

SHRI P. KOLANDAIVELU : This is a very serious situation.

MR. SPEAKER : Did I ever deny it? We agree with you.

(Interruptions)

[Translation]

MR. SPEAKER : You may give notice; I will see.

[English]

PROF. MADHU DANDAVATE (Rajpur) : Shall I place the proceedings on the Table of the House Sir?

MR. SPEAKER : No Sir. It is already there. It was in response to Amal Datta.

(Interruptions)**

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF FOOD AND CIVIL SUPPLIES (SHRI H.K.L. BHAGAT) : I don't know why Mr. Madhu Dandavate, in spite of your repeated ruling Sir, should continue speaking. I hope nothing is going on record.

MR. SPEAKER : No, No. Without my permission nothing goes on record.

12.12 hrs.

RAILWAY BUDGET, 1987-88—GENERAL DISCUSSION—Contd.

[English]

MR. SPEAKER : The House will now take up further general discussion on the Budget (Railways) for 1987-88. Mr. Madhavrao Scindia to reply.

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : Mr. Speaker Sir: At the very outset I wish to thank the Hon. Members for their generally very positive response. We are greatly enthused by the words of encouragement that have

been offered to us and even amongst those members who were critical, I could sense a strong undercurrent of sympathy, understanding and support.

We in the Railways feel truly privileged to be the recipients of such sentiments from all sides of the House. You can be rest assured that though the Railways, due to the efforts put in by the Railway staff, have performed well this year; we would be the first to acknowledge that we still have a long long way to go. We fully realise the enormity of our task, but with your continued support, I am sure that we will overcome all the challenges that come before us and establish a Railways that the country can be truly proud of.

I would like to generally cover certain points raised by the Hon. Members, though most individual points I will certainly answer; but I think I would answer after due examination of those points and I would be writing to each individual Member on the points that have been raised.

Shri Krishna Iyer made a very strong plea for a greater allocation to the Railways as far as their plan funds are concerned. I greatly appreciate the sentiments of the Hon. Member. This was reiterated by various other Members who participated in the Railway Budget discussion. At the same time what I did not understand is how Shri Krishna Iyer could say that not enough has been done to look after long-term interests of the Railways. I have stressed time and time again that due to the limited resources that are available to us—in spite of the best efforts of the Planning Commission and the Finance Ministry—we have had to prioritise our objectives. Within these priorities the greatest importance has been given to the issue of rehabilitation and modernisation.

In fact, if there is a slight disappointment amongst most sections about the allocation to new lines it is because in the order of priority new lines in our scheme of things come little lower down. I do feel that it is essential that within the limited resources we have let us first rehabilitate and modernise the system that already exists before expanding in a meaningful manner. I do not say that all expansion should cease.

[Shri Madhavrao Scindia]

In fact, expansion is going on but the first priority is to rehabilitate and modernise. It is because of this that in the first two years of the seventh plan as much as 94 per cent was spent on items like track renewal, electrification, workshops, sheds, signals, tele-communications and such other items. Sir, though I do admit that much more is required for new lines unfortunately this will have to wait until the long-term health of the system has been completely restored. But in spite of this the allocation to new lines has gone up from about Rs. 100 crores last year to Rs. 147 crores this year. As much as 25 per cent of the total plan funds have been spent on track renewal; 33 per cent on rolling stock and the balance making up 74 per cent has been spent on workshops, signals, tele-communications and electrification.

Some Members both inside the House and outside the House have been talking about an annual target of 5,000 kilometres for track renewal. I do not know wherefrom they managed to get these figures. Our target for the Seventh Plan is between 19,000 to 20,000 kilometres of track renewal. An hon. Member said that we are not taking into account the new risings in this track renewal programme. This is not a fact. We face a backlog of 20,000 km and under our programme we will be wiping out this back-log by 1995. It is a ten year plan. Every year on an average the renewal will be 4000 to 4500 km and of this about 2300 km will be new risings every year with about 2,000 to 2,200 km backlog to be wiped out. This amounts to almost 4.5 per cent of the total track kilometrage which will be renewed every year. It is a massive amount and even the backlog of track renewal has come down from 19,900 km to 16,700 km. at the end of the current year. We are proceeding according to the programme. In 1985-86 against a target of 3,200 km. we renewed 3,578 km. We will meet the target of 3,800 km. this year and our target for the next three years will be 4,200 km. which amounts to 20,000 km. in the five year period.

