

SHRI CHINTAMANI PANIGRAHI : I have already explained all these things, about the appeals and other things. Nothing new has been added.

MR. CHAIRMAN : Do you want to withdraw your amendment ?

SHRI SHANTARAM NAIK : Yes.

16.28 hrs.

MR. CHAIRMAN : Has the Hon. Member leave of the House to withdraw his amendments ?

SUPPLEMENTARY DEMANDS FOR GRANTS—(RAILWAYS), 1986 87\*

SEVERAL HON. MEMBERS : Yes.

[English]

*Amendment Nos. 2 and 3 were, by leave, withdrawn.*

MR. CHAIRMAN : We now take up Discussion and Voting on the Supplementary Demands for Grants in respect of the Budget (Railways) for 1986-87.

MR. CHAIRMAN : The question is : "That Clause 8 stand part of the Bill."

Motion moved :

*The motion was adopted.*

"That the respective supplementary sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India out of the Consolidated Fund of India to defray the charges that will come in course of payment during the year ending the 31st day of March, 1987, in respect of the heads of Demands entered in the second column thereof—Demand Nos. 1, 3 to 12, 14 and 16."

Clause 8 was added to the Bill.

Clause 9 to 16 were added to the Bill.

Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI CHINTAMANI PANIGRAHI : I beg to move :

"That the Bill be passed."

*Supplementary Demands for Grants (Railways) for 1986-87 to be submitted to the Vote of Lok Sabha*

No. of Demand	Name of Demand	Amount of Demand for Grants submitted to the Vote of the House
1	2	3
		Rs.
1.	Railway Board	70,00,000
3.	General Superintendence and Services on Railways	55,85,34,000
4.	Repairs and Maintenance of Permanent Way and Works	80,93,33,000

\*Moved with the recommendations of the President.

1	2	3
5.	Repairs and Maintenance of Motive Power	43,74,79,000
6.	Repairs and Maintenance of Carriages and Wagons	66,64,44,000
7.	Repairs and Maintenance of Plant and Equipment	43,58,43,000
8.	Operating Expenses—Rolling Stock and Equipment	62,23,18,000
9.	Operating Expenses—Traffic	105,01,32,000
10.	Operating Expenses – Fuel	1,29,61,000
11.	Staff Welfare and Amenities	27,38,19,000
12.	Miscellaneous Working Expenses	32,61,37,000
14.	Appropriation to Funds	70,00,00,000
16.	Assets— Acquisition, Construction and Replacement Other Expenditure	42,00,000

MR. CHAIRMAN : Shri Bhattam Srirama Murty to initiate the discussion.

financial year in which case the deficit is also going to further increase.

SHRI BHATTAM SRIRAMA MURTY (Visakhapatnam) : The Government intends to raise the freight rates by 15 per cent with a view to net an additional income of Rs. 320 crores during the current financial year. In a full year they were able to secure an additional revenue to the tune of Rs. 1000 crores. This is a huge amount—a substantial amount. And unexpectedly and with little or no justification the Government has taken recourse to a supplementary budget to raise such a huge amount.

As I said, I repeat, this is very disastrous, this is most unsustainable and this cannot be defended. A surplus of Rs. 69 crores in the Budget has ultimately turned out to be a deficit of Rs 415 crores consequent on the application of the recommendations of the Pay Commission report. Therefore, additional revenue is sought to be raised to the extent of Rs. 320 crores. Even this deficit would further increase to Rs. 95 crores, even after an additional income of Rs. 320 crores. There may be further increases in the dearness allowances in the course of the current

This is the present state of financial affairs of the Railways. Let it be understood and realised that the contours of railway finances have not matched with the requirements of expansion and modernisation. The railways should tone up their entire system of budgeting and financial administration. Internal generation of resources for funding development activities and expansion is the greatest need of the hour and that is being emphasised day in and day out. During the Seventh Five Year Plan period, Rs. 12334 crores are required for track renewal of 20,000 kms. and electrification of 3400 route kms. in addition to the rolling stock, etc. The outlay for the first two years is Rs. 4700 crores. Therefore, it stands to doubt whether the railways will be able to achieve an internal generation of resources to the extent of 50 per cent of the plan outlay in the coming years. This is the position of finances of the railways in a nutshell.

Coming to the budget proper, it is said that the additional levy has been put with a view to meet the additional commitment on account of increase in pay packet of the

[Shri Bhattam Srirama Murty]

railway employees. The recommendations of the pay Commission have not come a day too soon. In fact, the Pay Commission has abnormally delayed submission of its report. So this is not an unexpected thing. This has not come as a surprise. Therefore, the Government should have provided for this in the budget itself. But that was not done. Again, let me refer to productivity linked bonus. A provision of Rs. 33 crores has been shown here in the Supplementary Demands under this head. This obviously is not a new concept. Could you not foresee this? It is claimed by the Minister that the productivity has increased and has rightly claimed credit for this. That being so, why was not this amount provided in the original budget itself? Is it not a lapse? Is it not expected of the Railway Board to visualise this contingency? Why was it not done earlier?

Again, the other item is the contribution to the pension fund. It comes to about Rs. 70 crores. This amount also can as well be anticipated.

