

[Shri Rajni Ranjan Sahu]

Some reform should, therefore, be undertaken in this direction so that Rajya Sabha is not kept merely satisfied by a copy of the Budget Speech being laid on the Table of Rajya Sabha after the entire world has already listened to it. If this is not feasible, I have another suggestion to make. At present every year for the President's Address Members of both the Houses of Parliament assemble together in the Central Hall. I suggest that the Finance Minister's Speech also should be read out in the Central Hall where Members of both Houses of Parliament are assembled together and after the Speech both Houses of Parliament may disperse to meet separately for the formality of having the Budget Papers laid on the Table of each House or for the introduction of the Finance Bill in Lok Sabha. I think this is very essential from the point of view of maintaining the dignity and the status of a body like Rajya Sabha which is not a hereditary body and it should not be treated with a touch-me-not attitude.

The honourable Minister has said in his reply that such a situation has arisen only once after March, 1991 and he has assured us that it will not arise in future. I do not know whether he is a *joyotishi* to be able to say that. I do not know on what basis he has said that. I do not know whether he has read the horoscope of Rajya Sabha. I believe that it is only his presumption.

With these words, in the end I would request the honourable Minister to consider the points which I have raised and I hope he will try to bring about the reform I have suggested in some form or other so that Rajya Sabha is not treated different from Lok Sabha. And with this hope I do not wish to press the Bill. I once again hope that the House will have yet another occasion to have a fresh look at the suggestions underlying my proposal. Thank you once again.

THE VICE-CHAIRMAN (SHRI-MATI JAYANTHI NATARAJAN): Has he the leave of the House to withdraw the Bill?

SOME HON. MEMBERS: Yes.

The Bill was, by leave, withdrawn.

THE VICE-CHAIRMAN: Now, the Domestic Workers' (Conditions of Service) Bill, 1990. Dr. Bapu Kaldate is to move. He is not here. The next one is the Prevention of Sexual Harassment of Women Employees at their Work Places Bill, 1990. It is to be moved by Smt. Kamla Sinha. She is not here. None of the Members is present here for his or her Private Member's Bill. So, if the honourable Members agree, I think we can take up the Railway Budget.

Before we take up the Railway Budget, since there is no other Vice-Chairman present here, I would like to request, if the honourable Members agree, Shri Santosh Kumar Sahu to preside.

The Vice-Chairman (Shri Santosh Kumar Saha) in the Chair.

THE BUDGET (RAILWAYS), 1992-93—contd.

THE VICE-CHAIRMAN (SHRI SANTOSH KUMAR SAHU): Now, Mr. V. Narayanasamy to speak on the Railway Budget.

SHRI SANGH PRIYA GAUTAM (Uttar Pradesh): Sir, there is a small point which I want to make. There are no Members at all, there is no quorum, I think we can adjourn, as some parties not at all represented. (Interruptions)...

SHRI V. NARAYANASAMY (Pondicherry): You see, we don't raise that issue in this House. That is the convention.

THE VICE-CHAIRMAN (SHRI SANTOSH KUMAR SAHU): We don't raise that issue in this House. Now, Mr. Narayanasamy to speak.

SHRI V. NARAYANASAMY: Mr. Vice-Chairman, Sir, I support the Railway Budget that has been presented by the Railway Minister.

Sir, the target that has been fixed for freight is 335 million tonnes. This has been fixed after raising the current figure by 17 million tonnes.

With regard to the passenger traffic, passenger traffic which was 4,072 million passengers as compared to the actual passenger traffic of 3,074 million passengers, has been increased by five per cent in the present proposal that has been given by the Finance Minister. The Annual Plan allocation has been raised from Rs. 5,325 crores to Rs. 5,450 crores.

In the Corporate Plan which they have prepared, they have to build up capacity to carry 370–400 billion net tonne kilometres of freight traffic, 310–330 billion passenger kilometres of non-suburban passenger traffic and 105–110 billion passenger kilometres of suburban passenger traffic and achieve a reduction by 15 per cent in the cost of transport in real terms. These are the proposals that have been given. It is also mentioned that they have to maintain the quality and reliability of passenger and freight service comparable to international standards and develop additional capacity with minimum capital investment. There is also a provision for depreciation. But, Sir, if you see whether passengers have been given the amenities as compared to the increase in passenger fares increase and freight charges increase, the position is static. Every year the passenger fares increase. Every year the freight charges increase. If you see new coaches for passengers' movement and new wagons for the purpose of moving the goods, the increase is practically nil.

From the corporate plan that was brought forward in the Seventh Five Year Plan which the Railways wanted to implement, I see they have not qualitatively improved the position and they have not also concentrated on giving better passenger service to persons who have been travelling. Sir, if you see the figures available, the passenger additional revenue mobilization was not there in 1987-88 and 1989-90. But in other years, the additional revenue mobilization was Rs. 599 crores in the year 1988-89 but in 1990-91 it was Rs. 892 crores. But wagons and coaches were not according to the revenue that the Railways get from the passenger traffic and the goods movement. Sir, we have two manufacturing units. One is at Perambur and the other at Kapurthala. The Minister also said in this House that about 2000 coaches they are producing every year. They are not able to cope up with the demand from passengers. Sir, on the priority areas the Railways have to concentrate. But I find, Sir, the concentration of the Railways this year on 6000 kms. new lines..

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): Conversion.

SHRI V. NARAYANASAMY: Yes conversion, from metre gauge to broad gauge. That will generate employment. And the Railways are proud of saying that. Sir, apart from that, if you go through the entire Budget papers, you find no new railway station no new platform. The provision for extra amenities is Rs. 50 crores... (Interruptions) I am subject to correction. This provision has been given by them.

[The Vice-Chairman (Shri Bhaskar Annaji Masodkar) in the Chair.]

The Minister says in his speech that there is 20 per cent increase in the first class 2-tier AC and other upper classes. Sir, if you arrive at the figure, for the second class fare, it may

come roughly to 15 or 16 per cent increase. If you calculate it according to the passenger-kilometrage, on the shorter routes, it may be a little less, but on the longer routes, the fare increase may come to 15 to 16 per cent on an average. The Minister claims the credit that the second class passengers have not been touched. It is only a jugglery of figures because from the figures which have been published in the newspapers, especially of the routes between Delhi and Madras, Delhi and Bombay, Delhi and Calcutta, if you calculate the figures, the increase goes to 15 to 16 per cent. Therefore, Sir, the increase is considerable even for the second class passengers. Therefore, the Minister's claiming credit that the second class passengers have been spared is not correct.

Then, Sir, about the Konkan Railway, Member after Member is raising this issue. The Konkan Railway is pending for a long time. The Members have been saying that this Konkan Railway will definitely reduce the time of travel from the southern parts of the country to Bombay. Apart from that, it will cover 3 to 4 States. Sir, they have also floated bonds for about Rs. 2,000 crores, and four States have been asked to take a mega share in that. Sir, every year, an allocation of Rs. 50 crores is made for this Konkan Railway by the Railway Ministry. Last year, it was Rs. 50 crores and this year also, it is only Rs. 50 crores. There is some difficulty in Goa about the Konkan Railway because it has to pass through the hinterland, and our hon. friend from Goa will refer to that point. Sir, at this rate, the Railways are not going to contribute more for the purpose of developing this Konkan Railway. When they mobilise the resources from the public, when the States have to contribute funds when the States have to mobilise resources, what is the difficulty for the Railways to start work immediately on this Konkan Railway? Sir, this project was started two years back with all

the fanfare by Mr. George Fernandes when he was the Railway Minister. I don't think it is given so much importance after that. Every Railway Minister, one after the other, comes with the reply that they do not have the financial resources and that the Planning Commission has not allocated the funds. This is the reply that is given by them.

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR): Are you doubting that reply?

SHRI V. NARAYANASAMY: I doubt their reply because they give funds elsewhere for the purpose of having the railways within their States.

SHRI H. HANUMANTHAPPA Kar-nataka): He is not doubting. He wants some improvement on that.

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR): On the reply?

SHRI V. NARAYANASAMY: I want that the work should be taken up on a war-footing because that is going to develop industries in that area. Sir, the Minister knows the area. Earlier also, he was a Minister. Now also he is the Railway Minister. He knows the area. Most of the area is on the ghat line. Apart from that, Sir, as you know, for the movement of raw materials, for the movement of finished goods and also for a number of services, people from the southern parts of the country have to go to Bombay. Whether it is the goods movement or the passenger traffic, we find the density more there when compared to other important destinations. Sir, the Konkan Railway was initiated by the Railway Minister in the Janata Dal Government. When it is going to help people we have to support it, we have to complete it early. We have to give importance to it and the Railway Minister has to consider that when the States are prepared to co-operate, the Railway Ministry must coordinate and take up the work immediately. The Minister should call

the Chief Ministers of various States. The Government cannot take the plea of constraint of resources because the people are prepared to contribute to the railway bonds and the State Governments and the Railway Ministry can mobilise enough resources for that purpose. People are suffering because of non-completion of the work on the Konkan Railway. Therefore I want the Railway Minister to consider it on a war footing.

Then I come to road-rail link. Whenever we design a railway system within the city, whether it is in Calcutta or Bombay or Madras or Delhi, we must see that it is linked to important places by road. What is happening now is, we have the railway system in Delhi; we have it in Calcutta also and in Madras. But if this system is linked by road to important places, it will be very convenient for the travelling public.

