

Ticketless Travel on Indian Railways

*7 SHRI CHITAMANI PANI-GRAHI Will the Minister of RAILWAYS be pleased to state

(a) the salient features of the campaign launched against ticketless travelling by the Northern Railways and the outcome thereof .

(b) whether other Railways also propose to launch similar campaigns to eradicate ticketless travel , and

(c) the estimated loss to Railways due to ticketless travel during 1971-72 and how it compares with that in the year 1970-71 '

THE MINISTER OF RAILWAYS (SHRI K HANUMANTHAIYA) (a) Presumably, the reference is to joint drive against ticketless travel recently conducted in the State of Haryana

The Minister for Railways and the Chief Minister, Haryana jointly launched a campaign against ticketless travel This drive started on 8 11 71 and continued till 22 1 72 Salient features are shown in the statement laid on the table of the Sabha

(b) Yes, Sir.

(c) Estimate of the loss to the Railways on account of ticketless travel has not been made from year to year and as such, separate figures for the years 1970-71 and 1971-72 are not available On the basis of special checks conducted on all Railways during 1967-68, the loss was estimated to be roughly between Rs 20 crores and Rs 25 crores per annum

STATEMENT

The salient features of the drive against ticketless travel in Haryana State are as under

(i) The drive was organised by a committee of Senior State Government and Railway officers

nominated in a joint meeting by Chief Minister, Haryana and the Minister of Railways at Chandigarh on 27 10 71 Home Secretary, Haryana was one of the Members and Chairman of the Committee

(ii) The State Government, as its contribution, made available police force, services of Magistrates (for prosecution under the Railway Act), Publicity Organisation and Education Department No Special charges were levied for these services and police force The railway mustered ticket checking staff, Supervisors and Officers and organised and conducted intensive checks on different sections of the railway serving Haryana

(iii) About 30,000 irregular/ticketless travellers were detected giving an earning of about Rs 2,82,000/-

(iv) The number of passengers checked were about 20,09,000 Special checks conducted numbered about 6,400

(v) The drive suffered a set back in December '71 owing to the outbreak of the conflict between Pakistan and India

(vi) The booking window sale of tickets and earnings therefrom for November '71 and January '72 separately and for the entire period of the drive separately are shown below —

(a) For November '71 and January '72 (upto 20.1 72) compared with corresponding period of previous

year—	No. of tickets	No. of sea-son tickets	Amount of earnings
			Rs.
			lakhs
Current year—	50.02 lakhs	99,691	91.66
Corresponding period of previous years—	46.08 „	86,583	70.18
Difference—	+3.94 „	+13,108	+21.48
%age variation—	+9.0	+14.0	+29.0

(b) For the entire period of the drive (i.e. for November '71 to January '72 (upto 20.1.72) as compared with corresponding period of previous year—

	No. of tickets	No. of sea-son tickets	Amount of earnings
			Rs.
			lakhs
Current year—	74.63 lakhs	1.38 lakhs	132.67
Corresponding period of previous year—	76.92 „	1.22 „	126.27
Difference—	-2.92 „	+0.16 „	+6.40
%age variation—	-3.0	+13.0	+5.0

SHRI CHINTAMANI PANIGRAHI :

May I know from the hon. Minister whether, after this special drive was launched, any substantial gain has been made over the amount of loss which came upto Rs. 20 crores to Rs. 25 crores; if so, to what extent and what is that amount ?

SHRI K. HANUMANTHAIYA : As the hon. Member is aware, this drive has not yet been made all over India. We began with the State of Haryana where it had shown much improvement; in fact, we have gained to the tune of about Rs. 6½

lakhs during the course of these few weeks. If the campaign is as successful in other States as it was here, we hope to reduce the loss very considerably.

SHRI CHINTAMANI PANIGRAHI :

Do they propose to initiate such measures in all the other railways of India; if so, what are the other railways in which this measure is to be initiated and why is it that this measure, which was initiated in the Northern Railway, was given up half-way ?