Now, coming to DA, DA sanctioned from 1st of April implies additional liability of Rs. 25 crores. Further increase in DA was not taken into account at the time of formulation of Supplementary Demands. I do not know why. That can as well be anticipated by the Railway Board. There seems to be a continuous lapse, a habitual thing in this regard. As a matter of fact, because of the inflationary nature of the budget itself, the prices are bound to escalate and you have to neutralise them and, therefore, DA also has got to be paid to them. So this being the situation, you should have prepared for it. This is not a sudden development which you are confronted with. Therefore, I earnestly feel that at the time of presentation of the Budget this should have been closely scrutinised and gone into. Budget has been prepared in a very slipshod manner, in a clumsy way, in a haphazard manner, not on a scientific, systematic basis. Everything is done on an ad hoc basis.

The Minister says he had to raise additional revenues through increase in tariff rates, freight rates, under circumstances

which are beyond his control. Are the circumstances beyond his control and understanding? What are the factors which are beyond his control? Are not things like pension, provident fund, D. A., revised pay scales understood earlier? Budget implies a policy making also. It is not merely an accounting process. It is not a question of pluses and minuses putting together. Budget should signify the policy of the Government in terms of rupees, annas and pies. Now, what is the policy of the Government. The Government some time back had taken a stand that indirect taxation should be eliminated, should be dispensed with, should not be resorted to as far as possible because this indirect taxation goes against the very facets of the new policy frame work which is announced by the Government on the floor of the House and elsewhere too. I do not know whether there is any consistency between the policy announced by the Minister of Finance and also the policy followed by the Minister of Railways. These two things sometimes appear to be irreconcilable, sometimes parallel, sometimes moving in opposite directions. The Minister has rightly stressed upon a very important topic, namely, rationalisation of tax structure, in his speech. But let me submit that this again is not done. This is not attempted. Whatever is now done is done on an *ad hoc* basis, in an unscientific manner. I would welcome a rationalised tax structure on a scientific basis. Let a study be made. Let the experts go into it and produce a report which would be helpful for future. Therefore, a rationalised tax structure is the need of the hour. I entirely agree that if some formula is there, some in-depth study is there, that would really help. Let that be undertaken by the Minister. This is my suggestion.

The Minister has said that he has not touched the passengers—90 per cent of them. Yes, he did not. But he did the worst thing. He did not touch the passengers, all right, but he touched the common man because it has got a cascading effect, it has got an inflationary effect, it has got the effect of increasing the prices of all consumer commodities and, therefore, the pocket of every consumer is going to be taxed by this method. I want the Minister to really understand that these are the implications of the present measure. Increase in freight rates by Railways will result in coal becoming more

costly for consumers in deficit areas and for cement units. Steel plants will have to incur a heavier expenditure on the movement of raw materials from mines and plants. Similarly, it will have effect on despatch of finished products later. Movement of products like cement and fertilizers will become costlier. Other administrative prices may also increase. Electricity Boards may also revise their tariff rates. Steel and coal prices are apt to increase. Higher transportation cost will inevitably affect the prices of goods carried. Therefore, I submit that this indirect method of taxation may not affect the actual passengers but it will affect the common man, everybody, whoever is living in this country. So, now this cannot be justified in any manner even on the basis of the standards and norms which they have laid for themselves and proclaiming that they will not resort to indirect taxation.

It was also proclaimed by the Minister that the whole thing is done with a view to meet additional demand on account of the recommendations of the Pay Commission, with a view to meet the requirements of the employees. That means what? Every time you increase the salary of the employees, you want to specifically say that this is the amount for which you want to tax the ordinary man. Broadly, you mean the common people have to bear the additional burden of salaries and you specify that amount. That means you want to bring employees to public contempt. Supposing this method is adopted by every State Government and also the Central Government, what would be the effect and its impact?

**THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA):** Third Pay Commission also.

**SHRI BHATTAM SRIRAMA MURTY :** You have got a precedent and, therefore, this can go on. Supposing for a moment whatever is paid to the Government servants, whatever may be the expenditure for that purpose, some levy is to be made. This is very unfortunate. You are exposing them and bringing one Section of society against another.

**SHRI MADHAVRAO SCINDIA :** That is an exaggeration. Do not exaggerate.

**SHRI BHATTAM SRIRAMA MURTY :** That may not be your intention but that is the consequence of your action. That is what I am pointing out. Anyway that is not a good precedent.

Let me come to the Service Conditions. These are not good. Railway men are being forced to work for 16 hours a day. In South, goods train are being run without guards even. Government should have parity in duty hours, bonus and wage structure of the employees of all public sector undertakings.

I would like to touch upon another important aspect. The Minister for Finance in his open House meetings made some marginal concessions, announced marginal concessions. These things are being appropriated by the Railway Ministry and whatever concessions he offers, they are being taken away now by the Railway Ministry. Therefore, what I suggest is—let there be a better co ordination between the Railways and the Central Budgeting system. The levies are not different from the tax imposed by the Union Ministry in a way as far as the net result is concerned. At the time of bringing forward certain demands, let there not be duplication of supplementary demands. There should be one Supplementary Demand Government should plan most of its taxes at the beginning of the year including administered prices.

