

हुए इस कपास का विक्रय मूल्य निर्धारित कर सके जिससे किसान इस प्रकार के उत्पीड़न से मुक्ति पा सकें ।

मैं माननीय कृषि मंत्री जी से निवेदन करूंगा कि इस सम्बन्ध में तत्काल वास्तविकता का पता लगाया जाये और समस्या का निदान निकाला जाये । किसान अनिश्चित वातावरण में अनुकूल प्रतिकूल वातावरण में कठिन परिश्रम करके अपनी उपज उत्पन्न करता है । उसकी गाढ़ी कमाई का उचित मूल्यांकन हो, यह सरकार उत्तरदायित्व है । इन किसानों को समुचित मूल्य मिलने से कृषि वैज्ञानिकों को भी फसलों की उन्नतिशील जातियों के जनन में प्रोत्साहन मिलेगा । हमारे यहां भी कपास के मूल्य-निर्धारण के लिए एक अधिकारिक सस्था शीघ्र स्थापित हो । इस ओर भी माननीय कृषि मंत्री जी का ध्यान जाना चाहिये ।

(ix) Reported contamination of rice by fertilisers in F.C.I. godowns at Taran Taran in Punjab.

श्री हरिकेश बहादुर (गोरखपुर) : माननीय सभापति जी, नियम 377 के अन्तर्गत मैं इस बहुत ही गंभीर प्रश्न की ओर माननीय कृषि मंत्री जी का ध्यान आकर्षित करना चाहता हूँ ।

फरवरी, 1976 में भारतीय खाद्य निगम की ओर से 35 लाख रुपये से भी अधिक मूल्य का चावल पंजाब के तरनतारन गोदाम में रखा गया । चावल के साथ रसायनिक उर्वरक भी उसी गोदाम में रख दिया गया । किसी अधिकारी ने कुछ दिनों के बाद कहा कि खाद और चावल दोनों एक साथ एक ही गोदाम में रखना वैज्ञानिक सिद्धान्तों के विपरीत है । इस चेतावनी को कई बार दोहराया गया और कहा गया कि उर्वरक को तत्काल इस गोदाम से निकाल कर बाहर कर देना चाहिए क्योंकि

उर्वरक से उत्पन्न गर्मी के कारण चावल नष्ट हो जायेगा । इस सब के बावजूद जून, 1979 तक उर्वरक को उक्त गोदाम से नहीं निकाला गया । परिणामस्वरूप चावल पूरी तरह नष्ट हो गया है और वह मनुष्य के खाने योग्य नहीं रह गया है । इस प्रकार की रिपोर्ट चावल की वैज्ञानिक जांच करने के बाद प्राप्त हुई है । किन्तु पंजाब सरकार के अधिकारी अन्यत्र जांच करा करे उसे अच्छा चावल करार देना चाहते हैं । अतः भारत सरकार के कृषि मंत्रालय को तत्काल हस्तक्षेप करना चाहिए जिससे विपैला चावल लोगों को खाने हेतु न दिया जा सके और अपराधियों को दंडित किया जाए ।

(x) Reported resentment in Kerala against the language policy of the State Government.

SHRI G. M. BANATWALLA (Ponnani): Sir, a serious situation prevails in the State of Kerala. There is widespread resentment against the language policy of the Government. The peaceful demonstrators at the Collectorate of Malappuram were subjected to unprovoked firing by the police, killing some and seriously injuring others. The educational institutions in Malappuram, Kozhikode, Trichur and several districts have been closed down.

The deteriorating situation and breakdown of constitutional machinery needs to be examined by the Central Government. I urge upon the Government for a thorough enquiry and statement in the House.

14.07 hrs.

RESOLUTION RE. RAILWAY CONVENTION COMMITTEE

सभापति महोदय : यहां पर रिजॉल्यूशन हैं, दोनों एक ही प्रकार के हैं, उन्हें साथ-साथ ही लेते हैं ।

THE MINISTER OF RAILWAYS (SHRI KAMLAPATI TRIPATHI): Sir, I beg to move:

“(i) That this House do resolve that a Parliamentary Committee con-

sisting of 12 members of this House, to be nominated by the Speaker, be appointed to review the rate of Dividend which is at present payable by the Railway Undertaking to General Revenues as well as other ancillary matters in connection with the Railway Finance *vis-a-vis* the General Finance and make recommendations thereon;

(ii) That this House do recommend to Rajya Sabha to agree to associate six members from Rajya Sabha with the Parliamentary Committee to review the rate of dividend which is at present payable by the Railway Undertaking to General Revenues as well as other ancillary matters in connection with the Railway Finance *vis-a-vis* the General Finance and make recommendations thereon and to communicate the names of the members so appointed, to this House."

Sir, as you are aware, the inter-relationship between General Revenues and Railway Finance has been regulated on the basis of the recommendations of the successive Railway Convention Committee ever since Railway Finance was separated from General Revenues.

The main task of these Committees has been to recommend the rate of dividend payable by the Railways to General Revenues on the capital made available by the latter, subject to certain specified reliefs. In the absence of duly approved recommendations for the period beyond 1979-80, because of the 1977 Committee becoming *functus officio* with the dissolution of the Lok Sabha in August 1979, the Budget for 1980-81 has been prepared on the same basis as recommended by the Committee for the year 1979-80 and approved by Parliament. It is, therefore, necessary to set up a new Railway Convention Committee immediately for making recommendations in regard to payment of dividend to General Revenues and other ancillary matters for

the entire Sixth Five Year Plan (1980-81 to 1984-85).

With this object I commend the Resolutions for the consideration of the House.

MR. CHAIRMAN: Resolutions moved:

"That this House do resolve that a Parliamentary Committee consisting of 12 members of this House, to be nominated by the Speaker, be appointed to review the rate of Dividend which is at present payable by the Railway Undertaking to General Revenues as well as other ancillary matters in connection with the Railway finance *vis-a-vis* the General Finance and make recommendations thereon";

"That this House do recommend to Rajya Sabha to agree to associate six members from Rajya Sabha with the Parliamentary Committee to review the rate of dividend which is at present payable by the Railway Undertaking to General Revenues as well as other ancillary matters in connection with the Railway Finance *vis-a-vis* the General Finance and make recommendations thereon and to communicate the names of the members so appointed, to this House."