In Madras, every year they allocate about 10 crores or 15 crores for a line of 18 Kms from Luz Corner to Paris Corner. Sixteen years back, this project was proposed. But not even five per cent of the work has been done. The reason given is that the State Government has not paid its contribution. Scarcity of funds is such a phenomenon which the Railway Ministry have not been able to cope with, and the poor commuters have to suffer. If you see the conditions in the metropolitan cities like Madras and Calcutta and Bombay, you can find how the commuters move and how the people suffer on account of lack of transportation facility. The condition in Delhi is still worse. Therefore, while planning a scheme like this, we must consider how the railway system can be connected by important road centres within the city limits....

SHRI H. HANUMANTHAPPA: You mean railways should connect!

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR): He is supplying you the words.

SHRI V. NARAYANASAMY: I said the same thing. He is only prompting me and also the Railway Minister.

The railway system within a city should be designed in such a way that the people coming from a distance should be able to have road transport facility immediately they arrive. It should be planned in such a manner.

SHRI H. HANUMANTHAPPA: As long as he does not touch Cauvery, I will support him.

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR): Fortunately, Cauvery is not covered by this discussion.

SHRI V. NARAYANASAMY: Therefore, rail-road link system is a must and the hon. Minister has to bear it in mind.

As I have already said, full capacity of the wagons is not utilised. Hon. Members have given figures about China. China has the second largest railway system in the world. But they do not have that high technology like Japan or the U.S. or other western countries. But they have a little improved technology compared to India. Whether in the matter of movement of passengers or movement of goods, utilisation of wagons and coaches is better in China compared to India, with the same infrastructure. The hon. Minister may be aware that in India if it takes seven days to unload certain items from a wagon, in China it takes only four days. There is optimum utilisation of wagons as far as the movement of goods in China is concerned. It is efficiently done. I want that the same efficiency should be there in the case of our Railways.

Then, Sir, I have a serious complaint against both the Railway Ministers.

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR): Both? Not against the Railways?

SHRI V. NARAYANASAMY: Because I have already talked about the Railways, I now come to the Ministers.

SHRI H. HANUMANTHAPPA: They are giving good biryani.

SHRI V. NARAYANASAMY: Taking care of the Members of Parliament will not do. They have to take care of the people. That is the point.

Sir, besides Delhi, there are three other metropolitan cities, namely, Calcutta, Bombay and Madras. Now, Calcutta and Bombay have been connected to Delhi by Rajdhani Expresses. Only to Madras, the Rajdhani Express has not been introduced. (Interruptions) A Rajdhani Express to Madras is a must. This is because, the two trains which are there are running to full capacity. One train takes 40 hours and the other train takes 36 hours. The distance is 2190 kms. The distance between Delhi and Calcutta, and between Delhi and Bombay, is about 1300 kms. only. As I said, the two trains to Madras, i.e. the GT Express and the Tamil Nadu Express, are running to full capacity. We have been demanding for the last ten years a Rajdhani train from Delhi to Madras. (Interruptions) Sir, I have no complaint against the Minister on his proposal to introduce a Rajdhani train to Hyderabad and Bangalore. I am not complaining against that. But I have one complaint. The demand for a Rajdhani Express between Delhi and Madras, which we have been making for the last ten years, has not been acceded to. I have been raising this question every Session.

Two replies were given by the Minister. One was that the route has not been electrified. This was one reply. The other was that the track on which these trains are running....

SHRI H. HANUMANTHAPPA: It is overloaded.

SHRI V. NARAYANASAMY: It is not overloaded. It is said that the track cannot withstand high speed. These were the reasons given. One reason given by the hon. Minister goes because he Delhi-Madras route is electrified now. This was completed about four-five months back. The second aspect is, when the Rajdhani Express to Bangalore is introduced, it will go up to Vijayawada.

SHRI H. HANUMANTHAPPA: I have no objection if he goes to Madras from Bangalore. After all, he has to reach Madras. What does it matter, whether he goes to Madras via Secunderabad or via Bangalore?

SHRI V. NARAYANASAMY: What is wrong if the train goes to Madras and then to Bangalore?

SHRI H. HANUMANTHAPPA: It is foolishness, going down and coming up.

SHRI V. NARAYANASAMY: But it is foolishness on my part to travel to Bangalore and then come to Madras.

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR): If you fight, no body will get it.

SHRI H. HANUMANTHAPPA: I concede.

SHRI V. NARAYANASAMY: I do not want to encroach on his jurisdiction.

SHRI H. HANUMANTHAPPA: Please.

SHRI V. NARAYANASAMY:
My only point is that when the other two metropolitan cities have been connected to Delhi by Rajdhani, and when it is possible to connect the third, i.e. Madras to Delhi, why have you done that? As far as the strengthening of the track is concerned, the train goes up to Vijayawada. From there, it is only six-seven hours journey to Madras. (Interruptions) I want a categorical assurance from the hon. Minister. He should make an announcement on the floor of the House as to when they are going to introduce the Rajdhani Express between Delhi and Madras.

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR):
What about Hanumanthappa?

SHRI V. NARAYANASAMY:
Let him raise it. He is going to speak. Let him raise that point.

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR):
He is not going to speak. He is merely prompting you. Mr. Hanumanthappa's name is not there.

SHRI H. HANUMANTHAPPA:
Instead of waiting, that would be easy.

SHRI V. NARAYANASAMY:
I will not agree.

SHRI H. HANUMANTHAPPA:
You will never agree.

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR):
Is it not for the Minister to find out?

SHRI V. NARAYANASAMY:
The Minister should justify first before telling us that the train can go up to Bangalore and then come to Madras.

About strengthening the track, the hon. Minister should give an assurance on the floor of the House be-

cause there is a general complaint from the people who are coming from southern States, especially Tamil Nadu, that Tamil Nadu has been neglected for a long time by the Railways. (Interruptions).

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR):
Now Shrimati Jayanthi has also joined you.

SHRI V. NARAYANASAMY:
That is because she is also a sufferer. (Interruptions).

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR):
Now don't make Railways to be Cauveri.

SHRI V. NARAYANASAMY:
He is free to argue.

SHRI H. HANUMANTHAPPA:
The question of sufferer does not arise because Madras train was there for so many years (Interruptions). I am prompting.

SHRI V. NARAYANASAMY:
If you want, you can speak.

Now I will take an example of a small State, Kerala.

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR):
Now you reach your conclusion.

SHRI V. NARAYANASAMY:
I have got two or three points to make. Then I will conclude.

Kerala is adjacent to the State of Tamil Nadu so far as railway system is concerned.

SHRI H. HANUMANTHAPPA:
It is well knit.

SHRI V. NARAYANASAMY:
It is not well knit. Let us compare it with Karnataka. It is not well knit. We have only one broad gauge line which between Madras and Tiruvandrum.

[Shri V. Narayanasamy]

The other is only a metre gauge. But Sir, in Kerala all the important stations have been connected by broad gauge line. Several time we have raised the issue of Dindigul to Maniyachi and Madurai line. They wanted another track. Even during the last budget session we have raised this issue. It is a burning problem there. Tamil Nadu is the southernmost part of the country and there is a feeling that this part has been neglected by the Railways. This feeling should not be there. How much money is the Railways earning from Tamil Nadu from the movement of goods and passenger traffic? To that extent, what is the development that they have carried out there? Let the hon. Railway Minister reply to this.

The general grievance that Tamil Nadu has been neglected by Railways for a long time has been proved by only factor and that is, so far *Rajdhani Express* has not been introduced for Madras in spite of the fact that the other two metropolis cities have been connected. So, I urge upon the hon. Railway Minister to come forward and announce on the floor of the House that *Rajdhani Express* will be introduced for Madras.

Coming to my own State, we had *Pondicherry Express* which was running between Pondicherry to Madras in the morning and in the evening it returned from Madras. We had another night train between Pondicherry to Madras and the one from Madras to Pondicherry. A lot of tourists are coming. People from North come to have *darshana* of Aurobindo Ashram, to have a look at the French architecture. Tourist inflow is there. Foreigners are also coming. But the people who come from the North and the foreigners prefer the train journey to road transport. It was introduced in 1980. In 1983 that *Pondicherry Express* was discontinued. I wrote letter to

the hon. Minister. The reply from the hon. Minister was, "It is economically not viable." That was the reply given. Sir, the hon. Minister has to see that the Railways should not consider only the profit motive as the main consideration for the purpose of serving the travelling public. They are important State capitals, Madras and Pondicherry. The goods movement is there, and the passenger traffic picks up from Villupuram to Madras. So, from Pondicherry to Villupuram, though the passenger movement was not much, it was not vacant. From Villupuram to Madras it collects passengers. Moreover commuters go there, the people who are working in the offices go there. Thereofre, this was an ideal train. But it was discontinued on the ground that the income was not sufficient.

Sir, I gave a proposal also that instead of having a separate train between Pondicherry and Madras, you start one train in the morning from Pondicherry to Villupuram and connect its bogies to on-going trains to Madras. While returnnig have the same system so that you do not have a separate train between Pondicherry and Madras and the purpose will also be served. I wrote to the Minister. So far, there is noreply forthcoming from the hon. Minister. For the persons who are going to factories and also the officegoers, commuters, the train service is a must. No doubt, the roadlink is perfect there. I agree with the hon Minister that the road-link is there. But all the people are not using the road-link between Pondicherry and Madrass. Therefore, Sir, I request the hon. Minister to reconsider the issue, the proposal, the alternate proposal which I have given for connecting the train, for having a train between Pondicherry and Villupuram and connecting bogies from Villupuram to Madras, to the on-going train and having the same system for the incoming train.

for the purpose of satisfying the demands of the people of Pondicherry and the adjoining region.

