

MR. SPEAKER: The question is:

"That schedule stand part of the Bill"

*The motion was adopted.*

*The Schedule was added to the Bill.*

MR. SPEAKER: The question is:

"Clause 1, the Enacting Formula and the long title stand part of the Bill."

*The motion was adopted.*

*Clause 1, the Enacting Formula and the long title were added to the Bill.*

MR. SPEAKER: The Minister may now move that the Bill be passed.

SHRI MANMOHAN SINGH: I beg to move:

"That the Bill be passed."

MR. SPEAKER: The question is:

"That the Bill be passed."

*The motion was adopted.*

12.20 hrs.

[English]

#### APPROPRIATION BILL - 1995 \*\*

THE MINISTER OF FINANCE (SHRI MANMOHAN SINGH): I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1994-95.

MR. SPEAKER: The question is:

"That leave be granted to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated fund of India for the services of the financial year 1994-95."

*The motion was adopted.*

SHRI MANMOHAN SINGH: I introduce\* the Bill.

I beg to move\*\*\*.

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1994-95, be taken into consideration."

MR. SPEAKER: The question is:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated

Fund of India for the services of the financial year 1994-95, be taken into consideration.

*The motion was adopted.*

MR. SPEAKER: The House will, now, take up Clause-by-Clause consideration of the Bill.

The question is:

"That clauses 2 and 3 stand part of the Bill."

*The motion was adopted.*

*Clauses 2 and 3 were added to the Bill.*

MR. SPEAKER : The question is :

"That the schedule stand part of the Bill."

*The motion was adopted.*

*The Schedule was added to the Bill.*

MR. SPEAKER : The question is:

Clause 1, the enacting Formula and the long Title stand part of the Bill."

*The motion was adopted.*

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

SHRI MANMOHAN SINGH: I beg to move:\*\*\*

"That the Bill be passed."

MR. SPEAKER: The question is:

"That the Bill be passed."

*The motion was adopted.*

[English]

#### DEMANDS FOR GRANTS ON ACCOUNT (RAILWAYS), 1995-96

AND

#### SUPPLEMENTARY DEMANDS FOR GRANTS (RAILWAYS), 1994-95

MR. SPEAKER: The House shall now take up Item Nos. 36 and 37 together viz. Demands for Grants on Account (Railways) and Supplementary Demands for Grants (Railways).

Motion moved:

"That the respective 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, on account, for or towards defraying the charges during the year ending the 31st day of March, 1996, in respect of the heads of Demands entered in the second column thereof against Demand Nos. 1 to 14 and 16."

\* Introduced with the recommendation of the President.

\*\* Published in the Gazette of India, Extraordinary Part II, Section 2 dated 30.03.95.

\*\*\* Moved with the recommendation of the President.

*Demands for Grants on Account (Railways) for 1995-96 submitted to the vote of Lok Sabha*

No. of Demand	Name of Demand	Amount of Demand for Grants on Account Submitted to the vote of the House
		Rs.
1.	Railway Board	3,19,33,000
2.	Miscellaneous Expenditure (General)	18,46,69,000
3.	General Superintendence and Services on Railways	122,24,86,000
4.	Repairs and Maintenance of Permanent Way and Works	256,64,36,000
5.	Repairs and Maintenance of Motiv Power	190,27,72,000
6.	Repairs and Maintenance of Carriages and Wagons	273,19,17,000
7.	Repairs and Maintenance of Plant and Equipment	134,59,16,000
8.	Operating Expenses-Rolling Stock and Equipment	221,72,35,000
9.	Operating Expenses-Traffic	951,66,83,000
10.	Operating Expenses-Fuel	607,20,90,000
11.	Staff Welfare and Amenities	98,42,87,000
12.	Miscellaneous Working Expenses	122,84,60,000
13.	Provident Fund, Pension and Other Retirement Benefits	330,17,23,000
14.	Appropriation to Funds	1005,83,33,000
	Assets-Acquisition, Construction and Replacement	
	Revenue	7,50,00,000
	Other Expenditure	
	Capital	213,28,41,000
	Railway Funds	1828,42,52,000

MR. SPEAKER: Motion moved:

"That the 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 to defray the charges that will come in course of payment during the year ending the 31st day of March 1995, in respect of the head of Demand entered in the second column thereof - Demand Nos. 1, 2, 8, 13, 15, 16." (Interruptions)

*Supplementary Demands for Grants (Railways) for 1994-95 submitted to the Vote of Lok Sabha.*

