

arrangements for stocking foodgrains in those areas before the onset of monsoon. But, unfortunately due, to some disruption in the traffic there was some difficulty. But, we have been able to overcome those difficulties also. In those States sufficient stocks of foodgrains have been provided for any emergency like this.

MISS MABEL REBELLO: I am told that last year M.P. States Government had demanded in writing to start, additional depots and FCI godowns in M.P. I would like to know from the hon. Minister what happened to that?

SHRI SURJIT SINGH BARNALA: Sir, I have not seen any such request from the State Government. As I have said, we surely like to help the State Government.

MR. CHAIRMAN: Now, we shall take up question No. 448.

Lack of Amenities in Mail/Express Trains of NEF Railways

*448. SHRI DIPANKAR MUKHERJEE: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government's attention has been drawn to the lack of entitled amenities to the passengers of the mail/express trains of North East Frontier Railways;

(b) if so, the nature of complaints and action taken so far;

(c) whether a Member of Parliament has about two months back made specific complaints in this regard highlighting problems in Kamrup Express, Tista-Torsa Express and Kanchenjunga Express;

(d) whether investigations were asked for; and

(e) whether the same has been done; if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI NITISH KUMAR): (a) to (e) A statement is laid on the Table of the House.

Statement

(a) and (b) Yes, Sir. Passenger feedback and complaints are received regularly by Railways through public grievance machinery set up by Railways. The complaints regarding passenger amenities are generally in the areas of coach maintenance/cleanliness, non-availability of water, malfunctioning of lights, fans or air-conditioning plant, catering, non-availability of bed rolls and improper behaviour of commercial staff. All the complaints are redressed on case by case basis by the respective Zonal Railway.

(c) Yes, Sir. A complaint was received regarding shortage of bed rolls in AC 2-Tier of Kamrup Express, air conditioning system not working on Tista-Torsa Express, use of old and outdated coaches in North-east Frontier Railway and not allotting new coaches to Northeast Frontier Railway and Eastern Railway, as well as for non-availability of Pantry car.

(d) Yes, Sir.

(e) Yes, Sir. Investigations have been carried out and requisite corrective measures have been initiated.

श्री दीपांकर मुखर्जि: सर, मैं बोलूंगा तो बोलेंगे कि बोलता है। सवाल यह है...(व्यवधान)... नहीं, गाना ही सुना रहा हूँ, बड़ा दुखद् गाना है। इसीलिए कि सर, दो दिन तक हम लोगों ने डिस्कस किया नौर्थ ईस्ट की प्रोब्लम कि नार्थ ईस्ट में क्या करना चाहिए यह होना चाहिए, वह होना चाहिए इंफ्रास्ट्रक्चर इम्पून् होना चाहिए। Railways is one part that Dr. Dutta had mentioned. It is very important. These are very small, entitled amenities, and as to how the trains should move. Before we introduce new trains, we must strengthen the existing service. This was the query I formulated I am happy to note that the Railw; Minister has accepted that these are t problems. About the complaints there no doubt or ambiguity. All the tra which I have named in this question having these problems. Sir, When I r to Parliament and when all

Members of Parliament come to Parliament, we all look for what action is being taken. And, there it is. Sir. Kindly look at the reply to * part (e) of my question: 'investigations have been carried out and requisite corrective measures have been initiated.' Sir, this is a poetic answer. This is not a technical answer. These are the complaints. What specific actions are being taken? I remember, when I was working in a company, my boss once told me: "You are a Bengali. Don't write all these poetic languages — necessary action is being taken." Specifically and technically say what you are doing. I am afraid I have not got that reply. Therefore, ray first supplementary to the Minister is — I see many hands have been raised now by those who have travelled in these trains — if he would kindly assure that he would get all the trains that I have named in my letter dated 6th May, under his special monitoring system, which he had referred to earlier. Take five or six trains under that scheme and get these amenities examined and then, kindly inform the House or me as to what specific actions are being taken. Would he kindly do that?