SHRI NARAYAN CHOUBEY (Midnapore): Sir, I hope the respected Hon. Minister in charge of Railways will kindly bear with me and will not take this as a matter of prestige. He is one of the senior most parliamentarians of the country, and hence I put these things to him.

The Railway Convention Committee should be formed: it is of very great important and its deliberations are very important for the Railways. But our Railways, as they stand today—our Minister knows much more than anybody else in this country—are very, very sick. The sickness of the Railways is not because it has become old benefit is due to neglect, and exhaustion of the Railways. Every-

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thing is not running well. I would suggest—I cannot advise our Railway Minister—to the young Deputy Minister and the other State Minister in charge of Railways to kindly travel some time in the 2nd Class compartment of the local trains and know actually what is happening in the Railways. I should mention the pitiable condition obtaining in the Railways in Sealdah Division. If anybody happens to visit Sealdah around 5.00 p.m. or 6.00 p.m.—any man who is not from that region—he will be horrified to see the number of passengers waiting to board the compartments and the number of passengers waiting to come out. When the train enters Sealdah or Howrah, a big clash takes place—a clash between those who want to come out and those who want to get in. It is suffocating to travel from Sealdah to Bongaon. What we apprehend has actually happened. Trains are not running in time; announcements take place that the train will come to platform No. 7 instead of No. 8, then people go to Platform No. 8; trains are not running; there are lathi-charges, teargasses and assaults. These are daily occurrences. I would request the hon. Minister to see that the conditions in Sealdah and Howrah improve.

MR. CHAIRMAN: Mr. Choubey, is it relevant?

SHRI NARAYAN CHOUBEY: The Railways are sick. They require more funds. We are supposed to be contributing to the General Revenues, but the present position of the Railways is such that we need to take more funds from the General Revenues to the Railways.

MR. CHAIRMAN: I would request you to be relevant.

SHRI NARAYAN CHOUBEY: I would request the hon. Minister to look into the problems of Kharagpur-Adra Section. It is one of the most neglected sections of the South-Eastern Railway. At least one fast

train, one express train, should be allowed to run on this section.

I had raised one question in Parliament and the reply has been given in the negative; that is, regarding Howrah-Kharagpur section. Kharagpur is a junction where lines from four directions come: Madras-Kharagpur double line; Kharagpur-Bombay double line; Kharagpur-Gomo double line; six lines are coming to Kharagpur, but between Kharagpur and Howrah we have three lines, only from Panskura to Howrah, and only two lines from Kharagpur to Panskura. Thus a bottleneck is created between Kharagpur and Panskura. Therefore, a third line should be constructed between Kharagpur and Panskura . . .

MR. CHAIRMAN: I think, it is too off the mark.

SHRI NARAYAN CHOUBEY: Another to which I want to draw the attention of the hon. Minister is this. Rakes are being kept on the wayside stations for one month or two months or even four months; they wait to enter the Kharagpur Workshop; they have no place in Kharagpur yard; so, they wait at stations like Balichak, Kulgachia and Birsibpur. And all the materials from the rakes are being stolen away. The RPF people are in trouble. The common people say that they are being kept on the wayside stations as a bonus to way-side thieves. These things should be looked into. For this reason, the capacity of the carriage shop in Kharagpur Workshop should be developed. Otherwise, all the rakes and wagons which are to go to Kharagpur Workshop will have to wait outside the Workshop and all the materials from the rakes will be stolen away.

The next point, which is very important, is this. As our hon. Railway Minister has said, we have got more than 8,000 steam locos obtaining on the Railways. The production of steam locos has come to a stop, and the production of spares of steam

locos also has come to a stop. In the case of HM and HMS steam locos obtaining in the South Eastern Railway, even the p.o.h. has been stopped. But they are being used. It is unhealthy, unscientific and also unsafe. I would suggest that, so long as steam locos are operating on the Railways, efforts should be made to produce their spares, so that the p.o.h. and other repairs can be done. But, without these things, steam locos are being allowed to run on the track. That is inviting the risk of accidents. It is not proper.

Another point I would like to make is regarding the condition of railway colonies . . .

MR. CHAIRMAN: If you continue in this fashion . . .

SHRI NARAYAN CHOUBEY: I will finish in ten minutes.

MR. CHAIRMAN: Not that. If you continue in this fashion, the other Members will say why I did not take objection to this. Let it be relevant.

SHRI NARAYAN CHOUBEY: It is relevant. We require more funds.

MR. CHAIRMAN: It is too off the mark.

SHRI NARAYAN CHOUBEY: Sir, the railway colonies are in total disarray. I speak of Kharagpur; that is the biggest railway colony in India. It is in shambles. Some funds should be found so that this can be put in order. You will wonder, Mr. Chairman, for five years the drains have not been cleaned in the railway colony. That is the condition. If that is raised, then they say that they have no funds; they cannot employ casual labourers to clean the drains.

Another point I would like to raise is this. I know, the hon. Railway Minister will never agree to the dissolution of the Railway Board. Let the Railway Board remain, but at least let it function properly. The red-tape in the Railway Board is so much and disgusting—one case from the Railway centres remaining for

months together and no reply is coming and it is a matter of regret that we have to approach the hon. Railway Minister or the Deputy Minister or the State Minister on all occasions. Why is it so? It is because of the failure of the Railway Board and the red-tapism in the Railway Board.

The Railway Minister has stated, while he spoke on the Railway Budget, that within 3 days of retirement, the railway employee will get his gratuity and other pension benefits and his pension will be finalised. I have been told that it is not so and I request that this should be kindly looked into.