Pondicherry is an industrially developing place. We have to get raw materials from Bangalore. We are getting vegetables from Bangalore. We are sending our finished products from our State to Bangalore. Moreover, we are getting a lot of consignments by ship, which are unloaded at the Pondicherry Port. Therefore, I wanted railway connection between Pondicherry and Bangalore via Salem. I received a reply from the hon. Minister that a survey was being done and that the Minister would inform me after the survey was over. I thought, positively the Ministry was considering the proposal. I wrote to the previous Railway Minister, not the present Railway Minister. But I have not received any reply so far. The fate of my letter is not known so far. Whether the proposal is still pending, after the survey what the result was, nothing is known. If both the industrial centres are connected, the areas in and around will be developed. Moreover, North Arcot areas and South Arcot areas through which the Dharmapuri District railway line goes, are all backward regions. They have to connect the backward regions also. Some industries are also coming up in the adjoining areas in South Arcot and North Arcot. Therefore, the railway service should cater to the demands of the persons who would start industries in those areas. Therefore, I request the hon. Railway Minister to consider that proposal.

The final point I would like to submit to the hon. Minister is this. The Minister has brought two schemes. One is the "Own Your Wagon". On the day when the Minister was replying there was no clear-cut reply from the hon. Minister to how that scheme is to be implemented, whether the industry has to own the

wagon or you are going to give the wagon to them and they will use it for their purposes. I want a clarification on this.

Then there is a very strong rumour, and it has appeared in the papers also the Railway Minister gave a Press statement also that the railway properties would be sold which is not being utilised will be sold.

SHRI MALLIKARJUN: Sir, I have to make a clarification here. You see the hon. Member has put two important points in a different way. The first point I will answer later. The second one, I will answer first. Neither the Railway Minister nor the Railway administration has given anywhere any press statement or anything confirming that the Railway land will be sold. Not even one millionth inch of Railway land will be sold to anybody. We have surplus land, we want to exploit it so that we can mobilise some additional resources. Out of that whatever land we possess that will remain with the Railways for the future development of the Railways.

The other point was about "Own Your Wagon". It is not that we will give it to the industry or somebody else because of the shortage of the wagons and because there is a gap between the demand and supply. The other day I made it very clear categorically in this august House since there is a gap between the demand and supply, we may not be in a position to fill this gap because every year developmental plans come up. What we have proposed is, if any industry or trade or an individual really feels that for whatever commodity that has to be transported, if he procures the wagon by investing his money, as he invests his money in an industry or trade, if that is added to our Railway pool, to our own rolling stock, our own wagons, then whenever he places an indent, without any problem his in-

[Shri Mallikarjun]

dent will be fulfilled. That means he will have no problem about the wagons. That is how indirectly it helps the industry, indirectly or directly it helps the economic growth of the country. So these two points I am making clear.

SHRI H. HANUMANTHAPPA: Will the hon. Railway Minister co-ordinate this aspect with the Finance Ministry wherein this aspect can be considered with the financial institutions, with the industries and the trade? ... (*Interruptions*) ...

SHRI MALLIKARJUN: I don't have to ask the Finance Ministry because the industrialists themselves know how to approach the financial institutions.

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR): So your final station has reached now. That was your final station. Now don't go back.

SHRI V. NARAYANASAMY: Last point. ...

There were rumours floating and the news was coming out that the Railways are going to sell the surplus land. I am very glad the Railway Minister has clarified that they are not going to sell it. He has given a categorical reply. I am very thankful to him.

Now the Railways are going to lease out surplus land to mobilise additional resources. May I know the Minister what kind of scheme they are going to adopt for the purpose of leasing out the surplus land?

There is also news that for the manufacture of wagons and coaches, private industrialists are going to be invited. I do not know whether they are from our own country or from outside to meet the shortage of wagons and coaches. Did the Railways receive any proposal from any other country? About three years

back, I visited Iraq. There, I found that our Railways had performed very well. Between Basra and another station, they had constructed a very good railway network there which was appreciated by the people of that country and also by foreigners who visited there. Therefore, our Railways have a very good name in the international field though not in India.

SHRI H. HANUMANTHAPPA: In India also.

SHRI V. NARAYANASAMY: They are not efficient here. That is my point.

SHRI MALLIKARJUN: They are not efficient because they have not introduced a Rajdhani Express to Madras.

SHRI V. NARAYANASAMY: Our Railways would also provide them with locomotives and other infrastructures on a commercial basis.

The third point is, they will also involve the private sector for high quality wheels and axles for importing which they depend upon foreign countries. That being the case, what is the response from other countries? And what is the response from the people who are willing to contribute and who would like to start industries within the country?

By and large, Sir, the Railway Budget is good. Apart from the deficiencies, shortcomings and the difficulties experienced by the people which I have explained, the hon. Minister may also kindly look into passenger amenities and improve them. This should be given priority. When they collect fares from passengers, it is the duty of the Railways to provide amenities to passengers. Sir, this is a very vital point affecting the common man. I would like to say. People who travel by trains come and tell us—we ourselves travel and see—about the lack of proper amenities. This is especially so in the case

of people who travel by the second class. They are the worst sufferers. Passengers in first class and air-conditioned coaches are taken care of because the guard is there. But the people who travel by the second class are not even in a position to travel assured about their reservation. For instance, when the train starts at Delhi, everything is all right. But after running for eight hours or so, it stops at some station and reservation goes away. The reserved compartments are no more reserved. For, persons who have no reservation get into these compartments and occupy the seats or berths. There is no regulation by railway officials. Even coach managers are not there. The T.T.E. also does not come to examine them. Even the supply of food and water becomes doubtful. I do not water becomes doubtful. I do not cause many hon. Members have explained the position. My only request is that the hon. Minister has to give importance to passenger amenities, especially for passengers who travel by lower classes, who actually give a very good income for the Railways next to goods movement. I request the Railway Minister to have an overall perspective and improve the system.

Lastly, apart from renewing the tracks, they should establish more railway stations and build more platforms. This part of the matter has been completely ignored in this Budget.

I request the Railway Minister to consider all these suggestions. I hope that he will announce in this House about the Delhi-Madras Rajdhani Express while replying to my suggestions here. Thank you.

श्री संजय शिव गोतम : माननीय उप-सभाध्यक्ष महोदय, हमारा देश एक विकासशील देश है और हमारा कल्याणकारी राज्य है। देश के विकास और

कल्याण में हम सबकी भागीदारी है और शासकों की जिम्मेदारी है। निस्संदेह रेलों भी भारत के विकास और कल्याण में बहुत बड़ी भूमिका अदा करती है। अदा इसलिए करती है कि पिछड़े क्षेत्रों में जब उद्योग, कारखाने लगाए जाते हैं, उन कारखानों के निर्माण के लिए माल ढोना, कारखानों को चलाने के लिए कच्चा माल पहुंचाना, यात्रियों को पहुंचाना कारखानों का तैयारशुदा माल देश में वितरित करना और उसे उपभोक्ता तक पहुंचाने में रेलगाड़ियों की बड़ी भूमिका होती है। यही नहीं, कल्याण की दृष्टि से रेलों की वजह से अनेकों लोगों को नौकरियां मिलती हैं। अनेकों स्टेशन बनते हैं, यातायात बढ़ता है, सड़कें बनती हैं, लोगों को यातायात के द्वारा रोजी भी मिलती है। इस तथ्य को दृष्टिगत रखते हुए ब्रिटिश काल में अंग्रेजों ने सारे देश में रेलगाड़ियों का जाल बिछाया था। आप अगर आंकड़े देखें तो सन् 1950-51 में रेलों की लंबाई हमारे देश में 53596 किलोमीटर थी और 40 साल की आजादी के बाद, बड़ी-बड़ी डींगें मारने के बाद, बड़े-बड़े भाषणों के उपरान्त "खोदा पहाड़ निकली चुहिया और वह भी मरी हुई"। रेलों की लंबाई इस समय 62367 किलोमीटर है। इस प्रकार कुल 8771 किलोमीटर रेलों का निर्माण 40 वर्षों की आजादी में इस भारत के अंदर, इन कांग्रेस की सरकारों के द्वारा हुआ है। मुझे क्षमा करेंगे, मैं कांग्रेसी लोगों की सरकार इसीलिए कहता हूं कि टेक्निकली वह किसी पार्टी की सरकार रही हो, लेकिन प्रधान मंत्री आज तक या तो कांग्रेस के लोग रहे या कांग्रेस से निकले हुए लोग रहे। गैर-कांग्रेसी आज तक कोई भी इस देश का प्रधान मंत्री नहीं रहा। इसलिए मैं आपसे अग्रज करना चाहता हूं कि रेलों की कितनी बड़ी भूमिका देश के विकास और कल्याण में है।

महोदय, हमारे रेल मंत्री जी ने भी इस बात की चर्चा की और उन्होंने अपना भाषण दिया तो प्रथम खंड के

[श्री लंघ प्रिय मोतम]

दूसरे पैरा में कहा कि देश की सामाजिक, आर्थिक और राजनीतिक एकता में रेलों की बड़ी भूमिका है। (अवधान)