श्री नीतीश कुमार: सभापति महोदय, माननीय सदस्य की चिंता से मैं पूर्ण रूप से सहमत हूँ और मुझको बहुत पीड़ा हुई, कल जब यह प्रश्न मेरे सामने आया और इसका उत्तर मैं देखने लगा। जो कभी माननीय सदस्य ने कहा है, बात वहीं तक वहीं है। धीरे-धीरे हर चीज के प्रति एक इनसेंसिटिविटी बढ़ती जा रही है और सबसे ज्यादा का विषय यही है और सबसे ज्यादा चिंता का विषय यही है और मैं इस हाउस में बहुत ही सफाई के साथ इन बातों को रखना चाहता हूँ।

सभापति महोदय, जहां तक एन.एफ. रेलवे और उस तरफ जाने वाली गाड़ियों का सवाल है, एक यात्री के रूप में मेरे वहीं अनुभव है, जो माननीय सदस्य ने अपनी कंप्लेंट में लिखे हैं। इन्होंने जो स्पैसिफिक कंप्लेंट की है, उसका स्पैसिफिक उत्तर इनको जा रहा है लेकिन मैं उनसे माफी मांगना चाहता हूँ कि वह उत्तर विलंब से जा रहा ?। इतने विलंब से उत्तर नहीं जाना चाहिए था। इनको ? इसके पहले मिलना चाहिए था। लेकिन उनको यह

जानकर खुशी होगी कि जो भी उत्तर भेजे जा रहे हैं, वह पूरी कार्यवाही के बाद भेजे जा रहे हैं। उनहोंने एक कंप्लेंट भेजी थी मई के महीने में हमारे पास और फिर उसके कुछ दिनों के बाद उसे दोहराया था अपने अनुभवों के आधार पर और जो भी कंप्लेंट इन्होंने की है, मोटे तौर पर उसको सही पाया गया और जो भी सुधार के लिए इन्होंने कहा है—चाहे बैडरोल के सुधार का सवाल हो, चाहे एयर-कंडीशनिंग का सवाल हो, चाहे पंकुऐलिटी के सुधार का सवाल हो, उन सब चीजों के सुधार के लिए कदम उठाए जा चुके हैं और जो माननीय सदस्य ने सुझाव दिया है कि इनको रेलवे बोर्ड की मॉनीटरिंग में डाला जाए, मैं उनके सुझाव को स्वीकार कर रहा हूँ और इन तमाम रेलगाड़ियों को रेलवे बोर्ड की मॉनीटरिंग में डालकर इनकी स्थिति का प्रयास किया जाएगा।

SHRI DIPANKAR MUKHERJEE: I am very happy. Sir. I think, this is one of the ideal and transparent answers I have received in Parliament. I am very thankful to him.

Now, I come to the system that we are talking about. It is the system, it is not the Railway Minister. During the last four years several Railway Ministers have changed. Unfortunately, there are many letters, which I have written and I can give them to the Minister. An idea has gone even to the Members of Parliament that probably the Railway Board Members are more powerful than the Minister. Probably the Railway Board are more powerful than the Parliament itself. I have seen the way they have treated some of the Parliamentary Committee reports. The Railway Board are not accountable to anyone, because they know things may change. That is why for the improvement of the system, I bring this to the notice of the House. I had referred this in my latest letter to Mr. Naik. On July 3, the Railway Minister had replied to Unstarred Question No. 2102. I do not blame him. There it was said that in the Additional General Managers' Conference held on 1.4.1998, it has been decided that representations and grievances received from MPs, MLAs, VIPs will be replied to in 30 days. I know the Railway Minister or the Minister of State for Railways cannot

reply to my gricvyncc of 6th May. On 6th May, I had marked a copy to the Chairman, Railway Board, asking him to give me a feedback by fax as to what was being done. This was not replied to by him. Then, giving a reference of this, I had sent a letter to the hon. Railway Minister with a copy to the Chairman, Railway Board. He also has not bothered to inform me what the feedback was. It was not my personal complaint. I was travelling in that train; and I say that incident. Whenever I travel by any train, I ask passengers about their difficulties. It was not a complaint from a Member of Parliament. Forget about complaints from Members of Parliament. The system must be made accountable. My father also worked in the Railways. Mr. Railway Minister, kindly see how this system has failed. What has been the courage behind the Chairman, Railway Board that he has not bothered to reply to these queries? That is the system prevailing here. The Railway Ministers may come and go, the political parties may come and go, but the system must be made accountable. I want an assurance from the Minister for that.