One other point I want to make. That is the Medical Officers' case. The Medical Officers of the Railways have been deprived compared to other officers. Though the other officers have their scales of pay changed on 2 or 3 occasions, the poor Medical Officers on the Railways are lagging behind and although our Railway Minister has promised that this thing would be looked into and that promise came as early as February 1980, it has not yet been looked into. I suggest that this should be done.

The last point I want to make is: you know that there was a spontaneous strike on the Northern Railway by the Loco Running Staff Association people. Here, only at the intervention of our hon. Railway Minister that strike was called off and although he promised that there would be no victimisation, of the Loco Running Staff Association people, they are still being victimised. Not only that, I beg to submit to our hon. Railway Minister that such persons who had no link with the strike and who did not belong to the Loco running department, have also been victimised and are still being victimised. I would earnestly pray to the hon. Minister to see that good and cordial relations are maintained between the staff and the officers and the victimisation withdrawn and all the promises made by the Railway Minister on the floor of the Parliament should be kept up

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and the railway men should not be victimised and particularly such railwaymen who had no link with the strike at all. Even with regard to the strickers, the magnanimity which he promised on the floor of the House should be kept and victimisation should end.

With these words I support what he has stated. The Railway Convention Committee should be constituted and they should work and they should do something good to the railways. The railways should not only continue to pay dividends but the sick railways must at least for the coming 2 to 3 years not pay anything to the General Revenues. Rather they should get more money from the General Revenue, so that they can be restored to normal health and can properly serve the nation and with full health they can go on earning profits and pay dividends to us.

SHRI KAMLAPATI TRIPATHI:
Thank you.

SHRI CHINTAMANI PANIGRAHI (Bhubaneswar): We are very grateful to Pandit Kamlapati Tripathiji under whose leadership for the last 6 to 7 months the railways are trying to make a lot of improvement in various directions. The Minister has said that the Railway Convention Committee will go into the details of how the dividend should be paid by the railways, etc. Here I just want to put before the Railway Minister some of the difficulties the Railways are facing and they should be looked into.

Now take this originating freight traffic. As usual we assess the traffic and make the investment so that the rolling stock may improve and the line capacity may improve and the investment is made to see that the originating traffic which is estimated is carried. Here I would submit before the hon. Minister that we go through the figures. In 1950-51 the originating freight traffic was 99.5

million tonnes. In 1955-56 it was 114.0 million tonnes and in 1960-61 it went up to 154.2 million tonnes and in 1965-66 it rose to 203.0 million tonnes. In 1968-69 it has risen to 204.0 million tonnes. In 1966-67, it went down to 196.6 million tonnes.

Sir, you will find that if we analyse the allotments made and the actuals, as far as originating freight traffic is concerned, it is not commensurate with the achievement made. Also you will find that year before last, the originating traffic went down by 3 million tonnes. What I would like to submit which the Committee might like to inquire into is that whatever line capacity or whatever rolling stock we have, that should be utilised to the fullest extent. Whatever line capacity or rolling stock we have, we should be able to carry out the originating traffic from 280 million tonnes to 290 million tonnes. We can at best carry every year from 240 to 245 million tonnes. Our investment in the railways every year comes to about Rs. 600 crores. We are giving more and more funds so that we at least have more originating traffic, thereby we may increase our line capacity. Whatever achievements are being made, that is not commensurate with the investment that is being made. To that extent at least, the railway finance should not be overcapitalised unnecessarily. If we have enough rolling stock and if we have enough line capacity to carry the originating traffic to the extent of 280 to 290 million tonnes—actually we are carrying upto 245 million tonnes—then why is that there should be overcapitalisation in the railways.

I can understand that we shall have to increase the facilities in the railways. There must also be some kind of rational thinking so that we do not unnecessarily take loans from the general revenues towards railways. The indebtedness of the railways to the General Revenue under the Development Fund and Reserve Fund has increased from Rs. 208.01

crores at the end of 1973-74 to Rs. 462 crores at the end of 76-77; in 1977-78, it went up to Rs. 479 crores. The time has now come when we shall have to see that the railways should not unnecessarily take recourse to borrowings from the General Revenue. It should not go on increasing. They should find enough finance from their internal sources. We go on investing more and more. The total investment in railways is about Rs. 32,000 crores—Railways are one of the biggest undertakings.

SHRI KAMLAPATI TRIPATHI: I may tell you for your information the capital-at-charge stood at Rs. 5,023 92 crores.

SHRI CHINTAMANI PANIGRAHI: I am speaking about the total investment in the Railways. The Capital-at-Charge is different from the total investment in the assets of railways.

SHRI KAMLAPATI TRIPATHI: At present, the contribution that we have made to the General Revenue is Rs. 4,136 crores.

SHRI CHINTAMANI PANIGRAHI: I know this. What I am submitting is that we are having a total investment in all these assets to this extent and capital-at-charge stood at Rs. 5,000 crores. Because of over capitalisation, the Capital-at-Charge also goes on increasing from Plan to Plan. So, we must have a fixed limit. Till 2,000 A.D. we have to undertake many new things to cope up with this problem. I know all these things. We have also gone into the Railway Freight Enquiry Committee Report. It is very interesting to go through it. I would like to submit before the hon. Minister that the rail traffic has been going up at an annual rate of more than 5 per cent in terms of ton kilometre. But, the share of traffic in its total volume has declined from 81 per cent in 1950-51 to 72 per cent in 1960-61. and after that from 1961 onwards it has only stabilised around 65 to 67 per cent. Then you can understand from 1950-51 when the share was 81 per cent it has gone down to 67 per cent which has stabilised from 1961 onwards.

Sir, I never object to giving more funds to the railways. I am for giving more funds but since it is not of the biggest public undertakings its finances have to be a little looked into. Here we find nearly 30 million tonnes of freight traffic being carried by road transport on an average lead of 700 km. Sir, when there is an acute diesel problem can we think of coal being carried to as long a distance as 700 km by road transport! Road transport can carry upto sixty, seventy or hundred kilometres but beyond that it must be the responsibility of the railways. This has to be looked into. Today consumption of diesel on the railways is to the tune of 134 crores of rupees a year. It is not a matter of joke.