हमारे रेल मंत्री जी ने अपने भाषण में कहा कि देश के सामाजिक, राजनीतिक और आर्थिक एकता में रेलों की बड़ी भूमिका होती है। शायद एकता से मतलब उसका बराबरी में हो, समानता लाने से हो क्योंकि एकता यहां पर फिट शब्द नहीं बैठता। इतनी बड़ी बात उन्होंने कह दी। इसकी साथ-साथ इससे सिद्ध हो सकती है कि रेलें हमारे देश का सबसे बड़ा संगठन है और दुनिया का दूसरे नंबर का संगठन है। यही एक संगठन है जो घाटे में नहीं गया। हमेशा वह मुनाफा ही मुनाफा देता रहा है और आज भी देता है। लेकिन मुझे दया आती है शासकों की बुद्धि पर, रेल मंत्री जी की बुद्धि पर कि जो संगठन फायदा दे रहा है उसके मुकाबले में जो संगठन घाटा दे रहे हैं, देश के निर्माण में जिनकी बहुत छोटी सी भूमिका है उनको चलाने पर शासन जोर दे रहा है और इतने बड़ा संगठन जो हमेशा मुनाफे में चल रहा है, लाखों लोगों को राजी रोटी दे रहा है, देश के विकास और कल्याण में बड़ी भारी भूमिका अदा कर रहा है, उसके ऊपर कितना ध्यान आप दे रहे हैं? इससे आप अंदाजा लगाइए कि जहां व्यापक पैमाने पर रेलों का विस्तार होना चाहिए था, 1950-51 में 53596 किलोमीटर से 1990-91 में, चालीस वर्षों के बाद भी 62367 किलोमीटर लाइन आपके यहां पहुंच पाई है। मुझे खेद के साथ कहना पड़ता है कि अंग्रेजों ने तो अपने जमाने में पहाड़ों के ऊपर, शिमला में रेलगाड़ी पहुंचा दी थी और हमारी सरकार ने भी दोहरीकरण जब रेलगाड़ी का किया तो भोपाल से होशंगाबाद के बीच पहाड़ों के बीच में सुरंगें बनाकर रेलगाड़ी पहुंचा दी लेकिन अगर शर्म थोड़ी भी इस सरकार में होती तो काश्मीर जो हमारे भारत का इतना महत्वपूर्ण भाग है आज तक वहां रेलगाड़ी नहीं पहुंचा पाई है। वहां रेलगाड़ी

पहुंचा देते। यह नहीं कहा जा सकता है कि पहाड़ों पर रेलगाड़ी नहीं पहुंच सकती है शिमला में रेलगाड़ी पहुंच सकती है, अंग्रेजों के जमाने में दाजिलिंग तक रेलगाड़ी पहुंच सकती थी तो काश्मीर में रेलगाड़ी क्यों नहीं पहुंच सकती। पहाड़ों को कांट कर अन्य स्थानों पर रेल पहुंच सकती है लेकिन काश्मीर में रेल गाड़ी नहीं पहुंच सकती। क्या उपलब्धि सरकार की रही है? क्या रेलवे ने विस्तार दिया है? यह बात सही है कि अंग्रेजों के जमाने में रेल-गाड़ियां कम चलती थीं, भांप के इंजन थे, उनकी गति कम थी लेकिन सवारियां भी बहुत कम होती थीं। रेल गाड़ियां खाली चलती थीं। अब सभी रेल गाड़ी भरी हुई चलती है भीड़ के साथ चलती है। बगैर बिजली की गाड़ियों को छतों पर भी सवारियां चढ़ती हैं। अगर आपको दृश्य देखना हो तो पटना से लेकर अमृतसर तक जो गाड़ियां वाया लखनऊ, बरेली, सहारनपुर चलती हैं उनमें से आप किसी भी स्टेशन पर खड़े होकर देख लीजिए। तो क्यों नहीं वैगन्स वा और कोचेज का निर्माण और विस्तार किया गया? आज कोई भी इस दिशा में बंदम नहीं उठाया गया। हमारे रेल मंत्री जी अपने भाषण में बहो प्रिसो-पिटी बात कहते हैं कि इस वर्ष हमने इतनी सवारियां ज्यादा ढोई हैं। आपने नहीं ढोई हैं। आपका कोई आकर्षण नहीं है। सही बात यह है कि जिस अनुपात में सवारियों की संख्या रेल गाड़ियों में बढ़ी है उससे ज्यादा अनुपात में देश की आबादी बढ़ रही है। दूसरी बात यह है कि देश के लोगों की प्रवृत्ति अब पैदल चलने की समाप्त होकर वाहनों द्वारा चलने की ओर बढ़ रही है। तीसरा कारण यह है कि गांवों से रोजगार समाप्त होकर शहरों में आ गया है। लोगों का पलायन गांवों से शहरों की ओर हो रहा है और शहरों में आबादी बढ़ रही है। इसलिए शहर में काम और काज की तलाश में रोजाना चलने वालों की संख्या बढ़ रही है जिससे रेल गाड़ियों में पैसेंजर की तादाद बढ़ी है। इसमें आपका कोई आकर्षण नहीं है। अगर कहीं देहातों में रोजी-रोटी लोगों को

मिल जाती, कुटीर उद्योग गांव में लग जाते तो शहरों में लोगों का पलायन नहीं होता और रेल गाड़ियों में पैसेंजर की संख्या नहीं बढ़ती। मैं बताना चाहता हूं कि आपका कोई आकर्षण इस दिशा में नहीं रहा है।

कहा यह भी जाता है कि हमारे यहां रेलों से माल ढोने की तादाद भी बढ़ी है। यह भी आपका आकर्षण नहीं है। आज भी देहातों के अंदर किसान जो अनाज पैदा करते हैं और जो मंडी में पहुंचाया जाता है उसको पहुंचाने में रेल गाड़ियां बेल गाड़ियों, भैंसा गाड़ी, एवं ट्रैक्टर ट्रालियों से ज्यादा माल नहीं ढोती। किसान के ईख के खेत से गन्ने, शगंर मिल तक जितने ट्रेंक्टर ट्रौली ढोते हैं उतना आपकी रेल गाड़ियां नहीं ढोती। आज भी हिन्दुस्तान के अंदर जितना माल टुक ढोते हैं आपकी रेल गाड़ियां नहीं ढोती। यह तो तब है जब ग्रामों में उद्योग धंधे समाप्त हैं। इसमें आपका कोई आकर्षण नहीं है। आपको पता है रोजाना इस देश की जनता के लिए खाने-पीने की चीजें शहरों को पहुंचाना होता है। आप देखते हैं कि दिल्ली में सारा दूध बाहर के जिलों से आता है। अगर अनाज दूध और सब्जी बाहर से नहीं आये तो यहां के लोग भूखें मर जायेंगे। दूध और सब्जी एक जगह से दूसरी जगह पहुंचाना आवश्यक है। आप देख रहे हैं कि शहरों में लोगों की संख्या बढ़ रही है। ये चीजें जितनी ज्यादा टुक और दूसरे वाहन ढो रहे हैं उतनी आपकी माल गाड़ी नहीं ढो रही है। आपका विशेष आकर्षण इस दिशा में मैं नहीं समझता हूं। अगर इन रेलों के विस्तार में आपका आकर्षण रहा होता तो सारे देश में रेल गाड़ियां पहुंच जाती। मैं उत्तर प्रदेश का रहने वाला हूं। अंग्रेजों के जमाने में शायद ही कोई एक जिला हैडक्वार्टर ऐसा रहा हो जिसको अंग्रेजों ने रेल से न जोड़ दिया हो। हमारे उत्तर प्रदेश में 52 रेवेन्यू डिस्ट्रिक्ट्स थे। एक अकेला प्लेन में जिला एटा ऐसा था जहां रेलवे लाइन नहीं थी। आजादी के बाद केवल

इस एक जिले को रेल लाइन से जोड़ा गया। लेकिन अलमोड़ा, नैनीताल, टिहरी, चमोली, उत्तरकाशी जितने भी पहाड़ी जिले थे आज कहीं भी रेल गाड़ियां नहीं पहुंचाई गईं जबकि अंग्रेजों ने यह योजना बना ली थी। दूसरी बात मैं यह कहना चाहता हूं कि दोहरीकरण रेलवे लाइन का हुआ है, मैं मानता हूं। मैं यह भी मानता हूं कि छोटी लाइन को बड़ी लाइन में परिवर्तित किया गया। लेकिन विडम्बना देखिये। लखनऊ के लिए यहां से शताब्दी एक्सप्रेस चलती है, वैशाली एक्सप्रेस बायां कानपुर चलती है जो गोखपुर तक जाती है। कानपुर तक दोहरी लाइन है। लखनऊ से आगे मुगंजसराय तक दोहरी लाइन है। लखनऊ से बरेली तक दोहरी लाइन है। लेकिन कानपुर से लखनऊ के बीच में दोहरी लाइन नहीं है। मंत्री जो शायद कहेंगे कि वहां काम हो रहा है, लेकिन वह 10 वर्ष में भी पूरा हो जाएगा तो उसमें मुझे शक है क्योंकि नालों व नदियों पर पुल बने ही नहीं हैं। वहां पर छोटी छोटी नदियां और नालें हैं। वहां पर शताब्दी एक्सप्रेस जैसी ट्रेन चलती है, लेकिन 84 किलोमीटर लाइन का रेलवे ने दोहरीकरण नहीं किया है। कानपुर और लखनऊ कितने बड़ा शहर है। यह आपकी कार्य क्षमता है। आपके रेलवे अधिकारियों का ध्यान ही इस तक नहीं गया। दूसरी बात आप देखेंगे कि दिल्ली से हापुड़ और मुरादाबाद से होते हुए अध्र आसाम एक्सप्रेस बहुत लम्बी गाड़ी चलती है जो पश्चिम को पूर्व से जोड़ती है। यही नहीं, लखनऊ में जो एक बी.आई.पी. गाड़ी है जिसमें सारे एम.एन.एज., एम.पी.ज. और मिनिस्टर चलते हैं और लखनऊ बहुत बड़ा नज़ाकत का शहर माना जाता है जिसके बारे में किसी फिल्म में यह गाना गाया जाता था कि बम्बई का बिगड़ा पानी, अब लखनऊ चलो मेरी पानी, इस लखनऊ शहर को जोड़ने के लिए मुरादाबाद बरेली से लखनऊ तक दोहरी लाइन है, लेकिन गाजियाबाद हापुड़ से बरेली तक दोहरी लाइन आज तक नहीं बन पाई है। यह हमारा सरकार का ध्यान है और यह इनके विस्था