As far as rolling stock is concerned some hon. Members pointed out that rolling stock has been given only Rs. 630 crores this year as opposed to about Rs. 956 crores

last year. Though this does appear in the documents, but the fact of the matter is that the entire money which will be raised through Bonds, through market borrowings of Rs. 303 crores and the equity capital of Rs. 50 crores of the Indian Railways Finance Corporation, the entire Rs. 350 crores will be allocated to rolling-stock. So, in fact, the rolling-stock allocation has gone up to about Rs. 980 crores (630+350) as opposed to 956 last year.

Some honourable Members of the Opposition mentioned that the pace of electrification was unsatisfactory. Sir, we have targetted to electrify about 3,400 route kilometres by the end of the Seventh Plan and approximately another six to seven thousand by the year 2000. In the first year of the Seventh Plan, we electrified 461 kilometres i.e. in 1985-86. In the current year (86-87) we will be electrifying 560 km. Our target for next year (87-88) is 670 km. and in the last two years of the Plan, we would be electrifying a total of eight to nine hundred kilometres per annum which makes up 3,400. This will work out to an average of 660 km. per year in the Seventh Plan as far as electrification is concerned which compares—I am sure honourable Members would admit—very favourably against the Sixth Plan annual performance of 304 km. and the annual average in the Janata period of 97 km.

We have also initiated several other measures to bring in the latest "state of art" technology. I would not like to repeat those facts because I have reiterated them several times in the House.

One honourable Member—I think, it was Mr. Krishna Iyer—asked what was the need at all of the Indian Railways Finance Corporation. Sir, we had two choices before us. Either we can go in for a limited market borrowing at a slightly enhanced rate of interest or we curtail the size of our Plan. If we had curtailed the size of our Plan, development and modernisation of the Indian Railways would have suffered. Therefore, we believe that the Railways are commercially viable, we have taken up this challenge with a slightly enhanced rate of interest. We are convinced that we would be able to commercially justify the operations.

Some honourable Members of the Opposition have called the projected surplus of Rs. 69 crores for the next year as an artificial surplus, having been managed through less allocations for new lines for gauge conversions, for electrification, track renewals and various other works, I think there is a very big confusion here. In fact, one honourable Member who mentioned this outside the House, is a person who always believed had a very good knowledge of the working of the Indian Railways. I am quite surprised how it came from him because these Plan works are financed from capital which is outside the conventional internal resources of the Railways, the allocations to these works are, therefore, new investments and do not come into the picture while depicting the earnings, working expenses and the surplus which, therefore, results. They are two totally different heads. One is plan head, and the other is your working expenses and the gross receipts which work out your surplus or your deficits. I feel this confusion should be cleared in the minds of some honourable Members.

Some honourable Members have made mention about the operating ratio. The operating ratio on the railway system is the ratio of the working expenses to the total traffic earnings, It would be a very simple exercise to improve this operating ratio. If one was to simply depress one's depreciation reserve fund contribution I would like to point out that because of the future long-term interests of the railways, the depreciation reserve fund contribution has gone up very very considerably. Shri Madhu Dandavate, the honourable former Railway Minister, is sitting here. I would like to mention that he knows very well that surpluses can be managed very easily if certain heads are neglected.

Some people have mentioned that there was a surplus in 1978-79 and 1979-80. I would like to very clearly point out here that the DRF contribution in those years worked out to only 2.9 per cent of the capital-at-charge. It is because of this that the internal resource generation of the Railways had suffered. Because of this various accumulations arose like the backlog in track renewals and various other programmes. As against that we are in 1987-88 providing 11.7 per cent of the