SHRI KAMLAPATI TRIPATHI: It is only 10 per cent of the whole consumption.

SHRI CHINTAMANI PANIGRAHI: It is 10 per cent of the fuel cost but because fuel bill is increasing the cost is increasing.

SHRI KAMLAPATI TRIPATHI: 90 per cent is consumed by others.

SHRI CHINTAMANI PANIGRAHI: Be cause the railways are not able to carry this traffic so naturally it is going to the road transport and as a result thereof more diesel is being consumed by road transport. So, once the railways take more of long lead traffic then the consumption of diesel on road transport will be minimised. This matter requires to be looked into.

Sir, I am happy that the Railway Ministry be also thought of economising and have gone in for more and more of electrification but since 1961 onwards the progress of electric traction has gone down. It has been calculated that average maintenance cost for engine kilometre so far as steam engine is concerned in terms of rupees comes to 3.016; in regard to diesel it is 1.23 to 2.04 and in respect of electric it comes to 1.44 to 2.33. I would suggest that in view of the problem of diesel and in view of the steam engines that we have decided to abolish we shall have to go in for more and

more of electric traction. Here I would also bring to notice as to how in case of power consumption recently the Railway Freight Enquiry Committee which was appointed to go into this has said that even in power consumption the consumption on Eastern Railways is as low as 31.3 kwh whereas on Central railways it is 43 kwh. They have suggested that consumption of this power should also be reduced and brought down from 14 per cent to 10 per cent

Similarly, looking to the consumption of lubricating oil, the lubricating oil consumption is 1.33 litres in South Eastern Railways whereas it is highest in Eastern Railways being 2.43 litres. They have suggested there should be economy so far as consumption of lubricating oil is concerned. The suggestion is that from 14 per cent of the fuel cost, the economy should be effected, that it will be reduced to 10 per cent of the fuel cost. The minister has just now pointed out to the House that in another 20 years the Railways are going to undertake major schemes of development in the country. More and more funds are needed to maintain the efficiency of the Railways. They have to be modernised. We have to decide upon the present operating ratio which is obtaining in the different Railway zones. It varies from 83 per cent to 97 per cent in all the zones, boring the Eastern Railway zone. It is the Eastern Railway Zone which is the only Zone which is giving profits. In other Railway Zones, the operating cost ratio goes on increasing. With 93 per cent of the operating cost, how the Indian Railways can expand and attend to the developmental works which are to be undertaken? So, these are important points which have to be gone into. The very idea that the Railway zones. It varies from 83 per cent for borrowings from the General Revenues should not continue any longer. The Railways should organise themselves in such a way that their income will improve more and more so as to finance their own developmental

works. If not tomorrow, in another ten years' time, we expect many improvements to take place. As the biggest public sector undertaking we expect them to contribute more and more to the General Revenues. Of course when you compare the Railway systems of other countries of the world, they also are not profitable. But so far as our Railways are concerned, they have got their own social responsibility to discharge. I congratulate to the staff and employees of the Railways who are trying to do their best to improve the working conditions of the Railways I congratulate the hon. Minister for having given his attention to all these aspects and I am sure that he will try to remove the bottlenecks in the working of the Indian Railways and he will see that more and more economy is effected so far as railway finance are concerned and improve the working conditions in another 10 years or 15 years so that Indian Railways can rely more and more on their own internal strength. With these words I conclude my speech.

श्री शिव कुमार सिंह ठाकुर (मडवा)

सभापति जी, हमारे पूजनीय रेल मंत्री जी ने जो संकल्प प्रस्तुत किया है, मैं इसका समर्थन करता हूँ ।

माननीय सभापति जी, रेल द्वारा हमारे ट्रांसपोर्ट, हमारे यातायात और सारे हिन्दुस्तान को जोड़ने का जो काम हो रहा है, वह रेलों का एक बहुत महत्वपूर्ण योगदान है। आज देश की करोड़ों रुपये की सम्पत्ति रेलों में लगी है, जो भारतीय जनता की सम्पत्ति है और उस से हम आय कमा रहे हैं। इसलिये जो आय रेल-उपक्रम कमा रहा है, जो लाभांश उसे मिल रहा है, उसमें से सामान्य राजस्व को जो धन दिया जाना चाहिये, वह एक बहुत महत्वपूर्ण, सोच-समझकर और गम्भीरता से जांच कर के तय करने का प्रश्न है, इसके लिये आवश्यक है कि लोक सभा के 12 सदस्य और राज्य सभा के 6 सदस्य लिये जाय और वह समिति

देखें कि जो लाभांश रेलवे ने प्राप्त किया है, वह बराबर लोगों की भलाई के लिये बांटा जा रहा है।

मैं रेल मंत्री जी का अपनी ओर से बहुत भारी हूँ—हमारे यहां के केले के व्यवसायी और किसानों ने जो मांग की थी कि रेलवे ने केले का जो फ्रेट बढ़ा दिया था, उसको वापस लिया जाय, उन्होंने हमारी प्रार्थना को स्वीकार कर के उसे फिर से विद्-डू किया है। इससे किसानों को आगे बढ़ने का मौका मिला है।

आज भी नियम 377 के अन्तर्गत मैंने यह प्रश्न उठाया है, और सामनीय रेल मंत्री का ध्यान इस ओर आकर्षित किया था कि रेलवे वेगन जो आ रहे हैं वे काफी देरमें दिल्ली में पहुंचते हैं और उसकी वजह से कार्पा केला किसानों का सड़ जाता है और हर वेगन में किसानों को दो, तीन हजार रुपये का नुकसान होता है। एक वेगन में 10, 11 हजार रुपये के केले होते हैं और 120 वेगन रोज आते हैं। इस तरह से बुस्हावपुर, जलगांव और भूमनल से जो केला आता है, वहां के किसानों को लगभग साढ़े तीन लाख और चार लाख रुपये का नुकसान हो रहा है। मैं आप के माध्यम से रेलवे मंत्री जी से प्रार्थना करूंगा कि वे सम्बन्धित अधिकारियों को विशेष आदेश दें कि रेलवे के वेगन ठीक समय पर यहां पर पहुंचें। मैं आशा करता हूँ कि इस तरह के निर्देश मंत्री जी अधिकारियों को देंगे।

