

MR. SPEAKER: I will now put cut motion Nos. 59 and 60, moved by Shri Ramavatar Shastri, to the vote of the House.

Cut motions Nos. 59 and 60 were put and negatived.

MR. SPEAKER: I will now put all the other cut motions together.

The cut motions member No. 14, to 24, 45 to 47, 49 to 83, 86 to 93; 98 to 109; 122 to 131; 133, 134, 137 to 175 and 192 to 209; were put and negatived.

MR. SPEAKER: 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 out of the Consolidated Fund of India on account, for or towards defraying the charges during the year ending on the 31st day of March, 1981, in respect of the heads of demand entered in the second column thereof against Demands Nos. 1 to 16."

The motion was adopted.

MR. SPEAKER: I now come to Supplementary Demands for Grants (Railways). I shall put all the cut motions to the Supplementary Demands for Grants (Railways) 1979-80 together, unless any hon. Member desires any of his cut motions to be put separately. Since no hon. member wishes any particular cut motion to be put separately. I will put them to the vote of the House together.
Cut motions Nos. 1 to 6 were put and negatived.

MR. SPEAKER: The question is:

"That the respective Supplementary sums not exceeding the

amounts shown in the third column of the Order Paper be granted to the President 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, 1980 in respect of the following demands entered in the second column thereof:

Demand Nos. 1 to 4, 7, 9, 11 to 13 and 16."

The motion was adopted.

17.10 hrs.

APPROPRIATION (RAILWAYS) VOTE ON ACCOUNT BILL,* 1980.

THE MINISTER OF COMMUNICATIONS (SHRI C. M. STEPHEN): Sir, 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 1980-81 for the purposes of Railways.

MR. SPEAKER: 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 1980-81 for the purposes of Railways."

The motion was adopted.

SHRI C. M. STEPHEN: Sir, I introduce the Bill.

Sir, 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 1980-81 for the purposes of Railways, be taken into consideration.

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†Introduced/moved with the recommendation of the President.

MR. SPEAKER: Motion moved:

"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 1980-81 for the purposes of Railways, be taken into consideration."

SHRI JYOTIRMOY BOSU (Diamond Harbour): Sir, in this matter I am not guided by any political or party considerations.... (laughter)

MR. SPEAKER: Why don't you take him on his word?

SHRI JYOTIRMOY BOSU: Sir, throughout the last 32 years, what we have seen of the Railway Ministry is nothing but conservative, bankruptcy in thoughts and imagination and total lack of effective planning and foresight and the growth of railways in this country for the last 32 years had been nowhere near the requirements of the country. Sir, they are playing with fire now and the problem of liquid fuel which I had opposed as early as in 1967 against dieselisation of Indian railways is going to cause a serious drain on the foreign exchange resources of the country and it may bring transportation to a near grinding halt in course of time.

Sir, the 126th Report of the Public Accounts Committee of 1974-75 has clearly indicated that dieselisation of the Indian railways which was done at an enormous cost had brought very little dividends to the people.

The prime moving energy requirement for the Indian railways is the second lowest and is only second to the inland water transport. China with a population of 900 million people even today is mainly depending on steam traction. This Government had been in power for 30 years. They have not been able to formulate a national transport policy and they do not even have a competent transport economist for the Railway Board.

There is no research on coal fired steam turbine and power is given for

electric traction depriving agriculture and industry of generating wealth. Instead, we could have resorted to water transportation which could have been greatly done through coal. I would like to ask the hon. Minister to tell us as to why they have been so foolish as not to have a thermal power station, captive thermal power plants at the pitheads of the coal mines. There is no explanation for the same. There is prevalent a widespread fraud on freight and the fraud is committed broadly on two counts: on wrong description of the cargo. A high freighted cargo is described as a low freighted cargo and when it is 50 tonne box wagon, they would show it as 35 tonne and the railways are deprived of the revenues.

Sir, there is a powerful road transport lobby and the road transport lobby has deep penetration in the Railway Board and the Planning Commission and everywhere. I charge the Railways with completely surrendering themselves to the road transport lobby. They have given away all the high freighted traffic to the road transport and they have taken on their shoulder the low freighted transport and have caused liability to the country. I have been saying from 1967 that unless you can bring improvement in the tare-payload ratio, your future is never going to be bright. This bankruptcy is due to lack of planning, lack of research, lack of foresight and total bankruptcy on the part of the Ministry of Railways. They have been carrying about 54 items of industrial raw material at a rate which is only a fraction of the true cost. The Public Accounts Committee, 1974-75 had told them clearly that they cannot do it, but they have formed a Committee with one object to kill time and allow the capitalists to carry the industrial raw materials at a fraction of the cost of carriage. Is it not a conspiracy against the people? They do not have a satisfied corps of employees and in an organisation

