

for discussion Time allotted is fifteen hours spread over three days The discussion commenced today, will also continue on 8th and 9th March 1994

Shri Ram Naik may please speak

*(Interruptions)*

*[Translation]*

SHRI NITISH KUMAR (Barh) Mr Deputy Speaker, Sir, first of all you must reprimand the Government They have not even been able to complete the quorum The bell has been rung thrice *(Interruptions)* What is this Is this their management? The bell are to rung thrice They have not been able to complete their business You must at least reprimand them for this *(Interruptions)*

SHRI RAJVEER SINGH (Aonla) I am on a print of order I want to say that presenting railway budget is an important issue but the Minister of Railways is not present here *(Interruptions)* It is very insulting that after the presentation of the railway budget the Minister of Railways is not present here *(Interruptions)*

*[English]*

MR DEPUTY SPEAKER The hon Minister of Railways has sent a letter dated 3 3 1994 authorising Shri Lenka for representing him in the House

*(Interruptions)*

14.44 hrs.

**RAILWAY BUDGET, 1994-95—**

*General Discussion*

**DEMANDS FOR GRANTS ON  
ACCOUNT (RAILWAYS),  
1994-95**

**AND  
SUPPLEMENTARY DEMANDS FOR  
GRANTS (RAILWAYS), 1993-94**

*[English]*

MR DEPUTY SPEAKER Motions moved

- (i) 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 1995, in respect of the heads of demands entered in the second column thereof against Demand Nos 1 to 14 and 16"
- (ii) "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 to defray the charges that will come in course of payment during the year ending the 31st day of March, 1994, in respect of the heads of Demands entered in the second column thereof— Demand Nos. 8, 15 and 16."

**Demands for Grants on Account (Railways) for 1994-95 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
1		3
		<i>Rs.</i>
1.	Railway Board	2,47,67,000
2.	Miscellaneous Expenditure (General)	14,47,83,000
3.	General Superintendence and Services on Railways	113,42,31,000
4.	Repairs and Maintenance of Permanent Way and Works	240,52,66,000
5.	Repairs and Maintenance of Motive Power	177,73,39,000
6.	Repairs and Maintenance of Carriages and Wagons	253,76,57,000
7.	Repairs and Maintenance of Plant and Equipment	124,67,82,000
8.	Operating Expenses—Rolling Stock and Equipment	198,50,40,000
9.	Operating Expenses—Traffic	821,62,96,000
10.	Operating Expenses—Fuel	513,45,88,000
11.	Staff Welfare and Amenities	89,54,35,000
12.	Miscellaneous Working Expenses	117,84,91,000
13.	Provident Fund, Pension and Other Retirement Benefits	285,12,12,000
14.	Appropriation to Funds	996,66,67,000
16.	Assets—Acquisition, Construction and Replacement	
	Revenue	7,50,67,000
	<i>Other Expenditure</i>	
	Capital	191,03,07,000
	Railway Funds	1798,34,16,000
<b>Supplementary Demands for Grants (Railways) for 1993-94 submitted to the Vote of Lok Sabha</b>		
8.	Operating Expenses—Rolling Stock and Equipment	30,00,00,000
15.	Dividend to General Revenues, Repayment of Loans taken from General Revenues and Amortization of over-Capitalization	46,00,00,000
16.	Assets—Acquisition, Construction and Replacement	
	<i>Other Expenditure</i>	
	Railway Funds	1,00,00

MR. DEPUTY SPEAKER: I, now call upon Shri Ram Naik to speak.

[*Translation*]

SHRI MOHAN SINGH (Deoria): Lenkaji will cease to be a Minister w.e.f. the first of next month and he is not a member of this House also... (*Interruptions*)...

SHRI RAM NAIK (Bombay North): Mr. Deputy Speaker, Sir, before putting my views on railway budget, I take strong exception to the absence of the Minister of Railways. There can be any reason for that, but when the date of discussion on railway budget had been fixed well in advance, then, the absence of the Minister of Railways, may be all right as per rules, but is certainly against the sentiment of showing respect to the propriety. I take strong exception to the absence of such a senior Minister and to wasting the valuable time of the House in discussing his absence. He has presented railway budget earlier also on four occasions.