एक बात मैं यह भी कहना चाहता हूँ कि आज रेलवे को बिना टिकट यात्रा से काफी नुकसान हो रहा है। जहां देखो जिधर देखो और चाहे किसी भी डिब्बीजन में देखों, आज यह एक तरह का फैशन हो गया है कि हमारे जो यूवक कालजों में पढ़ते हैं या जो कर्मचारी प्रशासन में सेवा करते हैं, ऐसा लगता है कि टिकट लेकर चलना उनको बुरा लगता है। वे बिना टिकट यात्रा करते हैं। उनके साथ आप की सख्ती से पेश आना चाहिए क्योंकि अगर आप खाली बिना टिकट यात्रा की ही कंट्रोल

करलिते हैं, तो उससे देश को काफी बड़े नुकसान से बचाया जा सकता है। मैं रेल मंत्री जी से यह प्रार्थना करता हूँ कि स्टेट गवर्नमेंट्स के जो होम मिनिस्टर्स हैं, उनसे बात कर के उनको यह कहें कि वे ऐसे निर्देश दें कि ऐसे लोगों के खिलाफ सख्त कार्यवाही की जाए और रेलों में जो फ्लिक्ज होती है, लीकेज होता है, उसको बन्द किया जाए।

एक बात और है। हमारे रेलवे के प्रतिष्ठान विदेशों में हैं। वे केवल नहीं के लिए हैं और उनका कोई काम वहां फसिम है। मैं रेल मंत्री जी से प्रार्थना करता हूँ कि उन प्रतिष्ठानों को बन्द किया जाए और विदेशों में जो उन पर पैसा नष्ट हो रहा है, उस पर रोक लगाई जाए। एक बात यह भी है कि एक तरफ तो हमारे यहां वेगनों की शार्टेज है और दूसरी तरफ हम विदेशों को, लीबिया, सीरिया और ईरान को वेगन एक्सपोर्ट कर रहे हैं। यह कहां का न्याय है। जब प्रश्न पृच्छते हैं कि उद्योग क्यों बन्द हैं, तो कहा जाता है कि वेगनों की कमी है। इस तरह से हमारे यहां जो उद्योग है उन को वेगन नहीं मिलते हैं। सीमेंट भेजने के लिए वेगन नहीं मिल रहे हैं, कोयला भेजने के लिए वेगन नहीं मिल रहे हैं और दूसरे पदार्थों को भेजने के लिए वेगन नहीं मिल रहे हैं। हम जो नये सदस्य आए हैं, जो अभी यहां कुछ सीख रहे हैं, हमारी समझ में यह बात नहीं आती है कि एक तरफ तो हमारे यहां रेल वेगनों की शार्टेज है और दूसरी तरफ हम रेल वेगनों की एक्सपोर्ट कर रहे हैं। इसलिए मेरा कहना यह है कि इन रेल वेगनों को बाहर एक्सपोर्ट करना बन्द किया जाए ताकि हम अपने यहां की आवश्यकता की पूर्ति कर पाएं। तो मैं यह सोचता हूँ कि आज जो तकलीफ है चाहे डिस्ट्रीब्युशन की तकलीफ हो, चाहे कीमते बढ़ने और मंहगाई की तकलीफ हो, चाहे पेट्रोल और डीजल की शार्टेज की तकलीफ हो, रेलवे की वेगनों की कमी का उनमें एक बहुत बड़ा हिस्सा है। अगर वेगनों की कमी दूर हो

जाए, तो ये तकलीफें काफ़ी हद तक दूर हो सकती हैं ।

मैं रेल मंत्री जी से खंडूवा से दोहद लाइन के लिए विनम्रतापूर्वक और आग्रहपूर्वक प्रार्थना करता हूँ क्योंकि हमने लोगों से इस के लिए वायदा किया था । जब हम नये नये चुन कर आए, तो हम ने बहुत जोरों से अपनी कांस्टीट्यून्सी के लोगों से कहा था कि हम आप के यहां रेलवे लाइन लाएंगे । खंडूवा से दोहद रेलवे लाइन के लिए बराबर मांग होती रही है और मैं यह कहूंगा कि कम से कम आप सर्वे इसका करा लें । मैं यह नहीं कहता कि इसको आप इस समय मंजूर कर दें लेकिन बजट में सर्वे के लिए तो प्रावधान कर दें क्योंकि खंडूवा, खारगोन और धार ये आदिवासी बाहुन्य क्षेत्र हैं और यहां पर फौरेस्ट प्रोड्यूस बहुत होती है, एग्रीकल्चर प्रोड्यूस है, मिनरल्स हैं और इस के साथ ही साथ क्री मर्मदा योजना भी है, नर्मदा बेल्ट में करोड़ों रुपये का इस्पात और सीमेंट लाने के लिए आपका रेलवे ट्रेक्ट ले जाना ही पड़ेगा, रेलवे लाइन डालनी ही पड़ेगी । जब ऐसी बात है तो क्यों नहीं आप खंडूवा से दोहद या खंडूवा से छोटा उदयपुर तक लाइन ले जाते, जो कि मध्य प्रदेश और गुजरात को जीड़ेगी उसका कम से कम आप सर्वे तो करा ही लीजिए

मैं रेलवे बजट पर ज्यादा नहीं बोल पाया था । इसलिए मुझे थोड़ा सा समय बोलने के लिए दीजिए । पूना से जो झेलम एक्सप्रेस आती है, उसको आप बुरहानपुर पर रुकवाइए ।

सभापति महोदय : टाइम आप को मिलेगा लेकिन मैं यह कहना चाहूंगा कि आप विषय पर बोलें । टाइम क्री कमी नहीं है ।