श्री नीताश कुमार: सभापति महोदय, एक अतारंकित प्रश्न के उत्तर में जो यहां कहा गया है, जो इस सदन को सूचित किया गया है, उसके हिसाब से ग्रवैसिज का डिस्पोजल कितने दिनों में होगा, इसके बारे में कुछ भी अतारंकित प्रश्न के उत्तर में जानकारी दी गयी है, मैं इस सदन को आश्वासन करना चाहता हूँ कि इस पर अमल होगा। माननीय सदस्य के ग्रवैसिज के रिड्रेसल के मामले में और उनको अंतिम उत्तर मिलने में जो विलम्ब हुआ है, उसके लिए प्रारम्भ में ही मैंने अनक्वालीफाइड अपार्लोजी उनसे मांगी है और उसके बाद इसमें यह बताया गया है:

Representations/grievances received from M.Ps., M.L.As, and VIPs are replied within 30 days. The target time prescribed for the disposal of each type of complaint received from various quarters are as under:

जिसमें पहले बताया गया है:

Representations/grievances received from M.Ps., M.L.As, and VIPs—30 days.

इसके बाद दूसरा इससे भी ज्यादा महत्वपूर्ण है:

Grievances received directly from the general public—90 days.

जो इसमें बताया गया है, उस पर अमल होगा और जैसा आपने कहा, किसी भी संस्था को इसमें आड़े नहीं आने दिया जाएगा। यही संस्था है, यही पार्लियामेंट है, यही सर्वोच्च है और इस व्यवस्था में, इस सिस्टम में हर किसी को इसकी सुपरमेसी को स्वीकार करके चलना होगा और इस मामले में किसी प्रकार का कोई कनपयुजन नहीं रहना चाहिए। सरकारें आएंगी और जाएंगी लेकिन जो व्यवस्था बनी हुई है जिसमें पार्लियामेंट की सुपरमेसी है, वह सुपरमेसी बरकरार रहेगी, इतना मैं आश्वासन करना चाहता हूँ। यह हमारी आपकी सबकी चिन्ता का विषय है।

SHRI DRUPAD BORGHAIN: Mr. Chairman, Sir, I come from the North-East Region. Generally, I travel by trains which have been mentioned in the main question. The Kamrup Express train is a very important train for us. It comes from Assam and North-East Region. It is a link train to the southern areas of our country and to the western parts of the country. This train is always not punctual. Sometimes it is late by 6 hours, 7 hours and 9 hours. For this reason, people coming from this region do not get connecting trains from Calcutta to go to Mumbai and to the Sotheui region. Will the hon. Minister issue instructions to the concerned people to ensure that this train is punctual so that passengers from this region do not face any difficulty in getting connecting trains from Calcutta to other parts of the country? Will he promise that this will be done?

श्री नीताश कुमार: जहां तक पंकुऐलिटी का सवाल है, इसके लिए मैंने सदन में सूचित किया है। रेलगाड़ियों को रेलवे बोर्ड के माँगरानी होगी कि यह गाड़ियां समय पर चलें। रेल की गलती से विलम्ब न हो लेकिन रेलों के बाहर जो कारण होते हैं, प्रकृतिक विपदा या इनसरजेंसी या दूसरी कोई घटनाएँ, उसके चलते अगर कोई बाधा होती है..

SHRI DRUPAD BORGHAIN: It is not due to insurgency. It is a common phenomenon.