Mr. Deputy Speaker, Sir, when the railway budget was being presented, I was hopeful that the Minister of Railways would come out with a budget which would be supported by the whole House and which would be a welcome step for railway passengers, suburban commuters and people who send goods from one place to other. I was hopeful that such budget will be presented which would help in the development of the country but the Minister of Railways has dashed my hopes. The hike in passenger fare and freight has put new burden on the common man to the tune of Rs. 1000 crore. The first attack on the hopes of a common man was in the form of a burden to the tune of Rs. 6000 crores by way of hiking the prices of wheat, rice, sugar, petrol,

diesel before the commencement of the session. The second attack was in the form of railway budget and the third attack was in the form of this budget presented here. I put forth my view keeping in view all the three said attacks.

The whole process indicates that the country has been betrayed through railway budget.

[*English*]

The Railway Minister has betrayed the country.

[*Translation*]

This is my opinion. Because I have had privilege to work in several important committees during the last one year. I have been a Member of the Railway convention Committee, Railway Consultative Committee and a member of a Standing Committee and I was convenor of the study group which was constituted to study the financial matters. That's why, I have had an experience of studying matters related to Railway from close quarters.

We had thought that the budget would introduce something new but no new scheme has been introduced. By following the frequented road, the whole burden has been put on a common man.

Mr. Deputy Speaker, Sir, as I had said in the beginning that the Minister of Railways is not present here. The more serious thing is that the hon'ble Minister of Railways does not pay any attention to the recommendation of parliamentary committees.

In a way he is showing disrespect to the Parliament. I am a Member of Stand-

ing Committee on Railways. The said committee has submitted five reports under the leadership of Shri Somnath Chatterjee-viz-passenger amenities, doubling of Railway lines, Calcutta Metro Project, Gauge Conversion, Opening of new lines and suburban railways. This committee consists of 45 members belonging to all the parties... (*Interruptions*).

[*English*]

SHRI SURAJBHANU SOLANKI (Dhar): Whatever you have done in the Committee that cannot be discussed here. You cannot express those things. I object to it.

SHRI RAM NAIK: Once they are laid on the Table of House, they become the property of the House. We can discuss it and you can also discuss it.

SHRI SURAJBHANU SOLANKI: But there is no need of wasting the time of the House. I am sorry to say that.

SHRI RAM NAIK: It is for the Chair to direct. If you fell that it is a wastage of time, then, you can go home. You can see that Quorum is not there. You can also request all your Members to come out. Then, there need not be any discussion.

SHRI SURAJBHANU SOLANKI: These are all repetitions.

[*Translation*]

SHRI RAM NAIK: The issue is that the Members have given unanimous recommendations and none of these has been respected by the Minister of Railways so we take strong exception to that. The committee is functioning on an experimental basis and if the Minister of

Railways acts in this way at this juncture then we will be left with no other choice, but to condemn the Railway Minister. The Railway Convention Committee has submitted a report on locomotive deal.

And later on, the Action Report was presented in which it was asked as to how does this Government function. This attitude is wrong. Thereafter, it was prerequisite on the part of the Ministry of Railways to bring about change in its policy, but that was not done. Therefore, I am of the view that the hon. Minister of Railways has shown a contempt to Parliamentary Committee. Last year, in the month of March, the Government postponed the work on the Konkan Railway Project and some of the people there complained that environmental problem was there. Thereafter, Ojha Commission was appointed. After working for 6 or 7 months, the Commission submitted its Report. As the Konkan Railway Project was not undertaken, it resulted in a loss of Rs. 120 crores. This burden will have to be borne by the public. The Ojha Commission has submitted its report but it has not yet been laid on the Table of the House. I demand that this report should be presented in the House so that it may become clear to public whether the Government has suspended the work under the pressure of the Eastern Lobby, on what grounds the Prime Minister has ordered for the stay or what is that so-called environmental approach-whether it is national or anti-national approach. All this will come to light when the Ojha Commission presents the report before the House. The Government appointed the Commission headed by Shri Ojha and spent a lot of money on it. So this report must be laid on the Table of the House. However, the freight and Fare Committee was appointed under the Chairmanship of Dr. Nanjudampa and hon. Minister of Railways had referred to it in his speech. That report should also