की योजना है। आपने आज तक यह काम क्यों नहीं किया? आपका मुनाफा भी बराबर बढ़ रहा है, यात्रियों की संख्या भी बराबर बढ़ रही है और यह हर साल 5 सप्टेंट बढ़ेगा, भाड़ा दोनों की मिकदार भी बढ़ रही है तो आपने इस काम को क्यों नहीं किया? आपकी क्या परेशानी है? आपकी कमाई भी हो रही है, मुनाफा भी आपको हो रहा है, बिजनेस आप कर रहे हैं। ऐसी स्थिति में आप सारी शक्ति इस तरफ क्यों नहीं लगाते हैं? मैं समझता हूँ कि आपकी इसमें कोई उपलब्धि नहीं है। आप किराया बढ़ाते हैं। आप यह किराया किस लिए बढ़ाते हैं? क्या कभी आपने सोचा है कि जो आप यह किराया बढ़ाते हैं। उसका कोई विकल्प भी है? मैं आपको विकल्प सुझाता हूँ। नंबर 1: तो आप टिकटलैस ट्रेविलिंग को रोक दें। रेड करके धीरे टिकट के लोगों को चैक करके जूमिने के साथ उनसे वृत्त करें तो आपकी बहुत बड़ी रकम मिलेगी। नंबर 2, अगर आप रेलवे की चोरी रोक दें तो उससे आपकी लाभ होगा। आपके पास दो तरह की फोर्स है। एक तो रेलवे पुलिस है जिसको जी.आर.पी. कहते हैं, उसका काम रेलों में जो अपराध करते हैं, रेल के अन्दर या रेलवे प्लेटफार्म पर मार-पीट करते हैं, डकैती करते हैं, उनकी पकड़ते हैं। लेकिन जो रेल के बैग्स से माल निकालते हैं या यार्ड से माल की चोरी करते हैं, इसके लिए आपने क्या किया है? यह रेलवे सुरक्षा बल आपने किस लिये बनाया है? यह आपका बहुत बड़ा संगठन है। आप इस पर करोड़ों रुपया खर्च करते हैं। क्यों नहीं आप हर माल गाड़ी और यार्ड के ऊपर रेलवे प्रोटेक्शन फोर्स के लोगों को लगाते हैं? इससे माल की चोरी रहेगी। चोरी के रुकने से आपको पैसा मिलेगा। नंबर 3, रेलवे लाइन के सहारे जो जमीन पड़ी रहती है, इस जमीन का दो तरह से इस्तेमाल हो सकता है। एक तो जहाँ ज्यादा जमीन है वह लोग लीज पर

किसानों को अनाज उगाने के लिए दें। इससे फुड में सेल्फ-सफिसिएन्सी आएगी और आपको पैसा भी मिलेगा और देश की खातम-निर्भरता बढ़ेगी। दूसरी बात यह है कि अगर आप इस जमीन को नहीं देना चाहते हैं तो आप इस पर पेड़ उगा दीजिये। पेड़ दो तरह के हैं। एक तो फलदार पेड़ होते हैं और दूसरे बगैर फलदार पेड़ होते हैं। युकिलिपटस एक बगैर फलदार पेड़ है, लेकिन सात साल में यह पेड़ 500 रु. देता है जिसकी लकड़ी को काट करके आप पैसा कमा सकते हैं। चौथा उपाय यह है कि जितने भी बड़े बड़े डिस्ट्रिक्ट हैड क्वार्टर्स हैं या कमिश्नरों के स्टेशन हैं, आप इनमें स्टायरिंग रूम बना दीजिये। आप इनके लिए सी, डेकसी रुपया किराया लेते हैं। इसलिए आप हवाईयों के लिए इसको क्यों नहीं बनाते हैं। वह भी सोर्स आफ इनकम है, आपकी आमदनी इससे बढ़ेगी। मान्यवर ये तीन-चार ऐसे उपाय हैं जिनसे आप रेलवे की आमदनी बढ़ा सकते हैं और इसके लिये आपको किराया नहीं बढ़ाना पड़ेगा। लेकिन मजाक देखिए कि ये सबसे पहली घोषित करते हैं कि हमने ए.सी. फर्स्ट क्लास ए.सी. सेकंड क्लास और फर्स्ट क्लास का किराया बढ़ाया है। लेकिन अगर सच मायने में आप पूछिये तो इसको बढ़ाने से रेलवे की आमदनी नहीं होती है। मैं दो साल से पार्लियामेंट में हूँ, मेरा तर्जुमा है कि फर्स्ट क्लास और ए.सी. में मोर देन 50 परसेंट रेलवे के अधिकारी, जो पास होल्डर होते हैं, वे चलते हैं, जिनसे एक पैसा भी रेलवे को नहीं मिलता है या फिर स्थानता सेनानी, एम.एल.ए. और एम.पी. चलते हैं, जिनसे आपको कोई पैसा नहीं मिलता, जिन्हें गांव की भाषा में फोकर सवारी कहते हैं, वे चलते हैं। तो इनसे आपको क्या आमदनी होती है? टेक्नीकली आप कहते हैं कि हमको इससे आमदनी होती है। लेकिन यह नगण्य आमदनी है। जो सारी आमदनी आपको होती है वह सेकंड क्लास पैसेंजर से होती है। लेकिन उनका आप हर साल किराया बढ़ा

देते हैं। आप कितने घुमाफिरा कर बढ़ाते हैं, उपसभाध्यक्ष महोदय मैं बड़ी हंसी की बात आपको बताऊँ, हमारे मेंबर आफ पार्लियामेंट भी बहुकावे में गये (व्यवधान)। मैं क्षमा चाहता हूँ। अगर हमारे साथी अपनी कोई बात करना चाहते हैं तो वे लाबी में चले जाय तो ज्यादा अच्छा हो, दैट इज मोर यूजफुल।

महोदय, मैं आपसे कह रहा था कि हमारे मेंबर आफ पार्लियामेंट घन्टवाद दे गये रेल मंत्री जी की कि उन्होंने जो एम्स-मेंबर हैं उनको पास दे दिये। किन्तु, साहब, हम लोगों को भी ये बंबकूप बनाने की कोशिश करते हैं। क्या कहा है रेल मंत्री जी ने यह मैं आपको और सदन को बताना चाहूँगा। रेल मंत्री जी के भाषण का लास्ट पैरा नं० 29 को आप देखें तो आपको पता चलता कि इन्होंने किसी एम्पी० की सुविधा नहीं दी है। इसके लिये इन्होंने अपना राइट रिजर्व कर दिया है, जिसको चाहेंगे देंगे और जिसको नहीं चाहेंगे नहीं देंगे। मैं पढ़ रहा हूँ :

“माननीय सदस्यों को यह जानकारी प्रस्तुतता होगी कि प्रधानमंत्री जी का आदर करते हुए” स्वेच्छा से नहीं, वह भी प्रधानमंत्री की तरफ से “भूतपूर्व, पात्र संसद सदस्यों को मुफ्त पास की सुविधा” पात्र संसद सदस्य,

What is the definition of it? They mean, eligible ex-Members of Parliament. They have tried to befool the Members of Parliament. What does it mean? It is said that free passes will be provided to all the ex-Members of Parliament. They have befooled the Members of Parliament. Now they want to befool the people of this country by saying that we have increased the railway fare of second-class in terms of a few rupees for a particular distance.

अभी बहुत से सदस्यों ने जो बात कही है, मैं उसको दोहराना नहीं चाहता। कोई बात मैं वह नहीं कह रहा हूँ जो

किसी सदस्य ने कही है। 15, 16, 17 प्रतिशत किराया जो सवारियों का बढ़ाया गया है आप उसको वापस लीजिये। जो गाय ज्यादा दूध देती है क्या आप उसीको भूखा मारेंगे? उसको तो ज्यादा और हरा चारा मिलना चाहिये ताकि वह और ज्यादा दूध दे। आप उनको सुविधा दीजिये ताकि वे ज्यादा सफर करें और आपकी आमदनी ज्यादा हो। जो मशली पास लेकर लेली कम्प्यूटर चलते हैं, जो रोज आते जाते हैं उनको सुविधा दीजिये। ईमानदार इनकम टैक्स पेयर कौन है, गवर्नमेंट सर्वेंट्स हैं, डाइरेक्ट टैक्स जो पे करता है। अगर मैं सच कहूँ तो शायद हमारे साथियों को बुरा लगेगा। मैंने बकालत का पेशा किया है I was the highest income-tax paying lawyer in my district in 1967. मैं टीचिंग प्रोफेशन में भी रहा हूँ और मैं गवर्नमेंट सर्वेंट भी रहा हूँ।

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR):
How much time will you take?

SHRI SANGH PRIYA GAUTAM:
Sir, only 10 minutes.

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR):
Your time is already over. You conclude in five minutes.