श्री शिव कुमार सिंह ठाकुर : झेलम एक्सप्रेस को आप बुरहानपुर रुकवाइए । इसी तरह से जो बम्बई-लखनऊ एक्सप्रेस है, उसको हरसूद पर रुकवाने के आदेश आप दीजिए । इसके लिए वहां की जनता ने शासन से मांग की है । वे कुछ नहीं कर पाये, हमने

कहा कि हम कर पायेंगे । मुझे अपने रेल मंत्री महोदय पर पूरा हक और विश्वास है कि वे हमारी बात को टालेंगे नहीं और इसके लिए अपना आशीर्वाद प्रदान करेंगे ।

सभापति महोदय, कहीं कहीं सूखा पड़ता है, कहीं कहीं बाढ़ें आती हैं । उन स्थानों पर अनुज पहुंचाने के लिए रेलवे की ओर से छूट दी जाती है ताकि बाढ़ से पीड़ित और सूखे से प्रभावित लोगों को राहत पहुंचायी जा सके । यह जो 12 सदस्यों की कमेटी बनायी जा रही है, इसको भी बहुत ही गंभीरता से इस प्रश्न पर विचार कर के कोई ऐसा उपाय करना चाहिए जिससे कि हमारे देश के सूखे से प्रभावित और बाढ़ से पीड़ित क्षेत्रों को राहत के नाम पर हमारा अधिकारीगण गड़बड़ी न करें । मैं यह नहीं कहता कि हमारे सभी अधिकारी गड़बड़ करते हैं लेकिन एक मछली भी सारे तालाब को गंदा कर देती है । इसलिए ऐसा न हो कि राहत पहुंचाने के नाम पर गड़बड़ी हो और जो हमारा असल मकसद है वह पूरा न हो ।

रेलवे में हमारा 4-5 हजार करोड़ को लाभांश होता है । उसका हम अधिक से अधिक और सही जगह पर उपयोग कर सकें, इन्हीं शब्दों के साथ मैं माननीय रेल मंत्री की के प्रस्ताव का समर्थन करता हूँ ।

श्री हरिकेश बहादुर (गोरखपुर) : माननीय सभापति जी, आदरणीय रेल मंत्री जी का मैं बहुत आभारी हूँ कि उन्होंने रेलवे कन्वेंशन कमेटी बनाने का प्रस्ताव सदन के समक्ष पेश किया है । मैं इसका समर्थन करता हूँ । लेकिन कुछ बातें भी साथ साथ मैं कहना अवश्यक समझता हूँ ।

मान्यवर, हमारा रेल विभाग हमारे देश का बहुत बड़ा सार्वजनिक उद्योग है और इसमें जो मुनाफा होता है या घाटा होता है वह हमारे देश की पूरी अर्थव्यवस्था को प्रभावित करता है । इसलिए देश का हर नागरिक यह चाहता है कि हमारी रेलें घाटे में न चलें बल्कि वे

मुनाफे में चलें। जनता पार्टी की सरकार ने अपने शासन काल में तीन बजट पेश किये और तीनों में मुनाफा दिखाया। अभी जो रेल बजट पेश किया गया उसमें घाटा दिखाया गया है और इसके साथ ही दूसरी श्रेणी में जो यात्री यात्रा करते हैं, जो नागरिक यात्रा करते हैं उनका किराया भी बढ़ा दिया गया है। इससे हमारे देश के लोगों पर एक प्रकार का सकट आया है। इसके साथ ही रेल भाड़े में भी वृद्धि की गयी है। उससे भी चीजों के दामों के बढ़ने में सहायता मिली है। अगर हमें रेलों को आर्थिक विपन्नता से मुक्त करना है तो सब से पहले हमें इन्हे भ्रष्टाचार से मुक्त करना होगा और उनकी दक्षता और कार्यकुशलता को बढ़ाना होगा। केवल रेल भाड़े के बढ़ा देने से या यात्री भाड़े को बढ़ा देने से हम रेल विभाग के घाटे को दूर नहीं कर सकते और उसे मुनाफे में नहीं बदल सकते। इन बातों की तरफ, मेरा ख्याल है कि हमारे परमादरणीय पंडित जी ध्यान देंगे और दे भी रहे होंगे।

मैं कुछ सुझाव देना चाहता हूँ। आज हमारी गाड़ियाँ समय पर नहीं चलती हैं। गाड़ियों का समय से चलना सुनिश्चित किया जाए और उनमें लोगों की सुरक्षा को भी सुनिश्चित किया जाए। इससे रेलों के प्रति लोगों का आकर्षण बढ़ेगा। खास तौर से हमारी रेल गाड़ियों में सामान की भंयकर चोरी और डकैती होती है। इसलिए लोग अपना सामान रेलों के माध्यम से न भेजकर ट्रक वगैरह के माध्यम से भेजना पसंद करते हैं। इस कारण भी रेलों में घाटा होता है। अगर रेलों में सुरक्षा की समुचित व्यवस्था हो जाए तो यह घाटा दूर करने में मदद मिलेगी। इससे रेलों के प्रति लोगों में विश्वास बढ़ेगा और वे अपना सामान रेलों से भेजेंगे जिससे रेलों को मुनाफा होगा।

रिजर्वेशन में जिस प्रकार का भ्रष्टाचार है, मेरा ख्याल है कि उस रेल मंत्री महोदय अच्छी तरह से जानते होंगे। इस भ्रष्टाचार को

दूर करने के लिए जितनी भी कोशिशें आज तक की गयी हैं वे सभी कोशिशें नाकामयाब रही हैं। यह भ्रष्टाचार बराबर बढ़ता ही जा रहा है। आज भी रेलों में सीटें खाली रहती हैं लेकिन रिजर्वेशन काउंटर पर कह दिया जाता है कि रिजर्वेशन उपलब्ध नहीं है। नतीजा यह होता है कि जो यात्री यात्रा करना चाहते हैं उनको तो रिजर्वेशन मिलता नहीं और बहुत से दूसरे लोग भ्रष्टाचार कर के यात्रा करना चाहते हैं जिसमें आपके रेल कर्मचारी भी शामिल होते हैं। ऐसे लोगों को यात्रा का अवसर मिल जाता है। इस प्रकार रिजर्वेशन में जो भ्रष्टाचार है यह भी रेलों की अर्थ व्यवस्था के लिए घातक सिद्ध हो रहा है। इसमें सुधार लाना बहुत जरूरी है।