[Shri Ram Naik]

be presented in the House. The hon. Minister of Railways has stated that the Government is studying the matter. This report will reveal the issue of propriety. An article by Dr. Nanjudampa has appeared in the Times of India. I have its clipping with me. It reads:

[English]

We can comment but we do not have any access to that report.

[Translation]

How do they want to make a contempt of Parliament? It is a different thing whether they accept the Report or not. We and even they can express our opinions on it. I have one more objection to the attitude of hon. Minister of Railways. On 13th October in Bombay a Suburban train (Ladies special) met with an accident and 26 women died. A demand was raised to pay the compensation of Rs. five lakhs to each of the next of kiths and kins of the deceased and the hon. Minister had also agreed to it. The hon. Minister has assured us that he will look into this matter. We had raised the issue in the Railway Convention Committee also and the hon. MPs from Bombay and other Members of the Committee had also raised the matter. The hon. Minister of Railways had assured that he would consider the demand while presenting the Railway Budget. But no reference has been made about it. Does the Government have no importance for the life of the women killed in Bombay in that train accident and for the life of seven year old children of Pune? Why is the Government so displeased with the citizens of Bombay? If the Government acts in this manner it cannot win the confidence of all people.

I am surprised to see the financial statistic presented by you in the budget. On the second page of the Railway Budget—1992-93. It has been mentioned that the target of the goods transportation has come down to 350 tonnes from 354 million tonnes. It means it has come down by 4 million tonnes. In the last years Budget you had stated that the number of NRIs has decreased nearly by 5 percent due to the Ayodhya incidents. That time almost failure in every field was attributed to the Ayodhya incident. It is right that this incident took place in the month of December and the riots took place during the months of January and February. But there were no such disturbances during 1993-94. Yet the Government could transport only 362 million tonnes goods against the stipulated target of 418 million tonnes. It means there was the shortfall of the movement of goods by 56 million tonnes. Thus the target of the estimated income of Rs. 826 crores (Rs. 245 crore from the passengers fare and Rs. 581 crore from the freight) could not be achieved. Taking into account these figures, can we claim that our country is progressing? It is strange that in the face of such figures the hon. Minister boasts of taking pride in presenting the Rail Budget before the House. Only he who hopes to achieve something concrete can take pride. By merely presenting the picture of insolvency in the Budget, you can not boast that Railway is making progress and the country's progress is linked as that. The Government has announced to introduce 10 or 12 new trains and also to extend some trains in this Budget. The people of the area where these new trains are proposed to be introduced, will be happy. The people of those areas where the frequency of the trains is proposed to be increased from once a week to two or three days a week will also be delighted. But when we make an overall assessment of the performance of the Ministry of Rail-

ways all over the country we find that the Government intends to introduce new trains. But the Government is least concerned as to how should the trains be run in better ways, what is the target of the Government in its work programme? For example, the Government is increasing new A.C. or First Class coaches. Whereas the number of second class coaches has been decreased.

[English]

That is what your work programme saying.

[Translation]

15.00 hrs.

Why did the Government stop manufacturing coaches for second class passengers. We strongly object to the Government policy of manufacturing A.C. and First Class coaches and not the second class.

The hon. Minister of Railways has shown the deficit of Rs 997 crore in the Railway Budget 1994-95 and the easiest way that the Government has followed to make good this loss is to increase the freight rate on the movement of iron, diesel, petrol and other commodities. Moreover, it will adversely affect the movement of foodgrains like wheat, rice etc. Under the Public Distribution System and consequently the common people will be harassed because these items will become more costly. This is the slab of the traffic rate prepared by the Government.

