

- (2) A Copy of the Forty-fifth Report of the Law Commission on civil Appeals to the Supreme Court on a certificate of fitness under Article 133 of the Constitution. [Placed in Library See No. L T—1390/72]

STATEMENT ON EXPORT
STATISTICS, 1970-71

THE MINISTER OF FOREIGN
TRADE (SHRI L. N. MISHRA) : I beg to lay on the Table a statement on exports statistics for 1970-71. [Placed in Library. See No. L. T—1391-72]

ANNUAL REPORT OF EXPORT INSPECTION
COUNCIL AND AGENCIES, AND NOTI-
FICATION RE. MANAGEMENT OF MUIR
MILLS LTD., KANPUR AND UNDER
EXPORT (QUALITY CONTROL
AND INSPECTOIN ACT,
1963 ETC, ETC.

SHRI L. N. MISHRA : On behalf of
Shri A. C. George,

I beg to lay on the Table—

- (1) A Copy of the Annual Report (Hindi and English versions) of the Export Inspection Council and Agencies for the year 1970-71. along with the Audited Account. [Placed in Library. See No. LT—1392/72]
- (2) A copy of Notification No. S. O. 5535 (Hindi and English versions) published in Gazette of India dated the 20th December, 1971 regarding management of the Muir Mills Limited, Kanpur, under sub-section (2) of section 18A of the Industries (Development and regulation) Act, 1951. [Placed in Library. See No. LT—1393/72]

- (3) A copy each of the following Notifications (Hindi and English versions) under sub-section (3) of section 17 of the Export (Quality Control and Inspection) Act, 1963 :—

- (i) The Export of Transmission Line Towers (Quality Control and Inspection) Rule, 1971, published in Notification No. S. O. 5577 in Gazette of India dated the 25th December, 1961. [Placed in Library See No. LT—1394/72]
- (ii) The Export of Jute Products (Quality Control and Inspection) Amendment Rules, 1972, published in Notification No. S. O. 303 in Gazette of India dated the 15th January, 1972. [Placed in Librara See No. LT—1395/72]
- (iii) The Export of Coir Products (Inspection) Amendment Rules 1972, published in Notification No. S. O. 38-E in Gazette of India dated the 18th January, 1972. [Placed in Library See No. LT—1396/72]
- (iv) The Export of Coir Yarn (Inspection) Amendment Rules, 1972, published in Notification No. S.O. 38A(E) in Gazette of India dated the 18th Janury, 1972. [Placed in Library. See No. LT—1396/72]
- (v) The Export of Coir Products (Inspection) Second Amendment Rules, 1972, published in Notification No. S.O. 855 in Gazette of India dated the 4th March, 1972. [Placed in Library. See No. LT—1397/72]
- (vi) The Export of Coir Yarn (Inspection) Second Amendment Rules, 1972, published in Notification No. S.O. 856 in Gazette of India dated the 4th March 1972. [Placed in Library. See No. LT—1398/72]

12.14 hrs.

ASSENT TO BILLS

SECRETARY : Sir, I lay on the Table following nine Bills passed by the Houses of Parliament during the last Session and assented to since a report was last made to the House on the 23rd December, 1971 :—

[Secretary]

- (1) The Companies (Surcharge on Income-tax) Bill, 1971.
- (2) The Indian Tariff (Amendment) Bill, 1971.
- (3) The Essential Commodities (Amendment) Bill, 1971.
- (4) The Uttar Pradesh Cantonments (Controls of Rent and Eviction) (Repeal) Bill, 1971
- (5) The Prevention of Insults to National Honour Bill, 1971.
- (6) The Contempt of Courts Bill, 1971.
- (7) The Union Territories Taxation Laws (Amendment) Bill, 1971.
- (8) The Supreme Court Judges (Conditions of Service) Amendment Bill, 1971.
- (9) The High Court Judges (Conditions of Service) Amendment Bill, 1971.

2. I also lay on the Table copies, duly authenticated by the Secretary of Rajya Sabha, of the following twenty-seven Bills passed by the Houses of Parliament during the last Session and assented to since a report was last made to the House on the 23rd December, 1971 —

- (1) The Prevention of Food Adulteration (Amendment) Bill, 1971.
- (2) The Defence of India Bill, 1971.
- (3) The International Airports Authority Bill, 1971.
- (4) The Emergency Risks (Goods) Insurance Bill, 1971.
- (5) The Emergency Risks (Under-takings) Insurance Bill, 1971.

