

और मोनोपली कमीशन को खरम कर दिया जाय, इस पर फिजूलखर्ची क्यों हो रही है ?

SHRI H. R. GOKHALE: What is the question?

MR. SPEAKER: It is a suggestion for action.

श्री मधु सिमये . मैं यही पूछ रहा हूँ किजो कंपैसिटी को प्री-एम्प्ट करते हैं, क्या इस पर कोई रोक लगायेंगे ? अभी मैजारिटी रिपोर्ट आई; यदि उसको आपने मान लिया, उसके बाद तो नई कम्पनियों की एप्लीकेशन पर विचार करने का सवाल ही पैदा नहीं होता है ।

SHRI H. R. GOKHALE: So far as this STPP is concerned, the question of pre-empting the capacity will not arise for this reason that even if the majority recommendation is accepted by the Government,—which I am not sure, because we will consider the minority report very carefully—even then, one of the conditions which the majority has imposed is that even though they might be allowed to produce at a certain capacity, they will not be entitled to use their whole production for themselves. Secondly, with regard to the pending applications, the projected demand is so much; I think it is 20,000 now, and in the fifth five year Plan it would be something like 1,35,000, subject to the comments of the hon. Member, Shri Madhu Dandavate, that this is also exaggerated; but that is a different matter. The projected demand is so much that there is ample scope for giving permission to the other proposals—the small entrepreneurs prefer—which will be taken into account from that point of view. (*Interruption*).

श्री मधु सिमये: पहले उन को मदद कीजिए, बाद में हिन्दुस्तान लीवर को कीजिए ।

Steps taken by Railway Board to bring about Economy in Expenditure

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*25. **SHRI P. M. MEHTA:**
SHRI SHASHI BHUSHAN:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railway Board has taken certain steps to bring about economy in expenditure; and

(b) if so, the salient features thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes, Sir.

(b) On the non-Plan side, economy is to be achieved through reduced expenditure on contingencies and travelling allowances. On the Plan expenditure, a 10 per cent cut has been imposed on relatively low priority works and schemes. Care has been taken to ensure that the hard core development programmes of Railways do not suffer by the economy cut and that essential works continue to be proceeded with.

SHRI P. M. MEHTA: Government are aware of the demand made in this House by Members of all sides for abolishing the Railway Board and the abolition itself will save huge amounts and will improve efficiency. Has any decision been taken to abolish the Railway Board, if not the reasons therefor?

SHRI MOHD. SHAFI QURESHI: There is no proposal to abolish the Railway Board.

SHRI P. M. MEHTA: I had not asked whether there is any proposal. There was a demand from Members here. During every budget session there is a demand for the abolition of the Railway Board. Have the Government taken any decision on that demand?

SHRI MOHD. SHAFI QURESHI: Whenever the railway demands come before the House, some hon. Members have demanded that the Railway Board should be abolished. Government has considered all aspects and have found that the Railway Board consists of efficient technocrats who are doing a good job and there is no move for the removal of the Railway Board.

SHRI P. M. MEHTA: The railway proposes to bring about economy in the expenditure. On the other hand the Railways force their employees to go on strike and instead of economy in expenditure, there is heavy loss. What steps have been taken to normalise industrial relations between employees and the railway management? What is the reaction of the Government to the demand of bonus by railway employees?

SHRI MOHD. SHAFI QURESHI: Our operations had been affected in various ways. There are strikes and go-slow tactics by the employees of the Indian Railways. There are other matters like the Sholapur bandh which has nothing to do with the railways. As a result of the loco staff strike the railways lost nearly Rs. 14.67 crores and due to the Sholapur bandh which lasted for ten days, we have lost over rupee one crore. It had nothing to do with the railway employees. The Budget estimates for 1973-74 as approved by Parliament left an uncovered gap of 9.80 crores. At that time we did not consider the Pay Commission's recommendations which may mean an additional expenditure to the tune of Rs. 48 crores. There are other expenditure like the first provisional D.A., second provisional D.A., implementation of wage boards, which would mean Rs. 110 crores additional expenditure for the railways. I would give the picture as it exists today. As on 20th September 1973, earnings have fallen short of the budgeted target by approximately Rs. 44.44 crores. With the price hike in other commodities, the

total loss suffered by the railways would be about Rs. 158 crores.