[English]

You can certainly cheat a person who does not understand economics, who does not understand accounting.

[Translation]

Therefore, we oppose the change made in the policy for the purpose of increasing freight rates. It will hamper the industrial growth. This should be taken into consideration.

Similarly, the fare of general class coaches in Passengers trains up to the distance of 100 kms has not been hiked. Would the Government be pleased to say as to how many passengers trains does the country have at present in which the common people travel? One crore people travel in trains everyday but the most of the trains in which they travel are the Mail, Express, Super Fast, Rajdhani or Shatabadi Express trains.

SHRI RAMESH CHENNITHALA (Kottayam): This should be withdrawn.

[English]

SHRI RAM NAIK: If you compare it with passengers, it should be withdrawn.

[Translation]

But why this all is being done? The Government is giving priority to A.C. class coaches. But the ordinary passengers cannot travel 100 or 150 kilometres because they do not get passengers trains.

[English]

You check up from your regions Time-Table as to how many passenger trains are running.

[Translation]

The relief given in passenger trains.....

[Shri Ram Naik]

[English]

Is a cosmetic relief which would not reach anybody, which would not reach the majority of common commuters or occasional passengers.

[Translation]

The Government has befooled the common masses and

[English]

In a way you are cheating the Parliament by just indicating that you have given the relief to the common man, but infact the relief is not meant for the common man.

[Translation]

I have an objection on such announcements.

Have the Government received complaints of increasing incidents of resentment in the matter of reservation of second class sleepers? Corruption is on the increase because the conductor and the TC extort huge money. I believe that complaints must have been received not only from passengers but from MPs also. The Government has not taken any action in this regard so far.

[English]

You do not want to earn revenue, you want those TCs to unfairly extort money.

[Translation]

They are filling their pockets whereas Department of Railways gets

nothing. I request that the fare increase for second class sleeper should be reviewed.

As far as increase in sub-urban rail fare is concerned, it has been increased by the Government for the fourth consecutive year. You might recall that the standing Committee had made recommendations and MPs from Bombay had also recommended categorically that the rate of Montly Season Tickets should not be raised at any cost. If the Government goes on increasing fares the people who are demanding more suburban trains What is the reason of your annoyance? Why is the Government doing injustice against the people of Bombay. I would like a clarification in this regard. The Government give us assurance time and again whenever we discuss our problems with the concerned authorities. But when the Budget is presented no such facilities are mentioned therein.

I do not want to take much time of the House. But I would like to say one thing that one crore people in the country travel by rail daily. Out of it, 66 lakh commuters who travel by suburban trains reside in Bombay, Calcutta and Madras. Of these, 48 lakh daily commuters belong to Bombay city, 13 lakh to Calcutta and 5 lakh to Madras. These trains are overcrowded. Shri Shahabuddinji you would be surprised to hear the remarks made by the members of Study Group of Railway Standing Committee. The members of this study Group visited Bombay and wished to travel in a local train in the morning at peak hours. The General Manager of Railways advised them not to travel as travelling in these trains was not safe. I insisted and asked him to make arrangements as I was accompanying them and there would be no difficulty. When the train reached Bombay Railway

Station, passengers jumped in the train. One member, Shri Ahluwaliaji remarked that the rush in the train was too much and he could not get in the train even if he wore a diving suit. But when we got out at Church Gate, two ladies asked me as to why I had asked the team to board the train at Andheri. They said that I should have asked the Study Group to board the train running between Borivilli-Virar. In other words, the condition in sub-urban trains is inhuman. You would be surprised to know that sitting capacity in these trains is 880 and the same number of people can travel standing. In all, 1760 passengers can travel comfortably. Whereas 4200 passengers travel in Borivilli-Virar section trains. I have also prepared a cassette in this regard. I gave it to Shri Jafar Sharief. One can see how ladies face difficulty and in what circumstances they travel. More than 1500 people every year fall to death from the running trains. This situation is grim. The Government has not made any effort to solve the problem. Instead of speaking here I would like to read out the recommendations of the report:

[English]

It is on page 24, page 41,

"The Committee observe that in certain suburban sections on the Western Railway such as Borivilli-Virar section trains carry 4200 commuters per train in the peak hours against the sitting capacity of 880 and standing capacity of 880, that is, 1760 per train, crowding it so heavy that there are about 10 passengers in a square metre.