Let me refer to the frequent railway accidents. I have statistics with me, month to month account, and accidents score board is available. The number of train accidents between April and December 1984 is 592. In 1985 it is 596. In the last two decades, figure was given by the Government themselves. It is 2131 and odd.

In broad guage 59.2 per cent accidents occurred. In metre guage and narrow guage, about 38.4 per cent accidents occurred.

Sir, the Report of the Commissioner of Railway Safety for 1984-85 said that human failure is mainly responsible for all these accidents and therefore, they made about 181 recommendations. I do not know what action is taken by the Government on these recommendations and it will be worthwhile if



[Shri Bhattam Srirama Murty]

the Minister also throws some light on the action taken or proposed to be taken on these issues.

Sir, I come to one or two aspects which concern some of us in our own areas. The Kotipalli-Kakinada railway line was an old one and it was abandoned some time during the Second World War. It has to be revived and it has got to be done. Let the action be expedited on this.

*(Interruptions)*

[*Translation*]

SHRI V. TULSIRAM (Nagar Kurnool) : Mr. Chairman, Sir, the Hon. Minister is talking, let him listen to what the Hon. Member is speaking. The Minister is not listening and they are also not listening. If they do not want to listen, then what is the use of sitting here ? Please listen to him.

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : We can listen to both of them.

SHRI V. TULSIRAM : Were it so, we do not know what would have happened.

*(Interruptions)*

[*English*]

MR. CHAIRMAN : Order, order.

SHRI BHATTAM SRIRAMA MURTY : It does not matter. He has got two years after all like his two hands to listen to both sides. I have no objection. I am not objecting to their talking. I hope you will note down my points.

Sir, the final point before I conclude is that the Tenali-Vijayawada-Guntur line is also pending. A certain amount was also provided for in the budget for this. But the work is not taken up in right earnest. Therefore, I request the Minister to do something in this matter.

As far as Visakhapatnam is concerned, a road-cum-rail bridge in the heart of the

city is of vital importance to a big city like Visakhapatnam, which is a fast growing city. So, in the heart of this city an overbridge is necessary. The State Government also has offered to give some grant and in spite of that, the matter is pending for quite some time and therefore, I request the Minister to take some action on this also.

[*Translation*]

SHRI UMA KANT MISHRA (Mirzapur) : Mr. Chairman, Sir, there is not much scope for debate on these Demands for Grants, but as an opportunity has been provided it enables us to review the working of the department and extend a few suggestions in that regard.

Sir, in his brief statement while presenting the Demands for Grants, the Railways Minister pointed to few important things which are encouraging. While highlighting the performance of his department, he said that whereas the target for transportation of goods in the current year was 267 million tonnes, Railways transported 128.4 million tonnes of goods upto September this year— i.e. one million tonnes more than the target fixed for the said period. This is indeed very encouraging. He hopes that by the end of the current financial year, Railways may be able to transport three million tonnes more goods than its target and I feel that it may come true. It is indeed commendable and the Hon. Minister needs to be congratulated for it. Besides, there has been marked improvement in the speed of trains. Railways, which is one of the biggest departments in the country, is vital for the development of the country. Country's progress and development depends to a large extent on Railways and if there is improvement in its working, the pace of development will accelerate. Our young Minister of State of Railways Shri Madhavrao Scindia has done a commendable job, by ensuring punctuality of trains and improving the performance within the limited resources and framework. He has given appropriate explanation for the taxes that have been levied by him. The department employs 17 to 18 lakh workers and the recommendations of Fourth Pay Commission have thrown an additional burden of Rs. 462 crores by way of wages, an amount of Rs. 33 crores has been paid by way of bonus and Rs. 70 crores would have to be paid

by way of pension. It will involve an additional expenditure of Rs. 520 crores. As this expenditure has to be met this year, the deficit shown at the time of Budget has increased. But the Hon. Minister has sagaciously acted to bridge the gap. He has only imposed a tax of 15 per cent on parcels and booking of luggage to cover the deficit. Even then there will be a deficit of Rs. 95 crores. Keeping in view the fact that the department is one of the biggest in the country this is not much. He was sagacious enough not to increase passenger fares. We welcome it and thank him for it. Crores of passengers travel by trains every year and the Hon. Minister needs to be thanked and congratulated that he did not increase their burden.

Sir, I feel this is an opportunity when we can bring to his notice some of our problems related to railways as also some of our demands. As I have already mentioned, Railways is vital for development and progress. The pace of development is very fast in the areas which are linked by railway lines. I feel that the Railway Minister and his department must be of the view that all the backward areas in the country should be linked by railway lines. I am not aware of the financial position of his department, but it has been reported and we often come across it here in this House that it is not very sound. It may be satisfactory, but it is not sound enough to meet the aspirations of the entire country immediately. He should always bear in mind that unless the backward areas are linked with Railway lines, they cannot be developed. I am not saying it in the context of entire country, but with specific reference to my area. The Hon. Railway Minister may be having some proposals in this regard which may be implemented in the Seventh and Eighth Five Year Plans. I would like to put forward a few suggestions with regard to my area. This is the area surrounded by Uttar Pradesh, Madhya Pradesh and Bihar. The area to which I am referring is eastern U.P., Western Bihar and Northern Madhya Pradesh. This is linked with all the three States. This is a very backward region and the Hon. Minister is aware of it. Its backwardness is heightened in the absence of any rail communication. That is why I would request the Hon. Railway Minister that he should pay attention to this area henceforth.