इस समय करोड़ों रुपये प्रतिवर्ष रेलवे को बलेम्ज के तौर पर लोगों को देने पड़ते हैं। यह सामान वगैरह जो गायब हो जाता है उसके देने पड़ते हैं। इसमें भी बहुत भ्रष्टाचार है। लोग थोड़े पैसे का सामान होता है और ज्यादा पैसे का बताते हैं। रेल अधिकारी उन से मिल कर ज्यादा पैसा उनको दिलाने की कोशिश भी करते हैं और कमीशन भी इससे खाने वाले खाते हैं। इस चीज को भी रोकने की कोशिश होनी चाहिये और माल चोरी न हो इसकी कोशिश भी की जानी चाहिये। इससे आपकी रेलों की अर्थ व्यवस्था मजबूत होगी और घाटे का बजट जो पेश होता है इसको रोकने में मदद मिलेगी।

माननीय पाणिग्रही जी ने रेलों के इलक्ट्रिफिकेशन की बात कही है। हमारे देश में ही नहीं बल्कि पूरी दुनिया में डीजल के दाम धीरे-धीरे बढ़ते जा रहे हैं और एक समय आने वाला है कि जो पूरा पेट्रोलियम कारिजर्व है वह ही दुनिया से खत्म हो जाएगा। ऐसी अवस्था में अन्य ट्रांसपोर्ट साधनों के साथ साथ रेलें भी जो डीजल पर आधारित हैं उनपर इसका गहरा प्रभाव पड़ने वाला है। इस वास्ते रेलों के इलैक्ट्रीफिकेशन की आवश्यकता निर्विवाद रूप से हमारे सामने आकर खड़ी हो गई है। इस वास्ते इस ओर भी आपको ध्यान

देना चाहिये और रेलों की कार्य कुशलता को बढ़ाना चाहिये। इससे रेलों की अप्रेंटिंग कास्ट भी कम होगी।

अब मैं मांग के तौर पर दो तीन बातें कहना चाहता हूँ। बाराबांकी से समस्तीपुर तक की मीटर गेज लाइन का ब्राड गेज में कनवर्शन हो रहा है। इसको अति शीघ्र पूरा किया जाना चाहिये। इस समय लोगों को बड़ी परेशानी होती है। बिहार की तरफ से दिल्ली आने वाले यात्रियों को जगह जगह इसकी वजह से गाड़ियां बदलन पडती है। इससे उनकी काफी कठिनाई होती है। जनता को सुविधा देने के लिए यह लाइन जो नार्थ ईस्टर्न रेलवे की मुख्य लाइन होगी, जल्दी से जल्दी मीटर गेज से ब्राड गेज में परिवर्तित कर दी जानी चाहिये। इससे लोगों को बहुत लाभ होगा।

There are several difficulties and those difficulties will be removed only if this line is converted from metre-gauge into broad-gauge. That is why, I have been requesting the hon. Ministers for several years. Earlier, Pro. Madhu Dandavate was the Railway Minister. At that time, I also requested him. I am repeating this to the hon. Minister of Railways, Pandit Kamalapati Tripathi.

क्लास 3 और क्लास 4 के जो कर्मचारी हैं उनके वास्ते प्रमोशन के चांस बढ़ाए जाने चाहिये। बहुत से लोग जो किसी खास श्रेणी में नौकरी पाते हैं वे उसी में रिटायर हो जाते हैं। अगर उनके वास्ते प्रमोशन के अवसर बढ़ाए जाएं तो मैं समझता हूँ कि लोगों को लाभ होगा। कर्मचारियों के हित में और स्वयं रेलवे के हित में इस कार्य को करना भी आवश्यक प्रतीत होता है।

कैब्युअल लेबर के रेग्युलराइजेशन के बारे में आकस्मिक मजदूरों के नियमितकरण के बारे में माननीय भन्त्री जी का जो वक्तव्य रहा है वह बहुत ही सराहनीय रहा है। मैं सादर उनसे अनुरोध करना चाहता हूँ कि इस

कार्य को कितनी जल्दी हो सके किया जाए ताकि बहुत से आकस्मिक मजदूर जो बहुत दिनों से, दस दस और बारह बारह साल से काम कर रहे हैं और जिनको आज तन रेग्युलराइज नहीं किया गया है उनको रेग्युलराइज किया जा सके। उनके जीवन में एक स्थायित्व इससे आएगा, उनको सुरक्षा मिलेगी। इस वास्ते इस और भी आपका अविलम्ब ध्यान जाना चाहिये।

उत्तर पूर्वी भाग में आज जो आन्दोलन चल रहे हैं उसका एक मुख्य कारण यह है कि वहाँ आर्थिक संकट है और यह आर्थिक संकट अभी दूर हो सकता है जब वहाँ रेलवे लाइनों का विकास किया जाए और उद्योगों को बढ़ाया जाए, सड़कों का विकास किया जाए, उनका विस्तार किया जाए। कुछ काम तो समय समय होते रहते हैं। जहाँ तक रेलों का सम्बन्ध है मैं यहाँ कहूँगा कि मंत्री महोदय उत्तर पूर्वी भाग के लिए उसके विकास के लिए अधिक से अधिक रेलवे निर्माण के कार्यों को कराने की कृपा करें और इस काम के लिए प्लानिंग से जो भी आर्थिक सहायता लेने की आवश्यकता हो उसके लिए जोरदार प्रयास करें। श्री नारायण दत्त तिवारी जी योजना मंत्री हैं। वह पंडित जी से काफी सहयोग कर सकते हैं। उनसे सहयोग लेकर भारत के उत्तर पूर्वी हिस्से का विकास रेलों के मामले में तथा अन्य मामलों में तेजी के साथ करने की आवश्यकता है। मैं आशा करता हूँ कि इस आरंभ में आप विशेष ध्यान देंगे।

SHRI KAMLAPATI TRIPATHI:
Why should it continue till Monday.
Let us finish it today. If there are no speakers for two hours, why should we wait till Monday?