SHRI NITISH KUMAR: Please listen to me fully, जो रेल के बाहर के कारण हैं जिसके चलते विलम्ब होता है, उसके बारे में तो कुछ नहीं किया जा सकता है। लेकिन अगर रेल के लिफ्टम के हिसाब से कोई त्रुटि हो तो उस त्रुटि को दूर किया जाएगा। इसके लिए उसको मॉनीटर में डालने के बारे में मैंने पहले ही इसती घोषणा कर दी है। लेकिन उन्होंने कुछ तटिनाइयों का जिक्र किया है कि कहां से कहां कनेक्शन दिया जाए। उससे कुछ सुविधाएं बढ़ सकती हैं। इस प्रकार और भी प्रोजेक्ट्स को लेकर कई समस्याएं डिबेट के समय भी आई हैं। मैं आपके माध्यम से सदन को सूचित करना चाहता हूँ कि अगले सप्ताह मैं नार्थ-ईस्ट के तमाम लोक सभा और राज्य सभा के सांसदों की एक अलग से बैठक बुलाना चाह रहा हूँ, जिसमें इन सभी समस्याओं पर एक साथ बैठकर विचार किया जाएगा।

SHRI W. ANGOU SINGH: Sir, my question relates to the non-railway regions. I want to know from the hon. Minister whether there is any contemplation by the present Government to extend facilities to passengers coming from non-railway regions to other places for reserving their tickets, even to stay if they do not receive tickets in time.

श्री नीतिश कुमार: इसका इससे कोई ताल्लुक नहीं है। स्टेशन पर टिकट हैं। आउट स्टेशन रिजर्वेशन फैसिलिटीज भी कई जगह नार्थ-ईस्ट में दी गई हैं। जो रेल हैड पर स्टेट कैपिटल्स नहीं है वहां भी पी.आर.ए. सिस्टम की रिजर्वेशन फैसिलिटीज दी गई हैं।

SHRI ONWARD L. NONGTDO: Mr, Chairman, Sir, I would like the Minister to inform me as to the number of complaints received during the last six months about the poor amenities, including late arrival and departure of trains running from and to the North-East, more particularly, the Kamrup Express. I would also like to know whether the Government is proposing to appoint an inspection team to see, go through and submit a report on the complaints made regarding the amenities provided in these trains.

श्री नीतिश कुमार: इसके बारे में जहां तक पुछले रहीने के फीगर्स का सवाल है, मैं इनको बाद में दे दूंगा,

क्योंकि मेरे पास 1996-97, 1997-98 के फीगर्स उपलब्ध हैं। इन्होंने पिछले 6 महीने के फीगर्स के बारे में कहा है, वे हमारे पास अभी उपलब्ध नहीं हैं, मैं उनको बाद में भिदवा दूंगा। जहां तक वहां की स्थिति को देखने के लिए स्पेशल टीम का सवाल है, जब इस पूरे ट्रेस की हम मॉनीटर में डालना चाहते हैं तो हम स्पेशल टीम भी भिजवाकर पूरी स्थिति की जानकारी प्राप्त करेंगे।

SHRI C. APOK JAMIR: Mr. Chairman. Sir, infact, one of my worthy colleague has already expressed in detail the position in the North-East. I would like to say that besides these amenities, the North-East is lacking in everything. Within the North-East itself, as you go towards the Upper Assam, towards the Last junction station of trains, the amenities also decrease. Dimapur is one station in Nagaland and it is always ignored. There were instances in the past where passengers travelling from Siliguri to Dimapur had been unceremoniously dumped in Lumding station. They had reserved tickets till Dimapur. But llicn they had been dumped in Lumding. Such instances have created a lot of discontent among passengers, specially in Nagaland. I am sure this applies not only to the people of Nagaland but also to the people who are travelling from Upper Assam, from Manipur. The whole of the North-East is lacking in amenities. No doubt, promises have been made. Various complaints have been given to the Ministry. But I do not think there has been much of sympathetic response from them.]