There is one thing more which is related to the Hon. Minister's home State. Rewa and Sidhi districts of Madhya Pradesh are adjacent to our district and the said district headquarters are yet to be linked by rail. I would request that this should be immediately linked. Secondly, I would like that Satna should be linked to Rewa and onward to Mirzapur and Bhadoi and thereafter the line should go upto Guwahati in Assam *via* Jaunpur, Azamgarh and Gorakhpur. This would link up Madhya Pradesh, Uttar Pradesh and Bihar areas directly with Assam and they could thus develop. It would benefit those areas. Similarly, the line from Satna to Rewa could be taken upto Singrauli *via* Sidhi and Mirzapur and Bhadoi could be linked *via* Satna to Rewa. This line would thus go from Bhadoi to Banaras, Azamgarh and Gorakhpur and onwards to Assam *via* Bihar. This line is vital for the development of these areas.

There is a railway line which goes from unknou to eastern U.P. and passes through Gonda, Bahraich, Basti and Gorakhpur and onwards to Assam. This line should be converted into a broad gauge line. This line conversion work has already been started on Banaras—Ghazipur—Azamgarh—Gorakhpur section. This should also be immediately completed. Varanasi and Allahabad, the two most important cities of Uttar Pradesh, which are at present linked by a metre gauge line, should be connected by a broad gauge line. We have demanded it earlier also and we once again repeat our demand.

Sir, there is need for renewal of tracks which have become old. Railway tracks have to be renewed, as one of the Hon. Member, has just stated. We are entering the 21st Century shortly and we want that our railway system should also correspond to the requirements of that age. The Government will be working in that direction.

There are two demands relating to our area. There is an old train 11 UP and 12 DN which goes from Calcutta to Delhi and back and passes through our area. This is a very old train and its condition is very bad. Its coaches, doors, bathrooms, latrines are in a very bad shape. Similarly there is one more old train which goes from Mirzapur to Lucknow and one train goes from Chopan to

[Shri Uma Kant Mishra]

Mirzapur. The condition of these trains is also very bad. This too should be looked into. I have already met the Hon. Minister in this connection and narrated to him the condition of these trains.

Mirzapur is one of the important railway stations in U.P. Last year one of the Assam bound trains used to pass through that station. That train has now been diverted to some other line. That train is being run for four days on Bhadoi line and four days on Mirzapur line. There used to be no restriction of 400 kms. on the train which was previously running and there used to be no 'Super Fast' train charges also. Allahabad is almost the second capital of Uttar Pradesh. We have the High Court, The AG's Office, Pension Office, University, Police headquarters and Education Directorate there. Almost 15000 workers travel to and fro between Mirzapur, Allahabad and Kanpur. We had requested the Government that for the convenience of these commuters this restriction of 400 kms and 'Super Fast' train charge should be done away with so far as Neelanchal Express and Kalka Mail trains are concerned. Also a new train should be run between Allahabad and Banaras. That would enable the Mirzapur passengers to go to Allahabad and Kanpur.

Keeping in view the sentiments of our area in this regard, I hope the Hon. Minister would give due attention to our small demands and would try to meet them.

With these words, Sir, I thank you as will as the Hon. Minister.

16 58 hrs.

[MR. DEPUTY SPEAKER *in the Chair*]

[*English*]

SHRI VAKKOM PURUSHOTHAMAN (Alleppey): I support the supplementary Demands for Grants for expenditure of railways moved by our dynamic young Minister Shri Madhavrao Scindia. I am sure that nobody can criticise this expenditure as avoidable or sheer waste. My friend from Telgu Desam has criticised supplementary demands as expected

demands; it could have been included in the original budget. But he has not said that this is a wasteful expenditure; this is an avoidable expenditure. So, I think that supplementary demands are mainly meant for the maintenance and repairs and for the staff benefits and other amenities. We cannot accuse the Minister for bringing this proposal for additional revenue because as a result of implementation of Pay Commission's recommendation, payment of Dearness Allowance instalments, payment of productivity-linked bonus, the additional expenditure comes to about Rs. 520 crores. In addition to that, Rs. 70 crores is necessary for contribution to the Pension Fund. My friend from the Telgu Desam has criticised these provisions for additional revenue. But he has not stated as to how the must meet the additional expenditure which was mainly meant for the benefit of the employees. He has not attacked the demands of the employees. But at the same time, he has not suggested as to how the Railway Minister must increase the revenue for meeting all expenditure.

17 00 hrs.

Anyway, I congratulate the Minister for not imposing additional passenger fares, even though now there is an uncovered gap. The revenue can be increased successfully by making more severe checks and eliminating these ticketless travellers. I may be excused when I say that there are a lot of ticketless travellers in the North when compared to the South. I am proud to say that the ticketless travellers in my State of Kerala are negligible, if not 'nil' and the passengers are very disciplined also. Nobody in my State travels on the top of the compartment. Nobody normally misbehaves inside the train. But that is not the case everywhere. There are incidents of high-way robbery and looting which have, how-a-days, become a common affair in the trains. In the long distance trains, especially coming from Kerala and the South, the passengers have heart-throbbing stories of robberies, molesting of ladies and they have to undergo unnecessary troubles, indecent behaviour etc. They complain to the authorities. But the passengers are, in fact, rebuked by many of the officers. They come and tell us about the sad state of affairs. But what can they do? So, my submission is that the Minister



has to take very strong action in stopping all these things.