capital-at-charge. I would just like to show here that if we had provided 2.9 per cent of the capital-at-charge, as was done between 1977 and 1980, as opposed to 11.7 per cent, our surplus would not have worked out to Rs. 69 crores, but it would have worked out to Rs. 1084 crores. Alternatively, if the hon. Minister of Railways at that time, 1977-80, had provided for 11.7 per cent and not 2.9 per cent, he would have ended up in the first year of his administration with a deficit of Rs. 295 crores, in 1978-79 a deficit of Rs. 406 crores and in 1979-80 he would have ended up with a deficit of Rs. 508 crores. It is very simple. If one depresses this allocation to Depreciation Reserve Fund, which is so essential for the future health of the Railways, one can show a very very great surplus. We have gone upto 11.7 per cent on the capital-at-charge, yet we have shown a surplus of Rs. 69 crores. This is what is relevant. If we were to depress this DRF contribution, immediately our operating ratio would come down. Similarly, operating ratio would be very quickly improved upon if we were to abandon our policy of tariff restraint. If we have to raise the tariffs, immediately our gross receipts would go up and we would be able to show a much better operating ratio.

The best efficiency indicator, as I have always pointed out, is net tonne kilometres per wagon per day, taken along with the entire comprehensive package of DRF contribution, tariff policy and all these sorts of factors which really contribute to the ultimate operating ratio.

The efficiency indicator, NTKM per wagon per day which in 1977-80 averaged between 970 and 1000—in the first year, that is 1977-78 it was 1045 and in the last year, it was 972—has jumped from in 84-85 1150 to 1296 in 1985-86 and in the current eleven months; up to the end of February this year, has seen a further rise to 1350 plus. Surely this is a fairly healthy state of affairs.

We have also to absorb a large part of the rise in input costs. I have already indicated in my speech that the composite index of input costs in 1986-87, as compared to 1970-71—1970-71 is the base year—has risen to 570, the average rate for freight has

[Shri Madhavrao Scindia]

risen to only 433 and the average rate realised per passenger-kilometre has risen to only 304. It is 45 per cent lower than the index for input costs. So, a certain amount has been absorbed through operational efficiency and greater productivity. In fact, in the first two years of the 7th Plan, input costs have gone up by 13 per cent and fare and tariffs have gone up by only eight per cent. As much as five per cent has been absorbed by better productivity which works out to a total absorption of 38 per cent of the increased input costs through better productivity.

I would also like to mention that during the last two years, there has been no tariff increase for the bulk of railway passengers. Second class ordinary and monthly season tickets on the suburban railways were neither raised in 1986-87 nor have they been raised for 1987-88.

Operating ratio can also be improved upon if one was to cut indirect subsidies given for passenger travel and for essential commodities and uneconomic lines which amount to Rs. 1300 crores.

If we look at the railways from a commercial angle, in that case, the railways must be given credit for the social obligations that they fulfil. Because, if they were to be a completely commercial organisation, they would immediately hike the tariff to see that they at least cover the costs. But we do not do that. So, if you are going to look at it commercially, the credit for Rs. 1300 crores must be given to the Railways and if that credit is given, there is an immediate fall down to under 80 per cent. The operating ratio comes straight down to under 80 per cent due to this one single factor alone.

PROF. N.G. RANGA (Guntur) : But that has not been our tradition.

SHRI MADHAVRAO SCINDIA : I am saying that. But I am also just saying that if you want to take a commercial view, if you are taking a commercial analysis, then you must take that into account. I am not saying that we should increase the tariff. I know our social obligations and social duties towards the

poorer and weaker sections of society and we will continue to fulfil them.

Certain mention has also been made of the deferred dividend liability. This deferred dividend liability is something which we have inherited in the Seventh Plan. But I would like to mention that at the beginning of the Seventh Plan it stood at Rs. 545.16 crores and because of the surplus generated last year, this has been reduced by Rs. 116 crores and has come down now to Rs. 428.44 crores. So, there has been a decrease in this amount and it is an inherited amount from the certain earlier Administrations.

A point has been made that certain Railways are making greater losses than others. I think that the Railways cannot be confined to state boundaries. The railways have to be looked at as an organisation which truly serves national interests. Therefore, it has to be looked at from an all-India point of view. Apart from that, certain railways are traditionally more passenger-oriented than freight-oriented and because of the subsidies that we give to passenger traffic, those Railways are bound to produce adverse financial results. They can only be cross-subsidised by these Railways which are predominantly freight oriented. Therefore, I do not think that each Railways' financial performance can be looked upon individually because of the differing natures of each zonal Railways.