SHRI SANGH PRIYA GAUTAM:
I will complete in five minutes. Generally I don't take much time. तो मैं आपसे अर्ज करना चाहता हूँ। कि जब आप टैक्स लगाते हैं तो जो गवर्नमेंट सर्वेंट है उन पर आप टैक्स लगाते हैं। जबकि उन पर टैक्स नहीं बढ़ाना चाहिए, जो ईमानदारी से टैक्स देते हैं। ठीक उसी तरह ईमानदारी से जो आपको आमदनी करके देते हैं उनका किराया आपको नहीं बढ़ाना चाहिये। जो सेकेंड क्लास का किराया आपने बढ़ाया है, इसको वापिस ले लीजिए। अगर आप देश का कल्याण करना चाहते हैं वास्तव में लोगों की हमदर्दी लेना चाहते हैं, अपनी लोकप्रियता को बढ़ाना चाहते हैं तो सेकेंड क्लास का जो किराया आपने बढ़ाया है, इसको वापिस

[श्री संघप्रिय गौतम]

लीजिए। आप दो इलेक्शन जीत कर के आए हैं। इसलिए कुछ तो उनके लिए करिए। आप स्वयं अपने भाषण में यह बात स्वीकार करते हैं कि पब्लिक आपको यहां पहुंचाती है। इसलिए आप अपनी भूल सुधार कीजिए कि यह गलती से हो गया है। जिन अधिकारियों ने आपको लिख कर के दे दिया। You never apply your mind. Whatever these bureaucrat and officers give in writing you only read that. जिसने यह शब्द लिखा पात पूर्व सांसदों को, आप उनको सजा दीजिए। आप इसको वापिस लीजिए और रिप्रेट फील कीजिए।

आपने कहा कि पौष्टिक आहार, यह भी एक बिडम्बना है। मैं इनके स्टेटमेंट का पेर 10.4 आपको पढ़ कर सुना रहा हूँ—

“खानपान एक निहायत व्यक्ति और व्यावसायिक सेवा है। इस सेवा की गुणवत्ता में सुधार लाने के उद्देश्य से...”

वह नहीं है, जो कल हमारे एक साथी कह रहे थे कि यह हमारा काम नहीं है।

“गुणवत्ता में सुधार लाने के लिए हमने यह फैसला लिया है कि खानपान सेवाओं का धीरे धीरे निजीकरण कर दिया जाए।”

Meaning thereby that you have failed in restoring the quality of food that you serve in Railways.

आप तो स्वीकार कर रहे हैं कि आप असफल हो गये हैं अच्छा खाना देने में। लेकिन ऐसी बात नहीं है। हम लोग यहां पार्लियामेंट हाऊस में जो खाना खाते हैं वह रेलवे देता है शायद। क्यों मंत्री जी, ऐसी रहे, यह खाना हम को रेलवे देता है? कौन कह सकता है कि यह खाना पौष्टिक नहीं है? कौन कह सकता है कि यह खाना अच्छा नहीं है; आप केवल यह कह सकते हैं कि यह सविस्डॉइण्ड रेट पर है। चाय के दाम भी आपने एक रुपये से बढ़ा कर

डेढ़ रुपया कर दिया है। डेढ़ रुपये में घटिया चाय दी जाती है लेकिन कोई उऊ भी नहीं करता है, डेढ़ रुपये में भी पीता है मखाने के दाम आप बढ़ा दिए लेकिन इससे बेईमानी साबित होती है। आपकी मिलीभगत है निजी लोगों से, उनसे आप दलाली लेना चाहते हैं। इसलिए आप उनको देना चाहते हैं वरना इसका जवाब दीजिए। इतना बढ़िया खाना आप यहां देते हैं, क्या इसकी गुणवत्ता में कोई कमी है, कोई कमी नहीं है।

श्री हेमचंद्र गुप्ता : यह सारे आपके सिम्पेथाइजर हैं (अवधान)

श्री संघ प्रिय गौतम : मान्यवर, सिम्पेथाइजर हो या नहीं हों, हम तो पब्लिक वायदा कर के आए हैं कि हमारी कच्ची बात हम संसद में वहां कहेंगे, संविधान की कसम ले कर आए हैं इसलिए हम सच्ची बात कह रहे हैं। मैं आपसे अर्ज कर रहा हूँ। इससे साफ जाहिर है कि आप इसकी गुणवत्ता को सुधारना नहीं चाहते हैं। मैं आपसे करवद्ध प्रार्थना करूंगा कि बड़ा अहित इस देश का हो जाएगा अगर आप सारे उद्योग-धंधे और सेवाएं प्राइवेट लोगों के हाथ में दे देंगे। मान्यवर, मैं इस बात को कहना चाहूंगा मुझे दो मिनट दे दीजिए, यह देश जाति प्रधान देश है, यह देश संप्रदाय प्रधान देश है। यहां धन, धरती जमीन, जायदाद कल-का रखाने, कोटा, परमिट, लाइसेंस, दुकान, मकान, प्लॉट, एक वर्ग विशेष के हाथ में रहे हैं और इस देश का 50-60 प्रतिशत शोषित, दलित, अनुसूचित समुदाय इन सबसे वंचित है। जहां तक पब्लिक सेक्टर है, उसमें थोड़ा-बहुत प्रतिनिधित्व इनको मिल जाता है जिस दिन यह सब चीजें प्राइवेट सेक्टर में चली जाएंगी—

There will be no representation of these poor people at all. They will be deprived of their constitutional rights that have been given to them under articles 15, 16 and 335 of the Indian Constitution. Do you want that? आप फिर ऐसी स्थिति लाना चाहते हैं क्या भारत में आप रिजोल्ट चाहते हैं? किसने आपको यह राय दी कि आप इस देश के

[श्री संघ प्रिय गौतम]

उद्योग-धन्य पूँजीपतियों के हाथ में दे दीजिए जिन्होंने गरीबों को उचित हिस्सा नहीं दिया है। बहुत बड़ा अहित इस देश का आप करेंगे। इसलिए डोट कमिटि दिस भिस्टेक। आज आपको अच्छा लग रहा है। देश के टुकड़े हो जाएंगे। उन आदमियों को भी भूल आ गई है। हर आदमी अपने अधिकारों को समझने लगा है और अधिकारों के प्रति उसका मन उद्वेलित रहता है। अब कोई व्यक्ति गुलाम नहीं रहना चाहता। हर व्यक्ति स्वतंत्र रहना चाहता है। स्वतंत्रता प्राप्ति के लिए उसका मन उद्वेलित है। हर आदमी इस देश की सत्ता और सम्पत्ति में भागीदारी चाहता है। भागीदारी के लिए उसका मन उद्वेलित है। आप उसे रोकना चाहते हैं।

You will be the worst enemy of our country if you do like that. इसलिए आप इस बात को मत कीजिए।

मे एक बात और आपसे कहकर खतम कर रहा हूँ।

I am thankful to you, Sir, for giving me time.

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR): Please conclude.

श्री संघ प्रिय गौतम : शिर्फ एक पैरा 15.4 और पढ़ रहा हूँ—“श्रीमन, मैं समझता हूँ कि अब समय आ गया है कि दो तरह की लाइनें बिछाने की अनुमति देने की भूल को कम से कम आंशिक रूप से सुधार लिया जाए। मेरे मंत्रालय ने आभान परिवर्तन के लिए लगभग 10,000 कि० मी० लम्बी लाइनों को चुना है। मेरा यह प्रयास होगा कि आठवीं योजना अवधि के दौरान कम से कम 6,000 कि० मी० लम्बी लाइनों का आभान परिवर्तन कर दिया जाए। प्रसंगवश यह उल्लेखनीय है कि इससे अनेक स्थानीय लोगों को रोजगार मिलेगा।”

अगर केवल आप लाइनों के परिवर्तन से रोजगार इतना देते हैं तब मान्यवर नहीं लाइनें बिछाने से तो लाखों लोगों को

रोजगार मिलेगा और हमारे देश के लिए जितना इस देश को अर्थव्यवस्था को सही करना आवश्यक है उससे ज्यादा इस देश के करोड़ों करोड़ लोगों को रोजी देना आवश्यक।

The economy and employment have to run parallel, simultaneously. You cannot ignore employment.

इसलिए मान्यवर, मैं हाथ जोड़कर प्रार्थना करता हूँ एक बूढ़े नेशनलिस्ट होने के नाते कि केवल पार्टें पोलिटिक्स के बारे में मत सोचिए, आप केवल इन ब्यूरोक्रेट्स के इशारे पर काम न करिए। ये उन्हीं को बेवकूफ बना सकते हैं जो इनसे कम अक्लमंद होते हैं, अक्लमंद को ये बेवकूफ बना सकते हैं। इसलिए मैं आपसे अर्ज कहूंगा कि आपको जो 2-4 मीने सुझाव दिए हैं आप उनको लागू कीजिए और इन दोनों चीजों को आप वापस ले लीजिए। आपने जो यह कहा कि साढ़े सात परसेंट हमने बढ़ाया है, अगर सही भावों में पृष्ठिए तो लोहा, कोयला, सीमेंट और खनिज में वे आवश्यक वस्तुएं हैं जिनसे ही बिजली पैदा होती है, कल कारखाने चलते हैं जब इन्हीं पर भाड़ा बढ़ाएंगे तो ये चीजें महंगी बनेंगी, जब महंगी बनेंगी तो महंगी बिकेंगी और महंगी बिकेंगी तो बोझ गरीब पर पड़ेगा। इसलिए आपकी यह थिंकिंग भी सही नहीं है। आप भाड़ा मत बढ़ाइए।

With these words, I thank you very much and I conclude.

SHRI W. KULABIDHU SINGH (Manipur): I want to say something.

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR): What do you want to say?