It has always been submitted in black and white. But I do not know why it has not been implemented. I would like to bring to the notice of the hon. Minister the problems which are faced not only by the people in the North-East but also by the people living within the North-East, who I have been deprived of all these facilities and amenities. My hon. colleagues from the North-East have already referred to a lot of other problems. I would request the Minister to look into those problems and take necessary action.

SHRI NITISH KUMAR: Sir, the hon. Member has given a suggestion for taking necessary action.

SHRI ASHOK MITRA: Sir, some months ago, I saw an officious sounding press note from the Railway Board which I was reproduced in the newspapers. It said: "It is not the responsibility of the Railway system to provide drinking water to travelling passengers". Now, this country consists of poor people and if these poor people occasionally have to travel long distances, some of the trains they take and the stretch they have to cover may take 20 hours, 24 hours or 30 hours or 32 hours. They may carry earthen jars or some other receptacle for water. But they get exhausted and in the intermediate station, you will have only one water tap and there is a long queue. By the time one reaches half-way of the queue, it is time for the train to leave.

So, this is a human problem. We consider ourselves to be a civilised society. I am just making a plea to the Railway Minister to make it mandatory that at least for the long distance trains, for passengers, again, I will try to be very modest, those who are travelling by the second class, it should be mandatory to supply drinking water through some means or the other.

श्री नीतीश कुमार: सभापति महोदय, यह सुनकर के मुझे आश्चर्य हो रहा है कि कब का विज्ञापन है और सचमुच यह बहुत गम्भीर बात है। जो लोग ट्रेन से यात्रा करते हैं उनके लिए अगर रेलवे यह कह दे कि उनको पीने का पानी मुहैया कराने की हमारी जवाबदेही नहीं है तो क्या वह आसमान से पानी पीयेंगे? अगर इस तरह का कोई विज्ञापन है तो सचमुच इसके बारे में गम्भीरतापूर्वक हम सब लोगों को भी सोचना पड़ेगा। जहां तक सेकेंड क्लास के पैसेन्जर्स का सवाल है, अलग-अलग क्लासिज में अलग-अलग व्यवस्था की गई है। सेकेंड क्लास के पैसेन्जर्स के लिए हर स्टेशन पर ड्रिंकिंग वाटर की फैसेलिटी है, लोग ट्रेन से उतरकर के पानी पीते हैं और अपने साथ जो कंटेनर, फ्लास्क या थर्मस लेकर चलते हैं उसमें लोग पानी भर लेते हैं। यह व्यवस्था शुरू से रही है। उसमें रश होता है, ज्यादा लोग यात्रा कर रहे हैं तो उसकी सुविधा और बढ़ाई जानी चाहिए वह बढ़ाई जा सकती है। लेकिन यलती गाड़ियों

के डिब्बों के अन्दर पीने के पानी की व्यवस्था नहीं है। इसके दो ही उपाय हैं कि डिब्बों में जिस पानी की आपूर्ति की जाती है वह सारा पानी या तो पीसे लायक बना दिया जाए या फिर अलग से उसमें कोई व्यवस्था, हो अलग से एक टैप पीने के पानी के लिए हो।

मैं सदन को सूचित करना चाहता हूँ कि मैं अभी हाल ही में कपूरथला रेल कोच फैक्टरी को देखने के लिए गया था। वहां पर मैंने इंजीनियर्स को यह सलाह देते हुए कहा कि आप इस तरह के डिजाइन के बारे में सोचें और तैयार करें। आर्डिनरी सेकेंड क्लास कोच में क्या कंटेनर्स को नीचे रक सकते हैं या फिर ओवर हेड कंटेनर ऊपर रहेगा? यदि वह ऊपर रहेगा तो वह गर्मी के दिनों में पूरा गर्म ओर जाड़े के दिनों में ठंडा हो जाएगा, पानी नीचे के लायक नहीं रहेगा। इसलिए पानी के कंटेनर को नीचे रखते हुए लिफ्ट करके कोई पानी का इंतजाम किया जा सकता है। इसको एक्जामिन करने के लिए मैंने निर्देश दिया है। इसके अलावा पीने के पानी को पीने के लायक बनाने के लिए कुछ केमिस्ट्री आदि के प्रोसेसिंग के सहारे भी ऐसा किया जा सकता है इसको भी इंजीनियरिंग विंग में एक्जामिन किया जा रहा है। मैं समझता हूँ कि जो आपकी चिन्ता है, सबकी चिन्ता है और इस सरकार की चिन्ता है कि चलने वाले यात्रियों को पीने का पानी मिले।

SHRI ASHOK MITRA: You inquire it from the Railway Board as to what they had stated.