The Committee recommend that top priority should be given to in-

crease the lines/rakes in such crowded section like Borivilli-Virar Section."

[Translation]

But no provision has been made in the Budget for the purpose. I regret to say this and demand that the Government should at least introduce a project to quadruplicate Borivilli-Virar section.

Secondly what crime have the people of Bombay committed. Why are they being punished? Suburban services run in three big cities, i.e., Bombay, Calcutta and Madras. The financial results of these three cities are available with us. But I will not go in detail. I will only say that the Railways got profit of Rs. 42.82 crore in 1992-93 from the suburban service in Bombay city whereas it had to suffer a loss of Rs. 201 crore and Rs. 58 crore in respect of Calcutta and Madras suburban service respectively. On the one hand Bombay suburban service is earning profit and on the other hand Calcutta and Madras suburban services are incurring loss. Why are you then over burdening Bombay where people from different parts of the country come to eke out a living? Whosoever, MPs, MLAs and people belonging to different institutions have come to see us, they complained that 50% of commuters travel in Calcutta without ticket. This is an official statement given by these people which has been mentioned in the report by me. From this point of view it would not be appropriate to do injustice any more to the people of Bombay. Strangely, in the Budget, the provision has been made arbitrarily. A metro underground project has already been under construction in Calcutta. Its total cost is estimated to be Rs. 1540 crore. In the present Budget, Rs. 165 crore has been provided which means a provision



[Shri Ram Naik]

of Rs. 165 crore for 13 per cent passengers in the Budget. For Madras, a provision of Rs. 30 crore has been made i.e. for 5 per cent passengers this provision has been made whereas for Bombay the Government has earmarked only Rs. 37 crore i.e. for 48 per cent of total suburban passengers. Keeping in view all these things it appears that justice has not been done to the people of Bombay. I do not know as to how the people of Bombay would react. When will the Government stop this step motherly treatment with the people of Bombay. There should be atleast a ray of hope for them. This is my demand.

Two small projects of Railways are being undertaken in Bombay city. Rs. 53 crore is required this year to complete these projects. I demand that these two projects—first laying of 5-6 lines between Andheri and Bandra and second reverse yard projects—should be provided Rs. 90 crore so that these could be completed during this year.

Four years ago, the then Railway Minister laid on the Table of the House a White Paper under the title "Need for New Initiatives-Bombay Suburban Train" which was published on 10th September, 1990. I would like to read out an extract from it:

[English]

"But worse is the fate of the poor and middle classes who have to use the public transportation system. The long, never ending queues at the bus stops can put anyone's nerves on edge. And the inhumanity on display while finding "queue in room" in the suburban trains has, perhaps, no

parallel in any other suburban rail system.

The Indian Railways have very strict rules on how many live animals—cows, buffaloes, goats, donkeys, etc, can be carried in a wagon of specified dimensions. Any breach of these rules is an offence punishable under the Railways' own disciplinary action procedures as also under the Prevention of Cruelty to Animals legislation. But no such rules and legislation can govern transportation of human beings—old and young, men and women, boys and girls or even infants!

Forty-three years after freedom!

And all this because somewhere along the line our planners ensconced in the air-conditioned rooms of the Yojna Bhavan and the Rail Bhavan forgot the most essential factor in planning. This it was concerned with people.

What Mahatma Gandhi had said in a pithy dictum. Put man in the centre of things.

This state of affairs has to change. Today. Not tomorrow.

And it is possible to change it now."