Very recently, an employee of Matra-bhoomi, a leading Malayalam daily newspaper, was missing for days together. His box was found in the train. After so many days, when, he returned, he has so many stories to tell us about how he suffered with the co-passengers; how he was thrown out and all those things. Even, in today's paper in the Times of India, a report has come about the armed miscreants looting train passengers. I quote :

“Jabalpur, November 11”

“About five young miscreants armed with lethal weapons looted eight passengers in a second-class compartment of the Jabalpur-Nagpur train near Shikara railway station, about 50 km from here on Sunday, according to a South-Eastern Railway Spokesman”.

This type of reports comes every day in the newspapers. In the long-distance trains, these miscreants enter and treat the passengers very badly. Some passengers are even thrown out of the reserved compartment. Some of the miscreants enter the compartment without even tickets and occupy the seats reserved for long distance passengers. So, my humble submission is that Government should take very strong steps to stop this sad State of affairs in the trains.

In the new Railway Bill which has been referred to the Joint Committee, some of the provisions are really very good, especially inclusion of more offences and imposition of very stringent punishment. This may help to deal with the miscreants to some extent. Of course, I am not coming to details about the experience of people from south in the trains. Mr. Scindia, our main complaint is this We, the people of Kerala, have got a genuine grievance against your Ministry because we are neglected by the Railways. After independence, during the last 40 years, the only additional line we got was the extension of a broadgauge line from Ernakulam to Trivandrum and a subsequent extension to Kanyakumari which is in Tamil Nadu. We have been repeatedly asking for so many

additional lines. As my friend has stated, having additional lines means giving more scope for development in our State. But we are neglected. In 1979-80, construction of a new railway line from Ernakulam to Alleppey was approved and work started. In 1982-83 an extension of this line to Kayangulam was also approved. The total length of this additional line comes to less than 100 kilometres. I may request the Railway Minister...

MR. DEPUTY SPEAKER : Please try to conclude. There are some Members wanting to speak today itself.

SHRI VAKKOM PURUSHOTHAMAN : I request the Minister to expedite this line because it is very important. Additional amount should be allotted in this year itself. The entire money of Rs 4 crores allotted from the current year's budget has been completely exhausted. Therefore, please allot some more money for the current year.

So many requests are pending from our State Government. The main request is electrification of the railways in our State. I understand that the Kerala Government have offered electricity at a cheap rate. In the MPs Conference the Chief Minister told us to inform the Railway Minister that the Kerala Government is prepared to give electricity at a concessional rate; the Chief Minister has told all Members of Parliament from Kerala. Therefore, I request the Minister to take immediate steps there also.

MR. DEPUTY SPEAKER : Please conclude.

SHRI VAKKOM PURUSHOTHAMAN : There are so many demands from my State. Since there is no time, I am not elaborating on those. But I may tell you that there is a big criticism in my State that we are neglected by the Railways. Almost all the papers write editorials every year, after the Railway Budget is out, about the poor allocation of funds for the development of Railways in Kerala. In fact, they criticise us, the Members of Parliament, in their editorials. We are placing before you all our demands. But nothing happens. So, excuse me when I say that it is with much reluctance and with heartfelt pain that I tell you, Mr. Scindia,



[Shri Vakkom Purushothaman]

that we will be forced to offer *Satyagraha* in front of your official residence if proper allocation is not made for the development of Railways in Kerala.

MR. DEPUTY SPEAKER : Then all the MPs will be before his house.

SHRI MADHAVRAO SCINDIA : I would like to invite him to offer a *Satyagraha* inside my residence.

MR. DEPUTY SPEAKER : Then your house cannot accommodate them because all the 540 MPs come to your house. I would like to mention that at 5.30 p.m. we are going to take up Half-an-Hour discussion. For those who want to participate in the discussion on the supplementary demands for grants of the Railway Ministry, I would give only five minutes today. If they want to speak tomorrow they can take sufficient time. Therefore, whomever I am calling may please take only five minutes.

Now Mr. V. S. Krishna Iyer will speak. He may take only five minutes, if he wants to speak today itself. The time is very short and other Members also want to speak.

SHRI V. S. KRISHNA IYER (Bangalore South) : Mr. Deputy Speaker : I rise to oppose this Supplementary Demands... *(Interruptions)* When the Hon. Railway Minister began his speech, I thought that he would return home with bouquets; but that is not to be. I wanted to congratulate him; but when the latter part of his speech was heard by me with rapt attention, I was really very much disappointed as were many other Members.

The young and the dynamic Minister, with a stroke of pen levied and imposed an unprecedented levy of Rs. 1000 crores on the people of India. It is unprecedented. The impact of it, probably the Hon. Members have not felt. It will be known only in the month of December or January.