No. of Demand	Name of Demand	Amount of Supplementary Demand for Grants Submitted to the vote of the House
		Rs.
1.	Railway Board	1,15,00,000
2.	Miscellaneous Expenditure (General)	1,54,00,000
3.	Operating Expenses-Rolling Stock and Equipment	29,08,55,000
4.	Provident Fund, Pension and Other Retirement Benefits	50,11,50,000
5.	Dividend to General Revenues Repayment of loans taken from General Revenues and Amortization of Over - capitalization	8,00,00,000
6.	Assets-Acquisition, Construction and Replacement Other Expenditure Capital	119,02,81,000

SHRI BASUDEB ACHARIA (Bankura): I am on a point of clarification. I want to know from the Hon. Minister whether there will be any increase in fares for suburban passenger trains from the 1st April 1995 or not. We have given a Cut Motion.

KUMARI MAMATA BANERJEE: I also want to raise the same point.

MR. SPEAKER: This is only vote on Account (Railways) and Supplementary Demands for Grants (Railways). You will get ample opportunity to discuss this.

KUMARI MAMATA BANERJEE (Calcutta South): After the discussion, let the Minister take a decision.

SHRI BASUDEB ACHARIA: He is not agreeing. We have given a Cut Motion against increase in fares for suburban passenger trains.

MR. SPEAKER: The Vote on Account relates to the continuing projects. The scope for discussion on Vote on Account is very very limited. As far as the Supplementary Demands are concerned, you have only to discuss that amount of money on that kind of activity which is mentioned.

SHRI RAM NAIK.: We will speak on Appropriation.

MR. SPEAKER: Not Appropriation, we will give you ample time to discuss Railways.

SHRI RAM NAIK: Sir, that is not the point. The point is that the Railway Minister has increased the season ticket fare of suburban commuters for the last three years by 109 per cent. If we cannot say about anything at this stage, when shall we speak out?

SHRI BASUDEB ACHARIA: We have given notice for cut motion on this. ... *(Interruptions)*

MR. SPEAKER: Please speak one by one.

SHRI RAM NAIK: We would like to have a positive response from the Railway Minister that at least for one month the fare should not be increased. I am particularly referring to suburban railways because all the MPs from Mumbai and Calcutta have represented to the Prime Minister also that it should not be increased. So, from that point of view it is most necessary that suburban commuters should not be burdened with any further rise in fares.

SHRI ANIL BASU (Arambagh): How can there be a fare hike without any discussion on the floor of the House?

MR. SPEAKER: Do you think that on Vote on Account you would be able to do that?

SHRI ANIL BASU: There should not be any fare hike.

MR. SPEAKER: Okay, We will get a reply.

SHRI ANIL BASU: We have to oppose this. We have given Cut Motion on this.

MR. SPEAKER: We will get a reply. Mr. Dighe I am asking one thing.

...*(Interruptions)*

SHRI SHARAD DIGHE (Bombay North Central): What is the point in discussing it afterwards? They should give an assurance that it will not come into force till the Budget discussion is held. ....*(Interruptions)*

MR. SPEAKER: Mamtaji, please be very brief.

KUMARI MAMATA BANERJEE: Yes, I will be brief. We do not have any problem because everybody is supporting it. But the problem is, it is related to the common people, especially the common passengers who travel every day whether it is Bombay, Calcutta or Madras. So, I request that the Minister should not increase the fare from first April. After discussion, after taking a decision and after taking all the Hon. Members into confidence the Minister can decide. But if the cost of monthly season ticket is increased it will affect the people because their salary is not increasing. If you increase it every time it will create trouble. So, it should not be increased.

THE MINISTER OF WATER RESOURCES AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI VIDYACHARAN SHUKLA): I want to submit that the Demands for Grants and the Supplementary Demands for Grants that are being moved now do not cover the new levies or rise in fares.

MR. SPEAKER: That is exactly what I was trying to say.

VIDYACHARAN SHUKLA: What we are putting to the House does not cover this particular point. ...*(Interruptions)*

MR. SPEAKER: First of all, let me clarify. What is this? Without understanding you do not come to the conclusion.

VIDYACHARAN SHUKLA: I was suggesting that when the appropriation matter comes before the House, all these matters can be discussed.

MR. SPEAKER: There is one point. The Members apprehend that even without passing the General Budget you would be increasing the railway fare. Is it going to be done and it is going to be done and it is going to be done what is your stand today? ...*(Interruptions)*

MR. SPEAKER: Please do not interrupt now.

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): We come to the Parliament for the expenditure. So far as raising the resources are concerned, this particular Vote on Account and the Supplementary Grants, there is no question of any raising of fare or price. It comes only in the next Budget. The opportunity is going to come before the House....

MR. SPEAKER: After the Budget is passed you will do it. Okay, that is right.