SHRI K. HANUMANTHAIYA :

No Sir; it was not given up. The campaign cannot be carried on throughout the year; it is only to give the momentum. Therefore we initiate this campaign for a month or two. We took up Haryana because there the Chief Minister was very enthusiastic; he offered wholehearted support and cooperated with us. I have addressed such letters to all the Chief Ministers and I hope to be able to persuade them to be very helpful and cooperative in this matter.

SHRI AMRIT NAHATA : Will the hon. Minister tell the House whether the callous, inhuman and inequitable penalty of Rs. 10 for ticketless travel has at all helped in reducing ticketless travel; if not, will this be replaced by a more rational way of penalising ticketless travel ?

SHRI K. HANUMANTHAIYA : I do not accept the adjectives used by the hon. Member. The increase in penalty has helped in curbing ticketless travel and, if at all I want to come forward before the House with proposals, which shall be more severe punishment for ticketless travel.

श्री हुंकम चन्द कछवायः विना टिकट यात्रा करने वाले जो लोग हैं उन को पकड़ने के बाद किराया बसूल करने और पेनाल्टी लेने वाला जो विभाग है, टिकट कलेक्टर्स और टी. टी. इंज का उन के सामने बहुत सी कठिनाइयाँ हैं। एक तो उन की सुरक्षा की गारन्टी नहीं है और दूसरे, पिछले अनेक वर्षों से उन को रनिंग स्टाफ में लेने की मांग चली जा रही है। इस से बड़ा असन्तोष बेश के टी. टी. इंज. में फैला

हुआ है। तो मैं जानना चाहता हूँ कि इस असन्तोष को दूर करने के लिए कोई कदम आप ने उठाया है जिस से कि उनकी सुरक्षा की व्यवस्था हो सके और उनकी रनिंग स्टाफ में लिया जाय जिस से अधिक उत्साह से वह काम कर सकें और और अधिक लोगों से जो बिना टिकट चलते हैं उन से किराया वसूल कर सकें ?

SHRI K HANUMANTHAIYA The hon Member is worried about ticket collectors being harassed and other things. I wish the hon Member and his party stood up for what is correct rather than plead the excuses of those who are corrupt and who do not do their duties properly.

श्री हुकम चन्द बख्शाय मैंने यह नहीं कहा। मैं यह कह रहा हूँ कि टी टी ईज और टी सीज जो हैं उन के मन में असन्तोष फैला हुआ है जिस से वह ठीक प्रकार से काम करने में असमर्थ है—

SHRI K HANUMANTHAIYA There is no harassment.

श्री हुकम चन्द बख्शाय अध्यक्ष महोदय, मेरे प्रश्न का साफ उत्तर नहीं आया।

MR SPEAKER What he means to say is that due to ticketless travel, the ticket collectors are harassed.

SHRI K HANUMANTHAIYA I agree with the hon Member. We give protection whenever there is harassment. What I mean to say is that we should also deal with the ticket collectors who are not honest or not up to the mark. That is my point.

SHRI ATAL BIHARI VAJPAYEE There is no question of detaching any members of railway staff. But there are practical difficulties in the way of ticket checking staff. Supposing the ticketless passenger does not have a 10 rupee note, he is to be carried to the police station. These

facilities are not available at every railway station. So, the ticketless passengers are let off. Has the hon Minister gone into this question ?

SHRI K HANUMANTHAIYA Wherever there are such difficulties and if the concerned Station Masters and the ticket collectors point out the protection they need or the facilities they require, we provide them.

श्री हुकम चन्द बख्शाय अध्यक्ष महोदय, मेरे प्रश्न का उत्तर नहीं आया। मैंने यह पूछा कि टी टी ईज में असन्तोष फैला हुआ है कि उन को रनिंग स्टाफ में नहीं लिया जा रहा है और उस के कारण वह काम ठीक तरह से नहीं कर पाते, इस का उत्तर नहीं आया।

SHRI A P SHARMA May I know from the hon Minister as to why the Northern Railway was selected for the purpose ? Is it a fact that there is more ticketless travel on the Northern Railway than on other railways ? If this is not a fact and there is more ticketless travel prevalent on the other railways, why the check was not taken on those railways ?