There was talk of neglect of certain areas. Again the same thing is applicable. I would implore hon. members not to merely look at the Railways from the view point of a particular State. I do realise that the demands are very great. I myself am a Member of Parliament representing a constituency and I know the pressures that come upon one and I do understand that it is very necessary to put your demands and make the voice of your constituents heard. But I would, at the same time, like to stress this fact that the Railways are an all-India organisation and we have to look at operational efficiency and requirements so that we serve the economic interests of the entire country as a whole. At the same time we should also keep in mind that

certain backward regions have to be linked. There is a certain weightage which has to be given to them. In fact, our hon. Prime Minister has very clearly said that specially for far-flung areas, we should keep their interests in mind when new railway lines are installed. And in that context, I would like to mention.....

PROF. N.G. RANGA : What about North-Eastern Region ?

SHRI AJOY BISWAS (Tripura West) : In the case of North-Eastern Region, you have not done that.

(Interruptions)

SHRI MADHAVRAO SCINDIA : I have heard you. Will you let me finish ? I am coming to that only.

(Interruptions)

MR. SPEAKER : Have patience.

SHRI MADHAVRAO SCINDIA : Keeping this overall factor in mind that the Railways are an all-India organisation and serve all-India interests, but that at the same time certain weightage has to be given to the far-flung areas, especially because of the directions given to us by the Prime Minister, I would like to mention that the North East Frontier Railway which covers the North-Eastern Region of this country, have been given an allocation this year of Rs. 17 crores which is an increase over last year by 27 per cent. I would also like to mention that all the five lines that we are working on in the North-East Area in N.F. Railway are targeted to be completed within the Seventh Plan period; though we are having a problem on one line. We are having a problem in the Amguri-Tuli line and the allocation to that particular line is kept at a very low figure because, unfortunately the Governments of Assam and Nagaland could not make up their minds. There is a big dispute going on about the forest land. Until that dispute is resolved and until the two Governments come to some agreement and give us a green signal, we cannot really go ahead on the Amguri-Tuli line. Therefore, there is no point in giving an allocation which is going to lapse. I would just like to assure the hon. Member that, the moment the Assam

and Nagaland Governments resolve the dispute on forest land, we will certainly go full speed ahead on the Amgudi-Tuli line also.

SHRI AJOY BISWAS : What about the new line ?

SHRI MADHAVRAO SCINDIA : These are all new lines which are under construction. If you are talking about the Dibrugarh line...

(Interruptions)

DR. DATTA SAMANT (Bombay South Central) : For completing these lines, Rs. 2000 crores are required. With this speed, it will take 15 years...

(Interruptions)

SHRI MADHAVRAO SCINDIA : I think Dr. Samant, you have not paid attention to what I had earlier said.

MR. SPEAKER : For that line, we require money. Without money, can you do it ?

(Interruptions)

DR. DATTA SAMANT : When the sum required is Rs. 2000 crores, the money allocated is Rs. 140 crores. It will take 15 years to complete it.

MR. SPEAKER : Where to get money ?

SHRI MADHAVRAO SCINDIA : We have also learnt arithmetic Dr. Samant. (Interruptions) Sir, he is not prepared to listen to what I have said earlier. I have said, there is a shortage of resources. We are giving priority to the modernisation, rehabilitation. There is no point in expanding a system at the risk of the collapse of the entire system. We have to restore the present system to good health and I do feel that it will take five to six years for this track renewal and for the electrification to complete and after that, we can think of the meaningful expansion of new lines. I am not saying that I am satisfied by the allocations for the new lines, but within the resource constraint. There is no other choice before us.

(Interruptions)

PROF. MADHU DANDAVATE : The question is even, if it takes 15 years, he is the young Minister...

MR. SPEAKER : It can be done.