SHRI W. KULABIDHU SINGH: It is about the problems of Manipur.

[श्री सच प्रिय गोंतम]

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR):
You speak only for five minutes.

SHRI W. KULABIDHU SINGH:
Mr. Vice-Chairman, Sir, I thank you very much for giving me a few minutes to say something on this Railway Budget regarding Manipur. Most of the hon. Members do not know the position of Manipur. Manipur is a small tiny State having a population of only about 19 lakhs. Even after 45 years of our Independence, Manipur is outside the Railway map of India. Only in March 1990, there was a railway connection at Jiribam. Jiribam is a small constituency out of 60 constituencies. There are 60 Assembly constituencies in Manipur. In March 1990 only, a railway line was formed at Jiribam. Since the Sixth Five Year Plan, there has been a proposal to connect Manipur by railway links with other States. But now, on the ground of lack of funds, the work has been abandoned and until now it has not been taken up. We have a proposal showing that it can be connected through Jiribam-Imphal road. Another is Lomding-Imphal road. These two are the possible routes. Of course, Manipur is surrounded by hills and hillocks and some expenditure has to be incurred in cutting the hills. But the importance of development of the backward people should also be looked into by the Central Government. Since the Sixth Plan period up till now the Imphal Valley is not connected with the rest of the country with a rail link. This morning one of our dear friends was speaking about some youths burning some effigies and demanding closure of the schools and asking the teachers not to teach Hindi on the ground that Manipuri should also be included in the Eighth Schedule of the Constitution. In the Winter Session I had made a Special Mention in this august House for inclusion of Mani-

puri in the Eighth Schedule of the Constitution and I was telling you that our youth were getting restive and that violence may be restored to by the extremist youth organisations. One of my complaints is that our Government only listens to those agitations which are accompanied by the path of violence. Our Central Government does not give importance to non-violent, peaceful, demonstrations and agitations. That is the reason why our youth in Manipur since the '80s have resorted to the path of violence in the form of extremist organisations. And we, the all-India parties, the national parties are afraid that the position of our all India parties is at a low ebb and the regional parties and the extremist organisations are getting the upper hand because of the neglect by the Centre in taking care of the welfare of the backward people like those of Manipur and other north-eastern State. I humbly submit, through you, to the Railway Minister that this proposal for linking the Imphal Valley with the rest of India by a railway line should be given importance. This proposal may, of course, involve some expenditure in cutting the hills and hillocks, a few crores of rupees, but it is necessary to spend that money considering the importance of region which has a border with Burma, with Bangladesh, and considering the strategic position of this border State, this State, Manipur, should not be neglected, should not be isolated, and it should be linked with the mainstream of the Indian nationalism and I have been saying in this august House.....

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR):
You can send your suggestions in writing to the Minister and he will consider them. That will be better. Manipur is not being neglected. There must be some problem....

SHRI W. KULABIDHU SINGH:
There has already been a proposal...

SHRI MALLIKARJUN: It is our laid down policy to stand by the development of the north-eastern region. For that very reason the railways have also been playing their role. We have carved out certain things, in spite of the resource crunch though, of course, it is a secondary thing. Primarily we have to see to the development of the backward regions where the North-Eastern Council also plays a role.

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR): That is the only point. He will take care of it.

SHRI W. KULABIDHU SINGH: I will be very grateful for that. Thank you very much.

SHRI JOHN F. FERNANDES (Goa): Mr. Vice-Chairman, I rise to support this Budget not because it is customary for the Members of the Treasury Benches to support it and for the Opposition to oppose it but because this has been a common man's Budget. The Budget will help not only the passengers but for the first time the Railway Budget is going to create employment for the downtrodden people. It is mentioned in one of the proposals of the Railway Minister—15.4—that about 6,000 kms. of metre gauge railway track is proposed to be converted into broad gauge. It is said that this Budget is a watershed in that it has given a new turn to our economic system and development process. It has been rightly said that this Budget is for the needy and not for the greedy. Sir, this Budget is anti-inflationary and this will certainly arrest and control the prices. The Minister has wisely exempted essential commodities from the increase in the freight charges. In the General Budget, there is no increase in the prices

of petroleum products. This will certainly help the Railways in not increasing their fuel bills.

Coming to the main proposals of the Budget, the Minister has mentioned here that they will start new lines. I feel that it would be appropriate for the Government to see that these railway lines are equitably distributed throughout the country in the backward areas and not concentrated in certain sectors only where the railway system is already improved and well developed. I would like to request the Railway Minister to see that, if not in this year, at least in the next year, the thrust is laid on other areas which—just as my colleague was just now mentioning about the North-Eastern Region—are neglected. Take, for example, my own State of Goa. In a way, it is also a neglected one except for the controversial Konkan Railways.

Sir, the Minister has mentioned about computerisation. I think this is the computer age and we are just stepping into the 21st Century. It will be appropriate if every State is connected with a computer system. Certain States do not have the computer system. Now, we have the Goa Express. But people cannot reserve their return journey accommodation. They have to come to Delhi, wait in the queue for long, waste their time and money and resources. So, I would request the honourable Minister to see that every State is connected at least with one computer terminal. Moreover, to places like Goa which is an international tourist destination, foreign tourists come and they have got the Indrail tickets. So, it would be better if these people are given this facility by the installation of computers. I hope the honourable Minister will take note of this suggestion.

Sir, I have to compliment the Minister again for his proposal to privatize catering. I have to compliment him because in certain trains, especially in the Rajdhani Express,

catering is of a standard which is far better than what it is even in the airlines. So, by going in for further privatization, I feel the commuters will get more benefits and facilities.

I would also request him to see that an element of hygiene is maintained in the railways, especially in the case of potable water. It will be in the interest of safety to health if potable water is carried from the main station itself rather than from smaller stations. This is only from the point of view of hygiene.

Sir, the Minister has also said that safety is not up to the mark, not up to the international standards and so we have these rail accidents. There is now the new element of terrorism. I would request the honourable Minister to see that travel insurance counters are started and operated at major railway stations so that the passengers can avail of the travel insurance facility as it is available at the airports.

The honourable Minister has also brought in the new concept of "Own Your Wagon". There is a lot of mining in Goa and the mining industry is in the private sector. The mineral ore is brought by road from the mining area and is dumped at the station. These yards are basically in the urban areas and this create a lot of air pollution. For want of wagons, this mineral ore is not transported at all for months and years from these dumping yards to the port areas. This adds to the pollution problem.

The major thrust of the current Budget is on conversion of Metre Gauge into Broad Gauge. This is a welcome step. Unfortunately, out of 23,419 kms. the Minister has taken up only 6,000 kms. for conversion in the Eighth Plan. They have not yet mentioned which area will be taken for this conversion. I have raised more than once that the port area should be given priority, because without the container system no port area can survive in future. In Goa, Marmagao

port is connected with the hinterland, the mainland, by metre gauge, and I hope the Minister will take this point and see that the industrial area where there is a lot of economic activity is given priority. I would like the hon. Minister to take it up on priority basis.

Sir, coming to the next proposal the other day we were talking about model railway stations. Sir, India is a big country where we have a lot of natural resources. We have a rich heritage. We have a lot of monuments. So I think it will be appropriate for the Minister and consult and coordinate with the Tourism Ministry to improve and modernise outdated and obsolete stations. For example, Goa, which was built by the Portuguese, a colonial railway station is there. Nothing has been done to improve and modernise this station. I would request the hon. Minister to give priority to the tourist sector (*Interruptions*).

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR): What is this sound?

SHRI JOHN F. FERNANDES: I don't think it is an engine, Sir! (*Interruptions*)

I would request the hon. Minister to see that priority is given to develop model railway stations on international tourist destinations. Like Goa there are many more. We have temples, forts and other places of tourist importance. Coming back to the Konkan railway, I had spoken off and on on Konkan railway (*Interruptions*)

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR): What is this? Mr. Fernandes, there is some sound which distracts attention of the Members (*Interruptions*).

SHRI JOHN F. FERNANDES: Sir, I have spoken more than once on Konkan railway. The Minister said that it is a dear project. It is more dear to us. The railway also crosses the Min-

ister's State. It crosses four States: Maharashtra, Karnataka, Goa and Kerala. We have seen that there is a controversy generated only in Goa. But there is a reason for that. Hon. Minister will be glad to know that only in Goa the original alignment has been changed, and from the mainland, from the hinterland, for which the Konkan railway which was supposed to develop the backward area in the hinterland, the railway has been diverted from the mainland and it is brought in coastline. (Interruption) I think the motive of the friends from the Konkan Railway must have been two river bridges. We have two major rivers in Goa, Zuari and Mandovi. And it is taking about 5 or 6... (Interruption) for one bridge to complete which had collapsed last time. I wonder how it will be possible, because it is reported in the Press that bridges on these rivers will not be possible. But in spite of that here is resistance from the Konkan railway to divert it to the hinterland, to the mainland. So when this controversy had cropped up, the Railway Ministry had appointed a one-man committee. This gentlemen happened to be an ex-Chairman of the Railway Board, Mr. Menzies. I have already said that this railway line has been diverted from the hinterland to the coastal area by the mining lobby in Goa. We have mineral ore in Goa. This land is owned by the Government. It is leased out to private miners and these people are just extracting mineral ore. I am happy the other day the Prime Minister, while replying to the Motion of Thanks on the President's Address mentioned that we should see and conserve our own material, and I think it will be appropriate to stop this mining industry in Goa, because they extract mineral ore and sell it at cheap rate, at a throw-away price, at 15 dollars per tonne to Japan. So, I feel that if we implement what the Prime Minister has said, this controversy will not arise.