Now, this was four years back.

[Translation]

He had recommended time bound projects worth Rs. 2000 crore for Bom-

bay But the Government has not so far taken up even a single project for consideration

Shri Pranab Mukherjee is sitting here I would like to ask him as to what is the Ministry of Planning doing? The people residing in suburban areas use trains as a compulsory mode of transport and not for merry making

[English]

They are agents in producing industrial wealth

[Translation]

It is because of these people that the Government earns 50 per cent revenue from a city like Bombay Separate provision should be made for suburban trains There is a great need to bring about a change in the policy

Recently after discussion the Government of Maharashtra and Ministry of Railways have decided to prepare the new Bombay Urban Development Project-II As far as the railway components are concerned it is a project costing of Rs 1 304 crore The State Government has also said that the provision should be raised by Rs 769 crore more Then the total cost of this project will come to Rs 2073 crore It seemed to us that when both the State Government and the hon Railway Minister have accepted it, then there will be something for this project in the budget but nothing has been given in this budget for that project Why this is being done? Take the House in confidence Please take care that Bombay is giving maximum amount of taxes and has highest industrial production Therefore, something should be provided to the hen that lays the golden eggs The life of the

people of Bombay is based on the railways Unless something new is done in Bombay, that railway line may collapse any moment

[English]

We are on the verge of collapse so far as transportation is concerned

[Translation]

Four projects out of the total submitted by them are of prime importance Some token provision should be made this year for these projects —

[English]

- 1 Optimisation on Western Railway to reduce headway from 4 minutes to 3 minutes—Rs 301 crores
- 2 Optimisation on Central Railway to reduce headway from 4 minutes to 3 minutes—Rs 246 crores,
- 3 Borivalli-Virar quadrupling of tracks—267 crores
- 4 Provision of additional tracks between Andheri and Goregaon—Rs 153 crores

[Translation]

I would like to recount the shortcomings of these projects because if projects are accepted as such then the people will protest against them If these projects are approved, then the surcharge will be imposed to recover the capital cost of the projects There is no surcharge on

[Shri Ram Naik]

the metro in Calcutta and the mass transport service in Madras. There is no surcharge in our country on any other railway lines, then why should it be in Bombay. The surcharge will be imposed on the 4200 people who are travelling in a single train. Whether the increased fare is not sufficient? This submission is not only from Ram Naik; all the MPs of Bombay have informed the Government collectively that they oppose the surcharge.

Since long, the issue of commercial exploitation is in the air. It has been discussed since long. The Government can earn crores of rupees by commercial exploitation, by constructing separate buildings and by selling them off and by giving these on rent.

When I raised the issue first time, Sheelaji said that railway can sell these but when I asked the hon. Prime Minister to intervene, he asserted that no decision has been taken on that. Take a decision and after that the money earned from that should be utilised for the development of the suburban services in Bombay taking in view the BUTP, the remaining amount can be taken by the Central Government.

But injustice has been done with Bombay in this agreement too. One third is to be given to Bombay, one third to the State Government and one third to the Central Government. The money earned in Bombay, should not go outside.

From the economic point of view, Bombay is rich. Therefore, like the Konkan Railway, the Suburban Railway Bonds should be issued in Bombay. Bombay will get the necessary amount from it. All of us will try to acquire that money. The Banks, the citizens, the in-

stitutions and the trusts will also try to acquire the same.

It has been stated in this Budget that the Railway Catering Corporation is likely to be formed. We do not oppose it. The Government has already formed, Railway Finance Corporation, Railway Bridge Building, Railway Construction and Railway Container Corporation. If a Suburban Railway Corporation is formed separately in Bombay, the Government can collect a lot of money but neither the Government will do it, nor it would allow anyone else to do it. This is a grave situation. Taking this in account, appropriate changes should be made in the Budget.

