt the following commodities from this increase. Had we not exempted these items, their prices would have gone up. Hence, it was essential to exempt the following commodities:

- (i) Foodgrains and Pulses,
- (ii) Edible Salt,
- (iii) Edible Oils,
- (iv) Urea as Chemical Fertilizer,
- (v) Kerosene,
- (vi) Sugar,
- (vii) Liquefied Petroleum Gas (LPG),
- (viii) Fruits fresh (including Bananas), vegetables and betel leaves,
- (ix) Fodder (other than Oil Cakes),
- (x) Livestock,
- (xi) Oilseeds,
- (xii) Organic Manures,
- (xiii) Gur, Shakkar and Jaggery
- (xiv) Hydrogenated Oils, and
- (xv) Vegetable Oils (refined)

The changes proposed in fares and freight rates shall come into force from 1.4.1997.

These charges are expected to yield an additional revenue of about Rs. 1,800 crores during the financial year, 1997-98. I would like to assure the august House that the resources so generated will be effectively used to develop rail network and infrastructure and to strengthen it.

Sir, as I stated at the very outset that our government is committed to take the rail network to northeast region

[SHRI RAM VILAS PASWAN]

and other backward/neglected areas. Hon'ble Prime Minister, Sh. H.D. Deve Gowda ji has been a great source of support and encouragement in all our developmental efforts. I wish to express my gratitude for all the support given by him. I also wish to place on record our appreciation of the dedication and devotion with which the railwaymen have carried out their assigned tasks.

With these words, Sir, I commend the Railway Budget for 1997-98 to the House.

13.39 $\frac{1}{2}$ hrs.

*DEMANDS FOR EXCESS GRANTS
(RAILWAYS) 1994-95

[Translation]

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN): Mr. Speaker, Sir, I beg to move a statement (Hindi and English Version) Showing the Demands for excess grants in respect of the Budget (Railways) for the year 1994-95.

Demands for Excess Grants (Railways) for the year 1994-95 submitted to the Vote of the Lok Sabha

No. of Demand	Name of Demand	Amount of Demand to be submitted to the Vote of the House
1	2	3
8	Operating Expenses- Rolling Stock & Equipment	1,57,81,798
14	Appropriation to Funds	366,39,46,659
16	Assets-Acquisition, Construction and Replacement <i>Other Expenditure</i>	
	Capital	23,53,27,736
	Total	391,50,56,193

[English]

MR. SPEAKER: The House stands adjourned for Lunch to meet at 2.40 p.m.

13.40 hrs.

The Lok Sabha then adjourned for Lunch till forty minutes past Fourteen of the Clock.

*Moved with the recommendation of the President:

14.48 hrs.

The Lok Sabha reassembled after Lunch at Forty Eight minutes past Fourteen of the Clock.

[MR. DEPUTY SPEAKER *in the Chair*]

[Translation]

MATTERS UNDER RULE 377

(i) Need for conversion of Railway line between Neemuch and Ratlam into Broad Gauge

DR. LAXMINARAYAN PANDAY (MANDSAUR): Mr. Deputy Speaker, Sir, the conversion work of metre gauge into broad gauge from Kota to Neemuch under Western railway Ratlam-Ajmer division has been completed and every year allocation is being made in the Budget for gauge conversion between Neemuch and Ratlam. But due to inadequate allocations for this purpose every year, the conversion work which was to be completed in 1995-96, has not yet been completed and its work is going at snail pace. Though some work relating to construction of bridges, widening of track and repair works of some of the old bridges on this line has been done but still a lot of work has yet to be done. After gauge conversion, this line would facilitate the transportation of cement, sugar and oil and a broad gauge line would be available to the passengers between Ratlam-Kota. The public representatives, autonomous bodies, industrialists and general public have drawn the attention of the Government time and again towards this gauge conversion. I would also like to request this Government that this gauge conversion would not only improve the traffic between Ratlam and Kota but it would also enhance the railway revenue.

Therefore, I would like to request the hon. Minister to make provision for adequate funds for this gauge conversion work.

(ii) Need to Solve the Problem of Erosion Caused by River Yamuna Between Khair Tehsil (UP) and Palwal Tehsil (Haryana)

SHRIMATI SHEELA GAUTAM (ALIGARH): Deputy Speaker, Sir, I wish to draw your attention towards the flow of river Yamuna between block Tappal of Tehsil Khair of District Aligarh which comes under my Parliamentary constituency and Tehsil Palwal of Haryana.

Soil erosion is being caused by the floods which comes every year due to which land of Uttar Pradesh is being shifted towards Haryana. Chief Executive Engineer of Uttar Pradesh has clarified that Haryana State has executed works on the right bank of Yamuna in violation of the norms fixed by the Yamuna water commission as a result of which soil erosion towards Uttar Pradesh is obvious. It has also damaged one Kilometer strip of the national highway.

I, therefore, request you that this may be sorted out immediately calling an urgent meeting of Yamuna Water Committee.