SHRI MADHAVRAO SCINDIA : Some hon. Members referred to the security of passengers, not from the point of view of accidents, but from the point of view of their own person and their belongings. We are doing our best in this regard. I do realise that there is still a very great scope of improvement required in this particular area. We have to work in close co-operation and collaboration with the respective State Governments because law and order is a State subject. I would not like the hon. Members to feel that I am divesting myself entirely of this responsibility and handing over the baby entirely to the State Governments, I am only stating, as a matter of fact, that law and order is a subject of the State Governments, but we do realise that we also have certainly got a very important role to play in this regard and we are doing our best in the circumstances, but there is very great scope for improvement. One of the measures that we have undertaken is that and even it used to be very difficult to file an FIR, if an incident took place on the train. One had to go to the next Station and get-off from the train and then file an FIR, by which time, the train used to leave. So, we have now brought in a new proforma which can be filled up on the train itself and if that is not available, we have also accepted that the passenger can lodge an FIR on a running train with either the conductor or the guard or the T.T. on a plain piece of paper and it is the responsibility not of the passenger to get down at the next Station and lodge the FIR, but once he has handed it to one of the running crew, either the conductor or the TT, it is the responsibility of the Railway staff to see that that FIR is lodged at the next Station. Apart from this, an hon. Member had also mentioned about the provision of lights and hooter on our passenger coaches. This is an excellent suggestion, but I would like to inform the hon. Member that we have already taken it up. I had issued instructions about three or four months ago that every new coach which will be produced in ICF should have

a very large light, which will come on, if the alarm chain is pulled. This light will be placed on the exterior of the coach.

12.38 hrs.

(MR. DEPUTY SPEAKER *in the Chair*)

Apart from that, we are also making certain changes in the clappet valve, which used to be very easily approached. We are putting the clappet valve in such a place, that it cannot be manually operated from outside. This used to cause a lot of problems. People used to stop the train, and do some burglary or theft, and then escape. We have now changed the design of the clappet valve. In all the old coaches, as far as hooter, light and placket valve are concerned, it will take a period of 2 to 3 years to modify them. This will be however standard equipment on all the new coaches. We are also reviewing the reduction of alarm chain points, but as I said, it is going to be the standard equipment on new coaches; but as far as old coaches are concerned, it will take 2 to 3 years.

I had mentioned in my budget speech about the cushions, too. And an hon. Member said : 'You are going to take 3 years just to fit cushions.' But the point is that today, we have 40,000 coaches on the railway system. If you are going to put cushions on those coaches, you cannot withdraw all the 40,000 coaches, because passenger services have to be catered to. So, our programme is that every time a coach comes in for periodic overhaul, it will then be fitted with these cushions, and the entire fleet will be overhauled in three years.

Hon. Members had talked about ticketless travel, and said that ticketless travel had gone up. There is again a slight confusion here. The number of ticketless travellers apprehended has gone up; but it does not necessarily mean that ticketless travel has gone up. We have increased our checks from 2.64 lakhs in 1984-85 to 3.29 lakhs in 1985-86. Persons detected went up from 43.7 lakhs to 50.49 lakhs; and the amount realized from Rs. 8.84 crores to Rs. 10.8 crores. This year, in the first 9 or 10 months, I think Rs. 10 crores have already been realized from ticketless travel. The figures this

year are bound to be an improvement on last year.

Some hon. Members have stated that there has been an increase in the loss, *i.e.* in damage claims. I would like to request the House to judge this particular figure thus : the amount of compensation paid in claims cases should be judged as a percentage of the nett amount of compensation paid to the gross earnings. If our earnings go up, the claims are bound to go up, to a certain extent. But if you take this figure, as a percentage of amount of compensation paid to gross earnings, it was 0.68 in 1984-85; and in 1985-86 it has come down to 0.59, which is an improvement of 15%. Again, more improvement is required in this area also.

Mr. Ramoowalia talked about giving more importance to the movement of foodgrains. The point is well taken. It is certainly our endeavour to see that the movement of foodgrains is more efficiently done, especially to help Mr. Bhagat in his distribution system; but I would like to mention that our target this year, in 1986-87 was 22 million tonnes, and upto the end of February, *i.e.* in 11 months, we have already carried nearly 26 million tonnes. The target was 22 million tonnes, and in eleven months we have carried 26 million tonnes.

PROF. MADHU DANDAVATE : Let not all the foodgrains be monopolized by Mr. Bhagat.

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF FOOD AND CIVIL SUPPLIES (SHRI H.K.L. BHAGAT) : I am on diet.

SHRI MADHAVRAO SCINDIA : I would like to inform Mr. Ramoowalia that from our performance of the last eleven months, I feel that we are poised to surpass the target by about 30%. In the last month, we moved another record amount. I think we will go up by 30%, but his point is well taken and I thank him for having drawn our attention to it.