It has been stated in the Budget speech that a lot of subsidy is given. I would like to put some figures. I would like to inform those foreigners, who claim that life should not be based on subsidy, that British Railways in England is given 22.4 percent, Switzerland given 35.7, Germany given 57.2 and France gives 42.3 per cent subsidy. But the Government does not want to give subsidy to the suburban railway which works for industrial production and commercial purpose. There are daily commuters who travel by suburban trains. It should be given to them. The Standing Committee on Railways has also demanded the same. I would like to read out one paragraph from its report:

*[English]*

"The Committee feel that the suburban traffic which consists of mainly factory workers, office goers, etc. are playing a vital role in the economic activities of the cities and industries located in suburban areas, thus contributing to the economic development of the country, and deserve a better deal from the Railways. The Committee are of the view that

for this, the Planning Commission should consider making a separate allocation for the suburban railways, and the suburban services may be subsidised more, as in the case of several foreign countries."

*[Translation]*

It should be pondered over seriously and a discussion should be held once again on it. Vote on account has been presented for discussion. The General Budget will be presented in April. There is a lot of time in between. It should be done in that reference.

It has also been stated that earnings have not increased even after increasing fares. The record of 1992-93 shows that the number of suburban passengers have come down. The number of passengers have not come down but the number of passengers travelling without ticket has increased. 50 percent passengers in Calcutta travel without ticket. If the fare increases, the number of passengers travelling without ticket would also increase. This is the law of diminishing returns in Economics. This should also be taken into account.

I would like to enumerate some burning problems of the area, close to my constituency. I would not deliver a long speech on it but the matter is of prime importance.

The major point is that the Standing Committee has recommended to extend the suburban section of the suburban trains. My constituency comes under Western Railways, which should be extended from Virar to Dhanu. This is our first demand. I had extended my thanks to the hon. Minister for the successful effort to start an EMU local train on 1st July. Once again, I extend my thanks to him

26 EMU trains are going to be introduced. Therefore, my submission is that one more train should be started there.

Secondly, there is Diva Vasai track to connect Bombay in Western Railway and Kalyan in Central Railway, it should be utilised for the daily commuters. If the EMU section is provided there, this service can be started there. Borivali and Virar section is an overcrowded section. Therefore, some such EMU trains should be run there. If the Government wants to reduce the rush, then as a temporary arrangement all the trains of Bombay, which are having 9 coaches should be converted to 12 coaches. If 12 coaches are attached to every train, then more commuters can travel in these trains. This demand has the support of all, irrespective of party affiliations. This demand need not be included in the budget even. It is an administrative decision and this decision should be taken. Moreover, the trains should run in time.

The delay of 2-3 minutes in suburban trains matters much. But today the position is such that the trains are running 20-25 minutes late. Taking all these things into account, I would like to submit today that as this discussion is on Vote Account, we have put forth our views at this time. At the time of General Budget, the Standing Committee would send some of its recommendations. Keeping in view, all these things, the genuine demands put forth by us should be pondered over and should be approved.

The difficulties of Bombay commuters and that of the other second class passengers of the country should be solved. Otherwise, if the same old path of raising fares is followed, we would be left with no alternative but to go for an agitation and I would like to inform you.....

[English]

MR. DEPUTY SPEAKER: Mr. Ram Naik, at 3.30 p.m. We have to start the Private Members' Business and before that Shri Sharad Dighe shall have to start his speech.

SHRI RAM NAIK: This is my last sentence. I am just concluding now.

[Translation]

And if such an agitation is launched, then as a representative of Bombay, for which I am proud of, I would not lag behind.

Mr. Deputy Speaker, Sir, with these words, I thank you for giving me an opportunity to speak. I anticipate once again that the Government would accede to my request and the reply would come accordingly.