I have got some figures that the Railways have imposed in the past ten years. It was never so high as the one which the Hon. Minister has tried to do now. Even in 1985-86 it was only Rs. 495 crores. In 1986-87, the current year it was only Rs. 76 crores.

Now, the Hon. Minister very cleverly and stealthily imposed a very heavy burden on the people. I thought that he is really efficient. Even now I have admiration for him. I thought that by better management he would fill up the gap. We knew that due to the revision of pay of the railway staff, the cost will come more. We all thought that the Minister by his clever and better management will absorb that cost. But unfortunately it is not so.

What will be the impact of it? The price of the core materials like steel, coal, food stuff and all the essential commodities will go up very soon. So, I strongly oppose this. *(Interruptions)*

He cannot justify the imposition of Rs. 1000 crores because the extra cost due to the pay revision of the staff is only Rs. 500 crores. But why has he levied Rs. 1000 crores extra? I don't know what they would mean by long-term fiscal policy. Is this an indication for the next budget? You are going to levy something more. So, I oppose this.

I would like to mention one or two more points. Because for want of time I will straightaway come to my State.

MR. DEPUTY SPEAKER : You can go to your constituency also.

SHRI V. S. KRISHNA IYER : The development of the Railways is not very satisfactory. It is not upto the expectation. We knew that it was because of the financial constraint. We know that Planning Commission has been very unkind to the Railway Ministry. That is why the entire House with one voice demanded that sufficient funds should be provided for Railways. What is the result? In the past two plans...

MR. DEPUTY SPEAKER : Try to be brief Sir. That is why I told you in the beginning itself that you could speak tomorrow.

SHRI V. S. KRISHNA IYER : Sir, four hours are allotted for this. You know that generally I am very brief. The percentage of allocation by the Planning Commission used to be 15 per cent in the 1950s-1960s whereas now it is only 7 per cent. I

think the entire House will agree with me that the Planning Commission must come forward to see that sufficient funds are allocated to the railways. The future of the railways is very bleak. Mr. Bansi Lal while replying to the Railway budget debate had said for on-going track renewal projects Rs. 1500 crores are required but the budget provision is only Rs. 350 crores. Similarly for gauge conversion the amount required is Rs. 800 crores whereas only Rs. 150 crores have been provided.

Sir, I will be failing in my duty if I do not say anything about my State. Mr. Vakkom Purushothaman spoke about injustice having been done to Kerala but I would say greater injustice has been done to Karnataka. Karnataka has been a neglected State. The Railway Minister said priority will be given to on-going projects. I would like to give one or two instances. One is Bangalore-Mysore broad-gauge conversion. It requires Rs. 25 crores but you have provided only Rs. 49 lakhs in the current year. Recently the Minister announced at the Congress office meeting at Bangalore that another Rs. 50 lakhs will be provided. We welcome it but at this rate it will take 25 years to complete this scheme and it will cost Rs. 40 crores. Similarly, for Chittardurga-Raidurga new line a meagre amount has been provided.

Lastly I have one or two suggestions for new works. As matters stand today no new works can be undertaken in the Seventh and Eight Five Year Plans but there are some new schemes which are a must. One is Karwar-Hubli railway line because foundation for the Karwar naval base has been laid by the Prime Minister recently. If you do not put up railways what effect it will have on the naval base. You must see that this line is taken up early. Then a word about Jallarpat-Bangalore railway line. It is unfortunate that no funds have been allocated for this scheme whereas Northern Railway surrendered Rs. 160 crores provided for electrification.

Our Chief Minister had discussion recently with you in regard to my constituency in connection with rapid transit system for Bangalore city. Bangalore has become an international city. The transit system is a must. You please again discuss

it with the Chief Minister and see that it is implemented and sufficient funds allocated for this.

[*Translation*]

SHRI JUJHAR SINGH (Jbalawar) : Mr. Deputy Speaker, Sir, at the outset I would like to congratulate the Hon. Railways Minister, because there has been a marked change in the attitude of people towards railways during the last two years. People have started realizing that the railway administration and working of railways is improving fast. If confidence is generated in general public in favour of any Government department, more so about Railways, it is proof of the fact that Railways has made remarkable progress and its working is smooth. The credit of this improvement goes to the present Railway Minister under whose able leadership and direction Railways has progressed a lot.

The House is discussing Demands for Supplementary Grants of the Ministry of Railways at present. This has been done to implement the recommendations of Fourth Pay Commission which has thrown an additional burden of Rs. 462 crores on the Railways, by way of enhanced wages to the staff. These Demands try to make some provision in that regard. Mr. Deputy Speaker, Sir, imposition of tax had become inevitable and to meet the recommendations of the Pay Commission, Railways had to make some appropriate provisions, but I would like to add here that we expect higher efficiency in the agency in which raise in tax has been necessitated. If there will be lack of efficiency in the Railways in future, people will feel that great injustice has been done to them by imposing these taxes, because everyone is well aware that the additional burden of Rs. 462 crores or Rs. 590 crores on the Railways is mainly on account of payment of higher wages to the railwaymen. People now expect greater efficiency and better performance from the Railway staff. I hope that the Hon. Minister will try his level best to achieve this and also remove the short comings in Railway system that have been pointed out earlier by other Hon. Members.