SHRI K HANUMANTHAIYA When I addressed the other Chief Ministers, I was not able to get their full cooperation. In the case of Haryana, the Chief Minister was very helpful and he did his very best. That is the reason why we selected Haryana. The hon Member may wait for a little while and I will enunciate the policy.

SHRI ANNASAHIB GOTKHINDE May I know from the hon Minister whether this feature of ticketless travel is peculiar to some of the States and, if so, why a campaign is not carried on in those particular States ?

MR SPEAKER This is exactly the same question put by the previous Member. He has replied to it.

श्री सरजू पांडे सभी माननीय मंत्री जी ने कहा कि मैंने तमाम राज्य सरकारों को लिखा है और सिर्फ हरियाणा की ओर से यह

सहयोग मिला है तो मैं जानना चाहता हूँ कि कितने राज्यों के मुख्य मंत्रियों ने इस काम में सहयोग देने का आश्वासन दिया है और किन किन राज्यों में यह योजना चलाने जा रहे हैं ?

SHRI K. HANUMANTHAIYA : I gave the reply to the question put by my hon. friend Shri A. P. Sharma. The hon Members may have a little patience and I will enunciate the policy.

MR. SPEAKER : I think, let us wait for the new Chief Ministers now.

श्री सरजू पांडे: मैं ने पूछा था कि कितने राज्यों के मुख्य मंत्रियों ने इस बात का आश्वासन दिया है कि जिस तरह से हरयाना में बिना टिकट ट्रेवेलिंग की चेकिंग हुई है, उसी तरह की चेकिंग में वह अपने यहां भी सहयोग देंगे ?

Credits granted to Indian Railways by International Agencies

*8. **SHRI M. KATHAMUTHU :** Will the Minister of RAILWAYS be pleased to State :

(a) the total amount of credit granted so far to the Indian Railways by the International Development Association and other World agencies;

(b) the rates of interest and other conditions attached to these loans and the purpose for which these loans have been utilised; and

(c) whether any portion of these loans has been repaid so far ?

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA) : (a) to (c). A statement is laid on the Table of the Sabha.

(a) to (c) The Indian Railways have so far received assistance only from two

International Organizations the viz. the World Bank and its affiliate organization the International Development Association. Starting from 1949 the Indian Railways have so far secured six loans from the World Bank and five credits from the IDA totalling a sum equivalent to US \$ 705.3 million.

2. The Bank loans carry rates of interest varying from 4 to 6 per cent per annum and are repayable over a period of 15 to 20 years; whereas IDA credits are free of interest and bear only a service charge of 0.75 per cent per annum and are repayable over a period of 50 years. There is a moratorium of 10 years for repayment of the credit. The detailed conditions and the purposes for which these loans and credits have been obtained are shown in the Statement laid on the Table of the House [Placed in Library. See No. LT—1401/72].

3. The first World Bank loan was fully repaid in 1964 and parts of other World Bank loans have been repaid as and when they fell due. The total repayment till now amounts to 157.6 million US dollar equivalent. Repayment of the first IDA credit will commence only in May 1973, because of the moratorium period of 10 years.

4. The amounts of loans and credits are available for purchase of components and materials for rolling stock and other equipment from member countries of the World Bank of IDA and Switzerland. The purchases have to be made generally on the basis of international competitive bidding.

SHRI M. KATHAMUTHU : In the statement it has been stated that components and materials for the manufacture of locomotives are still imported. I would like to know from the Hon. Minister what are the types of components and materials that are still imported and what is the percentage.

SHRI K. HANUMANTHAIYA : All the materials that are required but not available in this country would constitute a long list. If the hon. Member is interested, I am prepared to furnish him with that list. In fact, it is too long an infor-