[English]

SHRI SHARAD DIGHE (Bombay North Central): Mr. Deputy-Speaker, Sir, I rise to support the Railway Budget for 1994-95 presented by the hon. Railway Minister. At the outset, I must make it clear that I would make general observations on the Railway Budget later on. But to begin with, I must say that as a Member of Parliament from Bombay I endorse each and every statement made by the hon. Member Shri Ram Naik as far as Bombay suburban railway is concerned. The hardships and inconveniences of the commuters of the suburban railway in Bombay have become unbearable and unless the Railway Ministry decided to take a very serious view on the matter, the whole suburban railway transport system in Bombay will collapse. I share

the view of Shri Ram Naik that we are sorry to say that no note has been taken regarding the hardships and the inconveniences of the Bombay commuters, though these matters have been put before the Railway Ministry at different levels by most of the Members of Parliament from Bombay, from time to time. Suggestions were made unanimously and the attention of the Railway Ministry was drawn on several occasions regarding the hardships of the Bombay commuters. Therefore, firstly I will urge upon the Railway Minister to take a very serious view on this matter and take prompt measures to give relief to the Bombay passengers.

At the same time, I also lodge my strong protest regarding the increase in the season ticket fares in this Budget, as far as the suburban railway commuters are concerned. I joint with Shri Ram Naik on that issue in protesting that this should not have been done without giving any relief to the Bombay commuters and it was not proper to increase the suburban railway season ticket fares. They may call it marginal increase, but I do not think that it is a marginal increase. The increase made for the season ticket holder who would travel upto 90 kilometres is from Re. 1/- to Rs. 9/- per passenger. But you will see that as far as the Bombay commuters are concerned, they generally take quarterly season tickets and because of these hardships regarding the rush and over-dense capacity of these compartments, they prefer or they are compelled to take quarterly season tickets for First Class. It is very difficult even to enter the Second Class compartments. Really speaking, most of them will be paying four times more for the quarterly season ticket fares for First Class travel. Therefore, really speaking from the practical point of view, every commuter in Bombay will be paying Rs. 90/- more for every season

ticket which will be issued from next month. So, their hardships will have to be taken into consideration.

Then, I will elaborate further about the hardships of the Bombay commuters and supplement whatever Shri Ram Naik has said. But as far as the Railway Budget is concerned, I welcome it. I will also elaborate in what way the progress has been made and under what constraints the Railway Ministry is working as far as the whole of India is concerned. So, on both these points I will elaborate later on.

MR. DEPUTY SPEAKER: Mr. Sharad Dighe, you can continue later. We will take up this item after the Private Members' Business is completed.

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15.32 hrs.

### COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS

#### Twenty-Eighth Report

[*English*]

SHRI SURAJBHANU SOLANKI (Dhar): Sir, I beg to move:

"That this House do agree with the Twenty-Eighth Report of the Committee on Private Members' Bills and Resolutions presented to the House on 2nd March, 1994."

MR. DEPUTY SPEAKER: The question is:

"That this House do agree with the Twenty-Eighth Report of the Committee on Private Members'

*of Oil and Gas in eastern region*

Bills and Resolutions presented to the House on 2nd March, 1994."

*The motion was adopted.*

15.33 hrs.

### RESOLUTION RE: EXPLORATION OF OIL AND GAS IN EASTERN REGION—*Contd.*

[*English*]

MR. DEPUTY SPEAKER: For item No. 1 of today's Private Members' Business, the total time allotted is Two hours. Out of that, one hour and two minutes have already been consumed. The remaining time is 58 minutes. Shri Subroto Mukherjee was on his legs. He has already spoken for six minutes. He can continue his speech now.

[*Translation*]

SHRI SUBRATA . MUKHERJEE (Raiganj): Mr Deputy Speaker, Sir, there has already been a discussion at length on this issue. There is sufficient hydro-carbon available in West Bengal, particularly in Ichhapur, where 69 per cent of hydro carbon is laying mixed in earth, yet ONGC is not undertaking drilling work to the required extent in West Bengal. Several scientists opine that hydro carbon is in abundance in the basin of West Bengal. The sample of oil extracted from there was sent to Haldia Refinery for testing, where it was found of right quality but inspite of all that, the drilling work was left incomplete.

Mr. Deputy Speaker, Sir, similarly drilling of the Golf Green Well had to be