Now, I would like to draw the attention of the Hon. Minister to few problems regarding trains in my area and seek his consideration in that respect. Mr. Deputy Speaker,

[Shri Jujhar Singh]

Sir, first and the foremost thing is that recently the two trains viz., Dehradun Express and Janata Express, have been cancelled. Sir, the Dehradun Express was the only train between Delhi and Kota by which common passengers used to travel. The other trains on this route are either super fast or long distance trains. Common man does not travel by these trains, because they are not allowed in them. Keeping in view the heavy traffic that is generated there, it has been a long standing demand to introduce an additional train between Kota and Delhi. The number of existing trains was found to be inadequate, to meet the heavy rush of traffic. Instead of providing an additional train—which was required to be introduced there,—one of the existing trains viz., Dehradun Express was cancelled. This has caused great resentment among the local people and they are very much agitated over it.

It is very essential to cancel a train, then you may cancel some other train instead of it, but I request you not to cancel this Dehradun Express as it is very useful for the common man. Its cancellation has disturbed the minds of the people and there is an atmosphere of unrest. Therefore, I request you to restore the running of this train again.

Mr. Deputy Speaker, Sir, I want to draw the attention of the Hon Minister through you, regarding the second class in railways which do not have the reservation facility, one faces difficulty in getting a seat and these trains run very crowded. Therefore, I request that arrangements should be made to provide a system similar to that of chair car to the passengers of the second class also by making a payment of nominal extra charge. At present the situation is that one has to wrestle to enter into a compartment and old persons like me, hardly can get into a train.

[English]

If you can make some sort of arrangements where people can get a seat in the second class compartment with a little extra charge.

[Translation]

then people would get a lot of relief thereby.

Mr. Deputy Speaker, Sir, a lot of traffic is generated from Ramganj mandi which is very big mandi. It would be very good, if arrangements are made to connect it by a fast train. It would be of great convenience to the people. I hope that you would certainly do something in this regard.

Mr. Deputy Speaker, Sir, there is a very old railway line in Kota region which covers the constituency of the Hon. Minister also and that is called Kota-Bina line. No work has been done on this line, since its construction. Also no improvement has been brought about. Tracks are very old and the condition of the bogies of trains is very bad, and the trains run very slow. The stations on that route are situated at very long distance and roads are also insufficient for the traffic. Therefore, I request that you should open one or two new stations on that route in order to facilitate the people.

We have requested for a station at Koushali. We would be thankful to you if you kindly consider it and sanction it.

Mr. Deputy Speaker, Sir, I thank you for providing me an opportunity to speak.

\*SHRI M. MAHALINGAM (Nagapattinam): Mr. Deputy-Speaker, Sir, on behalf of the A.I.A.D.M.K., I rise to support the Supplementary Demands for Grants for Railways brought forward by the Hon. Railway Minister, in this august House, I welcome the Supplementary Demands for Grants.

Sir, there are about 15 lakhs of villages in the country. Out of this, about 80% villages do not have any transport facility, particularly railway transport system. Our country is developing very fast in all respects, but it is a sorry state of affairs to know that the villages do not have proper road facility and most of them are not connected with railway system. Under these circumstances, how can we expect the people living in villages progress? Sir, in this connection, I would like to draw the attention of the Hon. Minister to the Report of the National Transport Committee. The report mentions that the backward and neglected areas

\*The speech was originally delivered in Tamil.



should be given preference in the matter of transport facilities. Therefore, we should give utmost importance for the development of these backward areas and this is possible only by providing transport facilities to the people living in these backward areas. But the Government has not taken up for consideration the recommendations of the National Transport Committee, right earnest. The Government should work for the people and their interests should be upper-most in the minds of the Government. But it is not doing so. It only sees the profit and loss whenever it considers a scheme for a particular area. I am sorry to note this kind of attitude of the government.

Sir, in the present Supplementary Budget, the Government has brought forward a proposal for collecting additional revenue of Rs. 315 crores by way of increase in freight rates. I would like to warn the Government that by this increase in freight rates only the poor and the common people are affected. I would point out that the Railways should not resort to this kind of action to meet additional wages and DA to be paid to the staff due to the recommendations of the Fourth Pay Commission. I would suggest that the Railways can avoid unnecessary expenditure and plug the corruptions that are taking place at various points. The Railways are regularly resorting to increase the freight charges and fares. But, at the same time, the facilities provided to the passengers not commensurate with the fares they are charged. It is most unfortunate that the railway compartments are not maintained properly. The seats are either broken or the cushions are cut. In the long distance trains, invariably drinking water facility and the fan facility is not available. The toilets are stinking because the taps in the toilets very often go dry. The trains in the foreign countries are equipped with all modern facilities and they run fast. The accidents in railways occur quite often in our country.

For the last 35 years, the Southern Railway has been neglected and not a single railway line has been laid in any part of Tamil Nadu all these years. The old railway engines continue to be used. They have to be replaced with modern ones. Sir, between Dindigul and Kerur, work relating to conversion of metre-gauge lines into broad-gauge has been taken up long back but it has been

delayed because of the paucity of funds. I would therefore request the Hon. Minister kindly to allot more funds for this work so that the work can be completed as early as possible.

