

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 (Aonia): Mr. Speaker: Sir, the Hon. Minister does not consider the unanimous decision of the Standing Committee.

[English]

MR. SPEAKER: He does not consider but time will be given for discussion on it.

The question is:

"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."

The motion was adopted.

SHRI C.K. JAFFER SHARIEF: I introduce* the Bill.

SHRI C.K. JAFFER SHARIEF : I beg to move**:

"That the 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, be taken into consideration."

MR. SPEAKER : The question is:

"That the 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, be taken into consideration."

The motion was adopted.

MR. SPEAKER : The House shall 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:

"That Clause and 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 C.K. JAFFER SHARIEF: I beg to move:

" That the Bill be passed."

The motion was adopted.

12.38 hrs.

[English]

APPROPRIATION (RAILWAYS) BILL, 1995**

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): 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 for the purposes of Railways.

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 for the purposes of Railways."

The motion was adopted.

SHRI C.K. JAFFER SHARIEF: I introduce the Bill*.

SHRI C.K. JAFFER SHARIEF: 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 for the purposes of Railways, 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 for the purposes of Railways, be taken into consideration."

The motion was adopted.

MR. SPEAKER: The House shall 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:

"That Clause 1 the Enacting Formula and the Long Title stand part of the Bills."

The motion was adopted.

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

* Introduced with the recommendation of the President.

** Published in the Gazette of India, extraordinary, part-II, section 2 dated 30.3.95.

*** Moved with the recommendation of the President.