Sir, as I was talking about this one-man Committee of Mr. Menzies, this

Mr. Menzies was appointed by the Ministry to see the proposal of realignment. And this Mr. Menzies—there are reports in the press also—happened to be a Director of the Goa Corbans, a concern owned by the mine-owners, one of the top mine-owners in Goa. And when Mr. Menzies gave this report there are three suggestions of this report, Sir, Mr. Menzies himself says that this not the proper thing, this should not be there, it should not be the other way, and it should be this way. So, that is the Menzies proposal in this report of realignment in Goa. But again he goes against his own proposal. He says, "one of the engineers from the Mining industry approached me and said, please don't do it because there is a belt of iron ore lying below that track." This was the main objection of Mr. Menzies. The second objection was that he also encountered a Forest officer who said, 'don't bring the railway this way because the animals will not be able to cross the railway track.' So, just to protect the mineral ore which are our natural resources and not to disturb the sanctity of the animals, if the people in our State are divided by building in the so called Berlin Wall which was demolished in Europe, I don't think it will be a welcome step.

Sir, the second point that I would like to say is about these two bridges. Sir, if the railways were taken straight from the north to south, there would have been no bridges; this railway would not have come on the two major rivers of Mandovi and Zuari. Again, I am told, Sir, that these two bridges are being allotted to the IFCON Construction where Mr. Menzies is one of the advisers. So, I think, it would not have been proper or ethical for Mr. Menzies to take up this job of submitting any report to the Government. I want the Government to reconsider this report, and the proposal suggested by Mr. Menzies, his own proposal, should be taken into consideration.

[Shri John F. Fernandes]

Sir, I am again very grateful and thankful to the hon. Minister that despite an allocation of Rs. 30 crores, the Minister was kind enough to allot Rs. 50 crores additionally to this project. And to complete this project, I feel, we should avoid any controversy. People are agitated, this railway is meant for the people. Without people's co-operation, no public project can be a success. For about 5 or 6 months, people are on hunger strike. Now they have resorted to 'rail rokho'. And it is important that we have a narrow gauge train running from east to west which I have requested for conversion into broad gauge. If the movement of the railway stops, our port work will hamper. So, I earnestly request the Railway Minister to see that the people's problems are alleviated, and the railway is diverted back to its original track, the original alignment drawn by the Railway authorities twice because it will not only develop the mining industry but it will also develop the industrial area because the original alignment passes through the mining industry. The mining industry is lying to the east on the western ghats, and the industrial belt is lying to the west of this railway. I think, both the industrial sectors will be created to. And, Sir, any primary student will tell you that a straight line is the shortest distance. If the railway is taken from the north to the south by a straight line, I think, it will be very conducive for the Railway Ministry to save their money, and it will avoid a lot of controversy that has been generated.

With these few words, Sir, I support this Railway Budget. And I earnestly hope that the suggestion given by me specially on the Konkan Railway will be reconsidered by the hon. Minister. Thank you, Sir.

SHRI B. K. HARIPRASAD (Karnataka): Mr. Vice Chairman, Sir, I

rise to support the Railway Budget presented by our Railway Minister.

Sir, the Indian railway system is the biggest in Asia and the second biggest in the world, and the largest Departmental undertaking of the Government. Sir, no doubt, the Railways contribute a great deal for the economic growth of the country. Our country has so many diversities of caste, colour, creed and religion. The Railways in a way have played a vital role in keeping the people from different parts of the country together. Though the Railway Ministry was headed by several leaders of Karnataka in the past, the statistics will amply reveal inadequate and disproportionate allocation of funds for development of railways in Karnataka.

To begin with, the State does not have a Railway Zone. I strongly demand setting up of the South-West Zone at Bangalore at the earliest. Even today several meter-gauge lines warrant upgradation to broad-gauge. In this regard I would like to say that although the hon. Minister for Railways, Shri Jaffer Sharief and also Shri Mallikarjun, have taken some major decisions for conversion of some of the major routes into broad gauge, specially in the backward areas of Karnataka, still a lot more needs to be done. My friends here may feel that Karnataka has got a higher share in this regard but I don't think it is so. Mr. Jaffer Sharief was Minister of State earlier. He brought in a lot of reforms in the railways, specially in Karnataka but I don't think whatever he has done now as a Cabinet Minister is sufficient. I request the hon. Minister to consider opening of a zonal office in Bangalore.

In his budget speech, the Railway Minister has proposed to introduce Rajdhani Express. As a tradition, my friend and senior colleague, Mr. Narayanasamy, has demanded a simi-

lar Rajdhani Express, because always as a tradition he demands whatever is there in Karnataka. Whether it is Cauvery, or whether it is provision of train service, or anything else, he wants a share. Sir, for your kind information, Karnataka is a State which has been totally neglected right from 1956. Sir, from Delhi to Bangalore, it takes 42 hours. Normally the train is late by 3 or 4 hours and thus it takes 45 hours to reach Bangalore from Delhi, whereas Tamil Nadu Express takes 32 hours from Delhi to Madras....

SHRIMATI JAYANTHI NATA-
RAJAN (Tamil Nadu): No, 40 hours.

SHRI B. K. HARIPRASAD: They have got Grant Trunk Express, Tamil Nadu Express and I do not know why Mr. Narayanasamy is feeling jealous about Rajdhani Express which reaches Bangalore via Secunderabad. I don't mind, as said by our senior colleague, Mr Hanumanthappa, if the train goes from Bangalore to Madras.

SHRI SANGH PRIYA GAUATM:
With your permission, Sir, I would say since the Railway Minister is here, I would say one thing:

राष्ट्रीय राजधानी क्षेत्र में बुलन्दशहर जनपद तथा इसके अंतर्गत नरौरा भी आता है और नरौरा में आटोमिक पावर स्टेशन भी है। परन्तु दिल्ली से बुलन्दशहर व नरौरा सीधे अभी तक रेलवे लाईन से जुड़ा हुआ नहीं है। इसलिए मेरा मन्त्रीय मंत्री जी से अनुरोध है कि दिल्ली से नरौरा तक वाया बुलन्दशहर एक सीधी रेलगाड़ी चलायी जाय तथा यह गाड़ी दिल्ली से सिकन्दराबाद, बुलन्दशहर, जहांगीराबाद, अनूपशहर होते हुए नरौरा तक जाय। इससे इस क्षेत्र के लोगों को काफी सुविधा होगी। बुलन्दशहर जनपद एक प्रसिद्ध गेहूं उत्पादक केन्द्र भी है। अतः मेरा मन्त्रीय मंत्री जी से कहना है कि इस ओर विशेष रूप से ध्यान दिया जाय।

SHRI B. K. HARIPRASAD: Rajdhani Express is a commendable service which would drastically reduce travel time between North and South. But unfortunately the Railway Minister has introduced only weekly Rajdhani service to Bangalore or Secunderabad. It will not be helpful for the people in that region. I, therefore, sincerely request the hon. Minister of Railways to introduce a daily Rajdhani Express from Delhi Bangalore.

SHRIMATI JAYANTHI NATA-
RAJAN: He has gone.

SHRI B. K. HARIPRASAD. If it is done, the hardship faced by the people of this region would be solved, to some extent.

I am glad that the Railways have assigned a very high priority to electrification to reduce our dependence on scarce petroleum-based energy. In this context, while thanking the hon. Minister for speeding up the conversion of Mysore-Bangalore metre gauge line into broad gauge line, I would request him to take up, simultaneously, the electrification of the Mysore Bangalore line. A number of people travel from Mysore to Bangalore daily for their work and get back to Mysore. It is a very tedious journey by road or by the metre gauge train. Therefore, it will be more helpful to the people of Mysore and Bangalore if it is electrified, at the earliest.

I congratulate the hon. Minister on the historic decision taken by him. This is in regard to the proposal to convert 6,000 kms. into broad gauge in the Eighth Plan period. Earlier, I was told—I am subject to correction—they used to convert just 100 kms. in a year in respect of the whole country. This means, in a whole Plan period, it will be just 500 kms. Therefore, it is a very historic decision which has been taken, that 6,000 kms. will be converted into broad gauge during the Eighth Plan

period. For this, I would like to thank our leader, hon. Prime Minister, Shri Narasimha Rao, and also both the Railway Ministers.

Sir, it is very unfortunate that in the Plan outlay, nothing has been allocated to the metropolitan transport project in Bangalore city. As you are aware, Bangalore is one of the faster-growing cities in the whole of South-East Asia. In 1972, the population was 16 lakhs. Now, because of various reasons, because of the problem of security, etc., a lot of people from the North—people from Tamil Nadu also—have migrated to Bangalore, raising the population from 16 lakhs to 50 lakhs, within a span of ten years. You can imagine the hardship faced by the people who are living in and around Bangalore city. The internal transport is horrible. Unless the Railways come to the rescue of the people of this beautiful city, life will become difficult for the people. Therefore, I would request the hon.

Minister to consider the establishment of a ring railway or a circular railway, at the earliest. I also request the hon Minister to include a proposal to introduce a metro railway in Bangalore city. With these observations, I thank the hon. Minister for giving us....

SHRI M. VINCENT (Tamil Nadu):
A karnataka Budget.

SHRI B. K. HARIPRASAD: Not Karnataka Budget. Almost a South Indian Budget. Thank you.

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR): The discussion remains inconclusive. It will continue on the 16th. The House is now adjourned. We will meet again at 11 a.m. on Monday, the 16th March.

The House then adjourned at fifty-nine minutes past five of the clock, till eleven of the clock on Monday, the 16th March, 1992.