...*(Interruptions)*

MR. SPEAKER: Mr. Basudeb Acharia, now there is no point. You should be happy about it. You should thank him.

...*(Interruptions)*

MR. SPEAKER: If you want to be more clear you will be at a disadvantage.

MR. SPEAKER: I shall now put all the Demands for Grants on Account (Railways) for 1995-96 to the vote of the House.

The question is:

"That the respective 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, on account, for or towards defraying the charges during the year ending the 31st day of March, 1996, in respect of the heads of Demands entered in the second column thereof against Demand Nos. 1 to 14 and 16."

*The motion was adopted.*

MR. SPEAKER: I shall now put Supplementary Demands for Grants (Railways) for 1994-95 to the vote to the House.

The question is:

"That the 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 to defray the charges that will come in course of payment during the year ending the 31st

day of March 1995, in respect of the head of Demand entered in the second column thereof—Demand Nos.1,2,8,13,15 and 16.”

*The motion was adopted.*

12.32. hrs.

[English]

**APPROPRIATION (RAILWAYS) VOTE\*\*  
ON ACCOUNT BILL, 1995**

**THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF):** I beg to move for leave to introduce a Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 1995-96 for the purposes of Railways.

**MR. SPEAKER :** Motion moved:

“That leave be granted to introduce a Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 1995-96 for the purpose of Railways.”

[Translation]

**SHRI RAM NAIK:** Mr. Speaker Sir, the Hon. Minister in his budget speech had stated that the sub-urban railway is highly sub-sidized. On the basis of the data given by him the Bombay suburban service have earned a profit of rupees 53.55 crore during 1993-94. It is a separate matter that keeping it in view the Government have hiked the fare, but our demand is that there should be an autonomous corporation for Bombay sub-urban services and the Government should decide in this respect. He has to respond.

[English]

**SHRI NIRMAL KANTI CHATTERJEE (Dumdum):** As the House knows, the freight rate equalisation was given a goby the Railway. While the actual freight is charged for the movement of steel around the region of steel making units, the rates which are charged for distant areas continue to be the old rates and not on the basis of the cost of production plus the railway freight. It means the relative advantage of the Eastern region continues to be affected because of this extent of freight equalization which continues.

Would the Minister kindly assure us that kind of discrimination against the Eastern region will no longer be there in the coming years?

12.34 hrs.

**SHRI SHARAD DIGHE (Bombay North Central) :** As far as raising of fares for the season tickets in Bombay are concerned, there are two arguments which are used by the Railways. The first is that the sub-urban railways

are running in losses. Now from the figures it is clear that as far as Bombay sub-urban railways are concerned, they are not running in losses at all; they are always running in profit; and there is a tendency to make more and more profit, as for as the Bombay suburban railways are concerned.

The second point is regarding the question of giving subsidy. They say that the fares of sub-urban are highly subsidised. I want to point out that in all the developing countries as far as the metropolitan cities are concerned, they are always heavily subsidised. I can point out from the Fifth Report of the Standing Committee on Railways where it has been stated at Page 11 that British Railways give 22.4 per cent, Swiss Federal Railways give 37.5 per cent, German Railways give 51.2 per cent and France gives 42.3 per cent subsidy. So there is no use always saying that the sub-urban railways are highly subsidised. They have to subsidise the fare to some extent. That is the trend throughout the world.

**SHRI C.K. JAFFER SHARIEF :** Sir, I will start with what Shri Sharad Dighe has said regarding the question of subsidy. So whether they agree or do not agree, the entire suburban system is highly subsidised. In Bombay there are two Railways. If one gives marginal profits, the other will lose.

**SHRI SHARAD DIGHE :** No. Losses are coming down every year.

**SHRI C.K. JAFFER SHARIEF :** My friend has made a comparison with different developed countries. There the Government meets the social cost. This also they should understand.

A point was also made about discrimination being done with the Eastern Region. Sir, to any mind, I have not found anything like that. If there is anything, we will examine it and come back to you when the debate takes place.

As far as the issue raised by Shri Ram Naik is concerned, I would say that we are in the process of decentralisation. We understand the amount of stress and strain on the Bombay suburban traffic. We have presented the Budget, which is likely to come up for discussion later on and in between the Standing Committee will also go through it and make its recommendations, when it comes, we will have a look at it. Now it only pertains to the Vote on Account and Demands for Supplementary Grants. I do not think that now I will be able to speak much about that.

[Translation]

**SHRI RAJVEER SINGH (Aonla):** Mr. Speaker: Sir, the Hon. Minister does not consider the unanimous decision of the Standing Committee.