MR. CHAIRMAN: At 3 we have to take up Private Members' business and there are hardly five minutes now.

SHRI KAMLAPATI TRIPATHI: I think Mr. Banatwalla will not take

more than five minutes, and that he will be to the point.

SHRI G. M. BANATWALLA (Ponnani): Under the leadership of the hon. Minister, Pandit Kamlapati Tripathi, sincere attempts are being made to improve the performance of the Railways, I wish him well and I hope he will have all the co-operation of the entire nation, including the railway employees.

The capital investment on the railways is provided by the General Exchequer and in return the railways give an annual dividend at a particular rate. It is this which is sought to be done in terms of the motion moved by the hon. Minister. During the past few years the scope and function of this committee had changed. It is good that the committee now functions more or less as a watchdog on the functioning of the entire railway administration and I hope that this will continue. The Committee is an *ad hoc* committee. I want that it should become a standing committee.

The Committee has a formidable task ahead. There is the question of deferred dividend payment liability. We find that the rate of dividend is fixed but the railway is not in a position to pay the entire amount of dividend from its revenues every year and so the amount is considered as deferred dividend liability. The deferred dividend liability has increased upto Rs. 120.21 crores in 1978-79. In the revised estimates for 1979-80 it has increased to Rs. 162.31 crores and in the budget estimates for 1980-81 it is Rs. 200.41 crores. I, therefore, want this committee to consider this particular affair and while fixing the rate of dividend they should consider whether the railways can meet the necessary obligations from their own resources. We find that the position is very difficult. Take the question of receipts and revenues. We find the net traffic receipts have declined from Rs. 373.30 crores in 1977-78 to Rs. 283.49 crores in 1978-79.

14.58 hrs.

[MR. DEPUTY-SPEAKER in the Chair] Similarly the net revenue has declined from Rs. 352.79 crores in 1977-78 to Rs. 260.82 crores in 1978-79. The percentage of working expenses to gross earnings has gone up from 82.99 in 1977-78 to 87.54 in 1978-79. Therefore we must pay attention to this. Look at electrification. It will reduce the cost. Kerala should be helped in this particular matter because the government is prepared to supply the necessary power.

Railways are a public utility concern. There is great loss on account of the social obligations. The 1979-80 budget estimates placed it at Rs. 243.69 crores. In West Europe and Asia the social burden is not lifted by the railways, it is lifted by the concerned governments' general revenues. Therefore, I hope that this Committee will also consider this particular fact.

I would conclude by saying: let the committee not confine itself to matters regarding the rate of dividend but examine in depth problems relating to administration, problems relating to labour and also problems relating to the users of railways.

15 hrs.

SHRI KAMLAPATI TRIPATHI: They should not go out of their scope. They should limit themselves to the Railway Finances.

SHRI G. M. BANATWALLA: All these will improve the finances. The recommendations will go to improve the finances of the Railways. Very recently also . . .

SHRI KAMLAPATI TRIPATHI: The function of this Committee will be to fix up the dividend to be paid to the General Revenue. At the same time there is the question of savings of the Railway finances. They should not go out of that scope.

SHRI G. M. BANATWALLA: I agree with that. In order to consider

[Shri G. M. Banatwalla]

those Railway finances, the various aspects connected with it have to be gone into. For example we have very useful Fourth Report of the Committee—1977 also about the various organisations. Such a report should continue to come before this House. With these words I wish well to the Railway organisation which is a very great organisation. I hope that the various points that are raised with respect thereto will meet with proper and serious consideration.

15.02 hrs.

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS

SEVENTH REPORT

SHRI S. T. QUADRI (Shrimoga): I beg to move:

"That this House do agree with the Seventh Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 30th July, 1980".

MR. DEPUTY SPEAKER. The question is:

"That this House do agree with the Seventh Report of the Committee on Private Member's Bills and Resolutions presented to the House on the 30th July, 1980."

The motion was adopted.

THE MINISTER OF RAILWAYS (SHRI KAMLAPATI TRIPATHI): What has happened to my Resolution?

MR. DEPUTY SPEAKER: Now we will take that up on Monday.

SHRI KAMLAPATI TRIPATHI: Are we to unnecessarily wait upto Monday?

MR. DEPUTY SPEAKER: I am sorry. At 3 P.M. we have to take up Private Members' Business. So, we will take up your Resolution on Monday.

15.03 hrs.

RESOLUTION RE. SERIOUS SITUATION IN NORTH-EAST INDIA—*contd.*

MR. DEPUTY-SPEAKER: Shri M. Ramgopal Reddy was on his legs. He may continue.

The time allotted to this Resolution was four hours. We have already exhausted three hours and thirtyone minutes. Only 29 minutes are left. I have speakers numbering about 19. In view of the changed situation, if the House permits, let Shri M Ramgopal Reddy be the last speaker. Thereafter the Minister can intervene and then the Mover will reply.

SEVERAL HON. MEMBERS: Yes, yes.

SHRI BAPUSAHEB PARULEKAR (Ratnagiri): Other Resolutions are also equally important which are on the agenda to-day.

MR. DEPUTY-SPEAKER: Yes yes.

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA): The second Resolution is much more important.

MR. DEPUTY-SPEAKER. We will take up that also.

Now Shri M. Ramgopal Reddy may continue.

SHRI M. RAM GOPAL REDDY (Nizamabad): Sir, since the last discussion there has been a sea-change in the atmosphere of Assam and other States in that region. No problem is insoluble or can evade solution with Madam Gandhi. Madam Gandhi has put in effort and a solution is in sight. The only problem with these States is backwardness. They have got a genuine feeling that some people who are more clever and more efficient are exploiting them. I request the Minister that all those people who are exploiting the local people should not be allowed to do so. The industries and other things that