श्री नीतीश कुमार: हम आपसे आग्रह करेंगे कि वह विज्ञापन जहां कहीं भी आपने देखा है वह अगर उपलब्ध हो जाये तो अच्छा होगा।

MR. CHAIRMAN: Shri Parag Chaliha.

SHRI M. VENKAIAH NAIDU: Sir, I have got a very important submission. Sir, this question, Which was raised by Shri Dipankar Mukherjee, is a very important question. Undoubtedly, the Minister has taken a serious note of it. I have a feeling that today, there are twenty questions. Five Members were absent and we are discussing the third question. The next question about the women's property right is a very important question. Please do give some consideration and then try to allow that question.

MR. CHAIRMAN: I am equally concerned. This question belongs to the North-East Which is a neglected area.

SHRI M. VENKAIAH NAIDU: I am not disputing that.

MR. CHAIRMAN: So, I want to give time to all the Members belonging to the North-East.

SHRI M. VENKAIAH NAIDU: I am not disputing that. *...(interruptions)...*

MR. CHAIRMAN: I understand my duty. Shri Parag Chaliha.

SHRI PARAG CHALIHA: Sir, first of all, I thank you for taking that much interest in the proverbially neglected North-East. As is known to the hon. Minister, who happens to be very well known to me, and also to others there, assurances were earlier given on several requests made from our side regarding the extension of timings. The number of trips by the Rajdhani Express to and from North-East should be increased to, at least, five a week. It has running, for the last few months, three times a week, both up and down. I request the hon. Minister to kindly see to it that the trips are increased at least from three to five a week because of the onrush of passengers to and from Nagaland in the North-East. We have been making this particular demand, for the last two or three years, from the North-East side.

श्री नीतीश कुमार: एम.पी.ज. की मीटिंग में हम इन सारे प्रश्नों पर चर्चा कर सकेंगे।

Property owned by Indian Women

*449. SHRIMATI VEENA VERMA:

SHRI RAJUBHAI A. PARMAR:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state;

(a) whether a study published in the Sunday Times, dated June 14, 1998, has revealed that women own only one hundredth part of World's property;

(b) if so, what part of property in India is owned by the Indian women population, as per the said study and as per Government's independent assessment; and

(c) whether there is any policy and action plan to give the women their due part in property in India; if so, the details thereof?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (DR. MURLI MANOHAR JOSHI): (a) to (c) A statement is laid on the Table of the House.

Statement

(a) and (b) The International Labour Organisation (ILO), in its issue "World of Work" of March, 1997 has quoted the United Nations Development Fund for Women (UNIFEM) to the effect that women earn only 10 percent of the world's income and own less than 10 percent of the world's property which has been referred to in Sunday Times. However, the publication has not indicated the part of the property in India owned by Indian Women. The ILO's report however, does not refer to any study on the basis of which this statement is made. Government has not made any independent assessment in this regard.

(c) Government is committed to the economic empowerment of women by ensuring that women get greater access to property rights including land rights. As per the recommendations of the National Perspective Plan (1988-2000); State Governments have been advised to give joint title to husband and wife in all developmental activities involving transfer of assets like pattas for ceiling land, government and village common land, house sites, houses, tree pattas and beneficiary oriented economic units. State Governments have also been advised to amend Section 6 of Hindu Succession Act, 1956 to provide coparcenary rights in coparcenary property to daughters of a deceased coparcenary in a Joint Hindu