like Indian Railways, where 90 per cent of the work is to be done by outdoor employees, they have certain employees who are treated, who have been treated as serfs, charge-sheeted if they wanted a need-based wage charge-sheeted if they wanted parity of wages with other public sector undertakings. That is why the Indian Railways has gone down everyday. There is a dispute about the Terminal taxes, which was due to be given to the State Governments. They are now wanting to cut that and deprive the State Governments who have very little resources for running their affairs. I would request the hon. Minister to see that they do not unnecessarily create disaffection in the relations between the Centre and the States by taking recourse to unfair means. I would tell you about one of the busiest divisions in the country—Sealdah division. No analysis has been made. I have been able to collect facts which I will be able to narrate before the House in the coming budget session. That is the most crowded commuter centre—Sealdah division, there is provision for electric traction motors, two imported varieties and also locally made Indian variety, they have not kept enough reserves; as a result of which, when the pull push traction motor goes out of order, the train is stopped or cancelled and thousands and thousands of people are stranded overnight and what a misery they have to suffer, you cannot imagine sitting here. We have been talking about double decker trains because we wanted better utilisation of the track, which has taken sixty per cent of the Investment of Indian Railways. Why are they so tardy in the matter of bringing in double decker trains? What is stopping them from having aluminium coaches? Are they anxious to oblige the aircraft sales lobby and the Road transport lobby? We have been clamouring for a sleeper coach in Rajdhani. I can very well understand the delay, the delay is there because if a 2-tier second class sleeper coach is attached to

Rajdhani Express, then the airbus will not get so many passengers and the airbus sales lobby operating in Delhi will be unhappy and their penetration is very deep. The slush money is too huge and therefore, it is being delayed. I would request the hon. Minister to organise seminars, to organise dialogues and have a scientific assessment of the performance of the Railways and detect and make a correct diagnosis of the shortcomings. Otherwise, the country's economic situation, in which the Railways have to play a very important part, would be very bleak. Thank you.

SHRI C. M. STEPHEN: We heard the observations of Mr. Jyotirmoy Bosu, which were characteristically Bosu-ing, loaded with insinuations and suggestions, some good, some bad and some indifferent.

MR. SPEAKER: You may reject insinuations but not suggestions.

SHRI C. M. STEPHEN: He finds always some conspiracy somewhere, he finds always some lobby somewhere and as usual he is a prophet of gloom for the future of the country and he finds darkness all round, but he finds some sun light only from some other country. He has stated that. But here the people are going ahead with a certain measure of confidence, confidence for the future, in their own capacity to pull us through and on most of his suggestions, we have already initiated....

SHRI JYOTIRMOY BOSU: Which one?

SHRI C. M. STEPHEN: The terminal taxes and double decker. You can also be in the double decker trains, that has already started; the State taxes—that is a matter which has been pending; when this terminal tax was abolished not unilaterally but by a recommendation, a formula was evolved and that formula was one per cent of the total capital as in 1964. A sum of Rs. 16 crores is now being allotted to the States. There is a recommendation that this is not enough. The matter is being

[Shri C. M. Stephen]

considered and some thinking is taking place in the Railway Convention Committee.

With respect to coal and other things, I do not want to go deeper into that. The coal-fuelled engine is being phased out. Because of the huge haulage that the trains have to undertake, we have to resort to diesel. The diesel phase is coming in. I do not think the energy policy of the Railways needs any revision at all. That is all I have to say.

I thank Mr. Jyotirmoy Bosu for I see, for a change, he has made some constructive suggestions and I plead with him to let the spirit go on, to give constructive suggestions in spite of being in the Opposition and let us come together and work together for the service of the country.

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 1980-81 for the purposes of Railways, be taken into consideration."

The motion was adopted.

MR. SPEAKER: We shall now take up the clause-by-clause consideration of the Bill

The question is:

"That Clauses 2 and 3 and the Scheduled stand part of the Bill."

The motion was adopted.

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

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

*Published in Gazette of India Extraordinary, Part II, section 2 dated 12-3-1980.

†Introduced/Moved with the recommendation of the President.

SHRI C. M. STEPHEN: I move:

"That the Bill be passed".

MR. SPEAKER: The question is:

"That the Bill be passed."

The motion was adopted.

17.24 hrs.

APPROPRIATION (RAILWAYS)
No. 2 BILL*, 1980

THE MINISTER OF COMMUNICATIONS (SHRI C. M. STEPHEN): 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 1979-80 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 Funds of India for the services of the financial year 1979-80 for the purposes of Railways."

The motion was adopted.

SHRI C. M. STEPHEN: I introduce the Bill.†

Sir, 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 1979-80 for the purposes of Railways, be taken into consideration."

MR. SPEAKER: The question is...

SHRI NIREN GHOSH (Dum Dum): I have given notice.