Sir, in my constituency, that is, in Nagapattinam, there is a railway line between Mannargudi and Nidamangalam and about a decade ago, due to some reason or other, the train running between these two stations was completely withdrawn. For the last two years, I have been requesting the Railway Minister for reintroduction of the train between these two stations. The reply given to me by the Hon. Minister was that it would not be economically viable to run a train in this line. In this connection, I would like to point out that this situation was prevailing about 10 or 15 years ago and at that time there was hardly any development in that area. I have now recently explained that Mannargudi is a big business centre and the merchants and small industrialists and consumers throng to Mannargudi. The Food Corporation of India has also got a godown in Mannargudi. There is also a rice mill of the Tamil Nadu Civil Supplies Corporation. The foodgrains from the F. C. I. and the rice mill in Mannargudi have to be moved by trucks and lorries to Nidamangalam for distribution to other parts of the State by railways. There is also a fertiliser factory called 'Pamani' fertilisers. The fertilisers are also to be transported by trucks. In this way, the public and the private sector units at Mannargudi are paying crores of rupees to the truck and lorry owners by way of transportation charges. This huge sum can go to Railways if they put to use the railway lines already available there. In this area, the students going to high schools and colleges have to commute themselves by bus.

Sir, the Railways have withdrawn one of the two passenger trains running between Tiruthuraiipoondi and Vedaranyam. Since the public are put to lot of difficulties, I would request the Hon. Railway Minister to reintroduce this passenger train. Similarly I would request the Hon. Minister to reintroduce the train between Nagapattinam and Madras. I would also request the Hon. Minister to consider construction of a new railway line between Vedaranyam and



[Shri M. Mahalingam]

Nagapattinam. This is a long-standing demand from the public living in that area. This will mainly help the fishermen and the farmers living all along the coastal area. Sir, in Tiruvarur, about 10 years back, construction work of an over-bridge was taken up. There has been an undue delay in completing this small work. I would request the Hon. Minister to take necessary step for completing this work on priority basis so that the difficulties faced by the people in that area removed.

Lastly, I would request the Hon. Railway Minister kindly to consider all the demands of the people of my constituency very sympathetically so that there is all-round development in the country. I thank you, Mr. Deputy Speaker, for giving me this opportunity of speaking on the Demands for Grants for Railways.

17.30 hrs.

#### HALF-AN-HOUR DISCUSSION

[English]

#### Loss Incurred by Hindustan Paper Corporation Ltd.

MR. DEPUTY SPEAKER : Now, we are talking Half-an-Hour discussion. Shri Suresh Kurup.

SHRI SURESH KURUP (Kottayam) : Mr. Deputy-Speaker, Sir, I am happy that this type of occasion came to discuss about the functioning of the Hindustan Paper Corporation. On 4th November, while answering a question put by Prof. K. V. Thomas about the functioning of the HPC units, the Hon. Minister for Industry replied that the units have incurred a loss up to 31-3-1985 Rs. 136.31 crores. He has also given the estimated loss during the 3 years as Rs. 116.71 crores. The main reason which is mentioned by the Minister for this type of huge loss is, locational disadvantage and also taking over of sick units, power cuts etc. But one main reason was conspicuously absent. He did not mention that. I would like to say that reason and it is the mis-management and corruption that are going on in the HPC units. One important major

unit of the HPC is there in my constituency at Kottayam. I am not aware of the functioning of the other units of HPC. But I am a little bit aware of this unit in which I happen to be one of the office-bearers of the trade union and in that capacity also, I have written to the concerned Ministers earlier regarding some of the glaring mis-practices going on in the HPC unit there.

Sir, I have great respect for both the Ministers—Minister for Industry and Minister for Public Enterprises. For both of them, I have got great regard and respect and I hope they will take this into very serious consideration. I want to mention two or three points only regarding Hindustan Paper Corporation, Kottayam Unit, regarding that I have also earlier written to the Minister. The Hindustan Paper Corporation, Kottayam Unit which is known as the Hindustan Newsprint Limited, has entered into a contract with a firm in Madhya Pradesh for supplying burnt stone-limes which is used as raw materials in the hypo plant. Anybody who knows about Kerala knows that burnt shell lime which is equivalent to burnt Stone-lime is abundantly available in Kerala. This raw material is abundantly available in Kerala. Instead of buying from the local suppliers, the company management opted to buy the stone limes from Madhya Pradesh. Again, I fail to understand, why they bought it from Madhya Pradesh. If they were so particular about using burnt stone limes, they could have bought it from the neighbouring States like Tamil Nadu or Andhra Pradesh. But instead, they went all the way to Madhya Pradesh and entered into a contract with a firm there for the supply of this burnt stone-lime. But after all the trade-unions registered their complaints and protest regarding this, the management opted to withdraw it after a long time. But the person concerned, i.e. the then chief executive who entered into the contract, was transferred to Karnataka as in-charge of Mandya Paper Company. No action was taken, no enquiry was conducted. The Minister may not be aware of these things. All those persons concerned, who were responsible for this deed, are in various high positions of the Corporation up till now.

Another thing which, I think, Mr. Tewary knows : I talked to him also about