A lot of people talked about individual trains, and individual halts in their various areas. I think I will deal with them through a letter to each hon. Member; and

if he requires further clarifications, I will certainly be very happy to meet him and discuss the issue.

Broadly, I am very happy to announce in the House that the Rajdhani Express from Howrah will be arriving now in Delhi before 10 A.M. A number of Members from West Bengal had raised this point, *viz.* that it was very difficult for them to reach Delhi in time for the working hours. We are starting off one hour earlier from Calcutta, and we will be arriving approximately one hour earlier in New Delhi. This would, I think, ensure the presence of the hon. Members from West Bengal, especially the members of the Opposition from West Bengal, so that they can raise further points against the Railways, well in time.

AN HON. MEMBER : The suggestion is that it should reach after Zero Hour.

SHRI MADAN PANDEY (Gorakhpur) : What about the timings of Vaishali Express ? (interruptions)

SHRI MADHAVRAO SCINDIA : Hon. members Shri Viridhi Chand Jain, Shri Chintamani Jena and Shri Balkavi Bairagi had also talked about an increase of diesel engines on the MG and BG sections. I have already mentioned that so far new investments in MG was somewhat neglected because the argument was that eventually this was going to become BG; so let us wait for that. But I do not envisage a conversion so soon and I feel that it is high time that we put more money and pay more attention to our MG. We have got a report which is being upto dated; within a few months the report will be ready and we are going to make a comprehensive plan for greater investment and renewal and modernisation of the existing MG system. I would like to mention here that we are introducing a new train between Bikaner and Phulera and a direct service between Ahmedabad and Bikaner and rescheduling of Barmer-Agra Fort Express to more convenient and faster timings, as was suggested by some hon. members from Rajasthan.

Shri R.K.Rai had also talked about certain areas of Eastern U.P. From 1st April we will be providing a direct service

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between Allahabad and Chhapra which will connect the four major cities north of the Ganges, viz. Allahabad, Varanasi, Ballia and Chhapra. Timings of 31 UP Inter-City Express, running between Ballia and Varanasi via Mau are being adjusted in order to provide connection with 284 Dn. passenger train coming from Shahganj and Azamgarh side. Similar connection is also provided between 32 Dn. and 287 Dn. at Mau to enable the passengers coming from Varanasi side to go towards Azamgarh and Shahganj.

Additional trains are also proposed to be introduced in Bihar between Forbesganj and Saharsa and between Banmankhi and Saharsa. But this does not deal with all the trains. The other points are also to be examined. But what was immediately available and could be immediately looked at, I have talked about that. As far as other suggestions are concerned, we will certainly keep them in mind and we will certainly examine them.

A number of hon. members had talked about restoration of trains. Now I think all members of the House understand that why we had to cancel various trains. It was from the point of view of the operational requirement, but I am very happy to mention to the hon. members that we are definitely going to restore the trains as and when the situation permits; and in the immediate future Flying Mail and Dehradun Express are being restored from the 15th of March. No. 131/132 Nizamuddin-Mangalore Express, 509/510 Avadh Assam Express will be restored by 20th of this month. We are also going to restore Tirumala Express, Howrah-Delhi Janata Express between Delhi and Mughalsarai and two pairs of Metre Gauge trains in Ahmedabad area. (Interruptions) These trains are not permanently cancelled; we will restore them.

I would again like to thank all the hon. members for the very wide encouragement they have given. (Interruptions)

SHRI P. KOLANDAIVELU : I am sorry for the interruption.

MR. DEPUTY SPEAKER : Will the hon. Minister listen to you ?

(Interruptions)

MR. DEPUTY SPEAKER : If everybody is having a grievance and if everybody wants to get clarification, then there will be no end to it. He has already mentioned that he will write to you all. This is not a questions and answers session. I cannot allow.

(Interruptions)

SHRI MADHAVRAO SCINDIA : We fully realise the vital role that the Indian Railways have to play if the economy of this country is to develop. (Interruptions) No, please, I will talk to you separately. Don't worry about it. I will be talking to you.

(Interruptions)

SHRI P. KOLANDAIVELU : You introduced a new scheme in the cost sharing for MRGC. First of all, are you consulting the State Governments first ?