SHRI D. N. TIWARY: Is it a fact that the railways have cancelled more than 200 running trains—in Samastipur section alone they have cancelled more than 50 passenger trains—to conserve coal and economise?

SHRI MOHD. SHAFI QURESHI: It is a fact that because of coal shortage, we have cancelled a few trains, but these are very unimportant branch-line trains in the sense that road transport is available in these areas.

SHRI TRIDIB CHAUDHURI: It has been reported that the Central Government have decided to cut down expenditure to the tune of Rs. 500 crores, of which the cut to be effected by States is Rs. 100 crores. May I ask what is the share of the railways in this cut of Rs. 400 crores? Do the Railway Ministry seriously consider that by economising on travelling allowance and contingencies alone they can effect any economy at all? Should there not be more drastic thinking about economy, apart from closing down lines?

SHRI MOHD. SHAFI QURESHI: As I said, we have imposed a 10 per cent cut on the capital budget, which comes to about Rs. 17 crores. We have taken various measures to cut non-plan expenditure also and those cuts will yield about Rs. 3 to 4 crores. That means, the total economy would be to the tune of Rs. 20 crores approximately.

SHRI K. MALLANNA: May I know whether the Railway Board has taken any loan from the International Development Association for the improvement of railways and if so, how much amount it has taken and for what purpose?

MR. SPEAKER: The main question is about economy.

SRI K. MALLANNA: Economy includes improvement of railways also.

MR. SPEAKER: If that is the interpretation, I cannot help it.

SHRI MOHD. SHAFI QURESHI: I do not have the information asked for by the hon. Member.

श्री अटल बिहारी वाजपेयी : अध्यक्ष जी, रेलों में अनेक विशेष सँलून हैं और अफसर बड़ी संख्या में उन विशेष सँलूनों का उपयोग करते हैं। मैं जानना चाहता हूँ क्या खर्चा कम करने के तौर पर रेल मंत्री इस बात पर भी विचार कर रहे हैं कि सभी सँलून समाप्त कर दें और जो साधारण गाड़ियाँ चलती हैं उन्हीं से रेलवे अफसर जाया करे ?

श्री मुहम्मद शफ़ी कुरेशी : अंग्रेजों के जमाने में रेलवे में जितने सँलून थे उनसे अब संख्या बहुत कम है।

श्री अटल बिहारी वाजपेयी : कितने हैं ?

श्री मुहम्मद शफ़ी कुरेशी : 400 के करीब हैं। लेकिन वह इन्स्पेक्शन कैरिजेज हैं, सँलून नहीं हैं। अफसरों को इन्स्पेक्शन करने के लिये उनमें जाना पड़ता है और उसी के लिये उनका इस्तेमाल किया जाता है और उसपर भी यह हिदायत दी गई है कि कम से कम उन का प्रयोग करें।

SHRI DASARATHA DEB: The operation of as many 22 trains in the North Eastern Railways has been suspended, creating much difficulties in the movement of food and travel of passengers. Is it also due to the policy of effecting economy in expenditure?

SHRI MOHD. SHAFI QURESHI: I have explained that it is because of the difficult coal position in various sector that we had to cancel some trains; it is not as a part of the economy drive. As soon as the coal position improves these trains would be restarted.