- (6) The Small Coins (Offences) Bills, 1971.
- (7) The Forward Contracts (Regulation) Amendment Bill, 1971.
- (8) The Coal Bearing Areas (Acquisition and Development) Amendment and Validation Bill, 1971.
- (9) The Comptroller and Auditor-General's (Duties, Powers and Conditions of Service) Bill, 1971.
- (10) The Visva-Bharati (Amendment) Bill, 1971.
- (11) The Naval and Aircraft Prize Bill, 1971.
- (12) The Jayanti Shipping Company (Acquisitions of Shares) Bill, 1971.
- (13) The Coking Coal Mines (Emergency Provisions) Bill, 1971.
- (14) The Asian Refractories Limited (Acquisition of Undertaking) Bill, 1971.
- (15) The Delhi Road Transport Laws (Amendment) Bill, 1971.
- (16) The Industries (Development and Regulation) Amendment Bill, 1971.
- (17) The Personal Injuries (Emergency Provisions) Amendment Bill, 1971.
- (18) The Personal Injuries (Compensation Insurance) Amendment Bill, 1971.
- (19) The Manipur (Hill Areas) District Councils Bill, 1971.
- (20) The Constitution (Twenty-sixth Amendment) Bill, 1971.

- (21) The Commission of Inquiry (Amendment) Bill, 1971.
- (22) The Companies (Amendment) Bill, 1971.
- (23) The North-Eastern Areas (Reorganisation) Bill, 1971.
- (24) The Delhi Sikh Gurdwaras Bill, Bjl, 1971.
- (25) The Constitution (Twenty-seventh Amendment) Bill, 1971.
- (26) The Government of Union Territories (Amendment) Bill, 1971.
- (27) The North-Eastern Council Bill, 1971.

MR. SPEAKER : The hon. Railway Minister.

12.15 hrs.

RAILWAY BUDGET, 1972-75

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA) : Sir, Responsibility to Parliament enunciated by the Constitution, makes it my duty, to place before the Hon'ble House for consideration the annual financial statement of the railways. Thereby is ensured the responsibility of the railway administration to Parliament.

2. I am placing the financial statement before the House in, as comprehensive a manner as possible, and in proper sequence. To begin with, I propose to describe the accounts for 1970-71, then assess the revised estimates for the year 1971-72. Thereafter comes the delination of the Budget Estimates for 1972-73.

ACCOUNTS FOR 1970-71

3. I begin with the accounts for 1970-71. The Budget Estimates of 1970-71 as presented to the House envisaged a surplus of Rs. 22.38 crores. Rs. 13 crores of revenue budgeted, was given up in deference to the wishes of the House, reducing the surplus to Rs. 9.38 crores.

The Revised Estimates, however, ran into red showing a shortfall of Rs. 23.69 crores. The reduction in traffic receipts of about Rs. 5 crores and the Interim Relief given to the Railway Employees of about Rs. 36 crores, compensated by certain savings, accounted in the main for this overall shortfall. The actuals have shown some improvement over the Revised Estimates.

4. The Gross Traffic Receipts were actually Rs. 1006.69 crores showing an increase of Rs. 2.69 crores over the Revised Estimate of Rs. 1004.00 crores. The increase was mainly under the heads "Other Coaching" and "Goods". They have more than made up for the shortfall in 'Passenger' earnings. 'Ordinary Working Expenses' amounted to Rs. 732.34 crores as against the Revised Estimate of Rs. 731.76 crores. There was, however, saving in respect of dividend paid to General Revenues by Rs. 1.24 crores. The final actuals reveal a deficit of Rs. 19.84 crores as against Rs. 23.69 crores. The accounts were balanced by taking a loan from the General Revenues.

5. Before I give you an assessment of the Revised Estimates of 1971-72, I have to narrate significant events of the year 1971-72 which have affected the revenues and expenditure. The financial picture has to be judged in the background of preceding events and situations, for, they are almost woven together and are inseparable.

6. The year, 1971-72, has proved to be a highly significant year. The highlight of the year is, undoubtedly, our success against Pakistan. It has not only proved the might and moral worth of our Nation, but has also enhanced its placed and prestige in the comity of the Nations. The resounding success has been achieved by the wise leadership of our Prime Minister and by the valour of our armed forces. May I say, with some humility, that the contribution of the railways to this success is not inconsiderable ? Never before in our history after the freedom, had the railways been called upon to do such a strenuous and devoted work as we did prior to, during and subsequent to the famous 14-day war. The Railways ran well over 2,000 special trains for movement of defence forces and equipment. The end of the conflict did not