SHRI MADHAVRAO SCINDIA : I have already given an outline as far as consortium approach is concerned. I have already outlined the parameter of this particular scheme. I will certainly discuss with the hon. member if he has any other point to make.

SHRI P. KOLANDAIVELU : He has completely neglected South in the budget.

SHRI BHAGWAT JHA AZAD (Bhagalpur) : No South-North here.

SHRI MADHAVRAO SCINDIA : We fully realise the vital role that the Indian Railways have to play in the development of our economy. Under our Prime Minister's leadership we are determined to succeed in fulfilling the aspirations of the people of India.

The Railway family, the railway staff have put their shoulder to the task. Our is a vast organisation which criss-crosses the sub-continent. We can, therefore, as the Prime Minister has repeatedly pointed out to us, being such a vast organisation, truly have an impact on the development, we can epitomise modern technological progress, but at the same time we can also remain an important symbol of national unity and integration. We unite in our embrace, India both vertically and horizontally. In

our trains travel people from the dizzy heights of the Himalayas to the warm waters of the Indian Ocean, from the scorching desert sands of Rajasthan to the forests and hills of Arunachal Pradesh, Assam and Nagaland. Our compartments recognise no region, no religion and no caste. In our compartments mix the Imam and the Purohit, the Priest and the Granthi and we merge momentarily into Tagore's ideal India where the world is not being broken up into fragments by national domestic walls. It is the same picture of unity that the Prime Minister is striving to ensure all over the country and with your continued support, hon. Members, I would like to assure you, that we will continue to contribute our mite to this nation building exercise both in action and in spirit.

I would once again thank all the hon. Members for their encouragement given to us.

(Interruptions)

AN HON. MEMBER : I would like to know the rationale behind providing eight hundred crores to Guna-Etawah line...
(Interruptions)

MR. DEPUTY SPEAKER : We take up matters under Rule 377 now.

12.50 hrs.

MATTERS UNDER RULE 377

[Translation]

- (i) Demand for an alcohol based industry in Khalilabad tehsil of Basti district in Uttar Pradesh

DR. CHANDRA SHEKHAR TRIPATHI (Khalilabad) : Mr. Deputy Speaker, Sir, eastern Uttar Pradesh is still the most backward and neglected area in the country. Lakhs of unemployed youngmen face the acute problem of livelihood. In terms of industry, Basti district is the most backward district in Uttar Pradesh. There are a large number of sugar mills in district Basti and in its adjoining districts of Gorakhpur, Deoria, Gonda. Despite the availability of large quantities of molasses from these sugar mills, it is not

being utilised properly. As a result of it if goes waste, which can otherwise be used to set up alcohol based industries in this area. It would, on the one hand, result in the reduction of import of various chemicals and saving in the foreign exchange being spent on it and on the other hand, it will provide avenues of employment to thousands of people in eastern Uttar Pradesh thereby solving their problem of livelihood.

Therefore, I urge the Government that an alcohol based industry be set up in the Khalilabad tehsil of Basti district in Uttar Pradesh so that the unemployed persons of the area can get employment and their acute problem of starvation is solved.

[Translation]

- (ii) Necessary funds needed for Dhauliganga Hydro-electric Project in Pithoragarh district of Uttar Pradesh

SHRI HARISH RAWAT (Almora) : Mr. Deputy Speaker, Sir, in the Pithoragarh district of Uttar Pradesh, the survey work regarding the first phase of Dhauliganga Hydro-Electricity project was completed about 2 years ago but in spite of untiring efforts of the senior officers of the N.H.P.C., the Ministry is not clearing the project, whereas necessary allocations have been made for other projects whose survey has been completed.

I would, therefore, request the hon. Minister to provide necessary funds in the year 1987-88 for the construction of this project.

- (iii) Need to construct a separate road for civil airport at Kutch

SHRIMATI USHA THAKKAR (Kutch) : Mr. Deputy Speaker, Sir, I want to submit that my constituency Kutch is a border area, and I am raising a sensitive issue concerning this area with the hope that a solution will be found thereto. There is an airport in Kutch-Bhuj. The Defence airport as well as the civil airport are both at the same place. From the security angle it is essential that passengers do not take their vehicles inside the airport complex. The vehicles have to be parked