श्री राजेन्द्र प्रसाद यादव : आज जब कम खर्च की बात की जाती है तो मैं जानना चाहता हूँ क्या मंत्री जी को इस बात की जानकारी है कि जब उनके जनरल मैनेजर्स चलते हैं तो उनकी स्पेशल गाड़ियाँ चलती हैं और सभी विभागों के जितने भी अध्यक्ष होते हैं वे सब उनके साथ चलते हैं, उनको अन्य एलाउन्स के अतिरिक्त जर्किंग एलाउन्स दिया जाता है तो क्या यह कम खर्च का नमूना है ?

अध्यक्ष महोदय : आपने तो रेलवे पर जनरल डिवेट शुरू कर दी।

श्री राजेन्द्र प्रसाद यादव : मेरा प्रश्न है। मैं जानना चाहता हूँ कि वाराणसी में एक आफिसर्स क्लब बना हुआ है तो दो लाख खर्च करके दूसरा आफिसर्स क्लब बनाना कम खर्चों का नमूना है या अधिक खर्चों का नमूना है ?

श्री मुहम्मद शफ़ी कुरेशी : जनरल मैनेजर्स जब भी मुद्राङ्के के लिए बाहर जाते हैं तो वे इन्स्पेक्शन कैरिज का इस्तेमाल कर सकते हैं। जैसा कि माननीय सदस्य ने कहा उसमें और भी बहुत से कर्मचारी जाते हैं तो यह भी एक एकानामी ड्राइव है। वजाय इसके कि एक आफिसर्स सफर करे, अगर दम अफसर उसका इस्तेमाल करें तो उससे भी खर्चा चल जाता है।

जहाँ तक क्लब का ताल्लुक है, मेरे पास इस समय इतला नहीं है।

श्री राजन्ध्र प्रसाद यादव : अध्यक्ष जी, मेरे द्वारा जर्किंग एलाउन्स का सवाल जो उठाया गया था, वह अनुत्तरित ही रह गया।

SHRI P. VENKATASUBBAIAH:

In the course of the reply the hon. Minister has referred to the Sholapur bandh. While effecting economy without affecting efficiency, will the Government seriously consider the question of re-organisation of railway zones in the country on a rational basis so that such bandh do not take place? For instance, the Guntakal division, which should more rationally be included in the South Central Railways has been tagged on to the Southern Railway and *vice versa* in the case of the Sholapur Division. So, will the Government consider reorganisation of zones?

SHRI MOHD. SHAFI QURESHI:

The railway zones have been formed purely on organisational and administrative grounds. There can be no question of re-organising them on linguistic or parochial basis. If there is any demand for re-organisation of certain zones on purely organisational, administrative or operational basis, Government would certainly look into them.

SHRI S. B. GIRI: Now that transport by the automobile industry has come down on account of the steep rise in petrol prices, is the Railway Minister prepared to make arrangements to take over all the passenger and goods traffic?

SHRI MOHD. SHAFI QURESHI:

The railways have their own difficulties. It is not possible for the railways to take up the entire transport system of the country.

MR. SPEAKER: The Question Hour is over.

I would request the Members not to add any introduction and speeches along with their questions. We are not able to do many Questions. I am not going to allow it from tomorrow. I have been just watching you and calling your attention to that so that you may do it voluntarily. But you do not do it.

WRITTEN ANSWERS TO QUESTIONS

Rise in Price of Crude Oil in International Market

*24. **SHRI SAMAR MUKHERJEE:** Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the price of crude oil has risen sharply in international market consequent on the West Asian crisis:

(b) if so, what is the current price of crude imported by India; and

(c) what are the prospects of future supplies and prices?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI D. K. BOROOAH): (a) There has been a steep increase in the prices of crude oil consequent on the unilateral revision of posted prices by the Gulf Members of the Organisation of Petroleum Exporting Countries from 16-10-1973.

(b) The current provisional f.o.b. price of Light Iranian crude imported by India is 3.86 dollar/bbl and that of Arabian Mix 3.58 dollar/bbl.

(c) No difficulty is envisaged in meeting crude oil requirements. Price increases are, however, expected to continue.