

contract with the applicant who possesses the requisite qualifications and is able and willing to fulfil the other requirements of the Convention, including those relating to the transfer of technology to the Enterprise.

So all these things have been taken care of, including the transfer of technology. The only question is that the Convention has got stuck there. Once it is passed, other steps would follow.

MR. DEPUTY CHAIRMAN: Next question. Mr. Morarka.

Suburban Train Service in Bombay

*84. SHRI R. R. MORARKA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that the carrying capacity of the suburban train services in Bombay had reached its saturation point quite some years back and the conditions of travel of the commuters has become very difficult with no increase in the frequency of trains; and

(b) if so, what steps have been taken or are proposed to be taken by Government to increase the number of trains to cope up with the rush of commuters to the place of work and back?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) It has not been possible to meet fully the peak demand of commuter traffic in Bombay as well as other suburban sections notwithstanding the fact that we run by far the largest number of suburban services in any city in the country and the number of commuters carried daily is one of the highest in the world.

(b) Proposals for introducing additional suburban services have been formulated but their implementation

will depend on availability of resources and production of D.C. electric multiple units.

SHRI R. R. MORARKA: May I know when the capacity of the service was last extended, and how it compared with the pressure of these commuters?

SHRI MALLIKARJUN: In Bombay, the suburban traffic is served by two railways, Central and Western. In 1955 about 755 suburban trains were running. Today, as it is, 1600 trains are in operation. In order to optimize, we have also started a scheme on the Central Railway, and the first phase is going to be completed. For example, Sir, earlier the train used to run with six coaches and eight coaches. Now, we added one more coach. With nine coaches the trains are being run at the moment. Sir, the traffic of suburban commuters in Bombay area is more than 3.5 million every day, and it is being met.

SHRI R. R. MORARKA: I wanted to know when it was last augmented and how it will be related to the increase in the commuters there. That was my question.

MR. DEPUTY CHAIRMAN: You put the next supplementary also.

SHRI R. R. MORARKA: I will ask that afterwards. First let him answer this question.

SHRI MALLIKARJUN: This is what I have explained. I have explained in brief the position in 1955 and the position today. On and off...

SHRI R. R. MORARKA: That is not the question. The question is: When did you augment the suburban services last?

SHRI MALLIKARJUN: That is what I am replying to. Constantly, the augmentation has taken place. It is not merely the last year or the year

before. It is not like that. The process of constant efforts to augment the suburban services is in operation. Still we are going ahead and planning to augment the suburban services to meet this traffic.

SHRI R. R. MORARKA: Sir, I am not satisfied with the reply. If you are satisfied, I will put the next question. Sir, is it not a fact that because of this inadequate capacity and heavy rush, there has been a perceptible increase in the railway accidents and the railway crime of pickpocketing, etc? And if so, may I know what steps they are going to take to stop this?

SHRI MALLIKARJUN: Sir, the Government of India is proud of the suburban services .. (*Interruptions*) ...in the Bombay area. It is not only because of the availability of suburban services for every two minutes but also because there is no occurrence of accidents because of the suburban services, in spite of catering to such a huge population.

SHRI R. R. MORARKA: What is the answer? Is there no increase in accidents?

SHRI MALLIKARJUN: Sir, I am informing this august House that due to the suburban services there are no accidents. On and off accidents occur. We cannot take it for granted.

SHRI R. R. MORARKA: Is it because of the rush, because of the crowd?

SHRI MALLIKARJUN: That is what I am telling.

MR. DEPUTY CHAIRMAN: Shri Kulkarni.

SHRIMATI KANAK MUKHERJEE: It is not that only the accidents are increasing. Pickpocketing and even rape is taking place. Even rapes and murders and what not are taking place in the trains.

MR. DEPUTY CHAIRMAN: Mr. Kulkarni, please.

SHRIMATI KANAK MUKHERJEE: And he says that the Government is proud of these things. Proud of what? Proud of accidents, proud of raping and proud of what?

SHRI ARVIND GANESH KULKARNI: Sir, my young friend said that he is proud. I am very sorry to observe that really the Government should be ashamed of saying that they are proud of the suburban services in Bombay. The Minister is, perhaps, giving a figure that at present there are 1500 trains running everyday and the number has been increased from 755, and so roughly by about twice the number. But, will the Minister please note as to what was the population in 1955, what was the number of passengers travelling by these trains and what is the population today? And the Government has stated about the availability of funds. These are all bureaucratic replies. So, taking a view of all these things, are you really approaching the problem, are you really grabbing the problem by the horns and going to solve it? You say that the accidents are not increasing. There are crimes committed in the trains, and there are assaults on women. Women are being killed in these passenger trains. Very recently there were four incidents. Recently, Prof. Shantabhai Mudaliar or somebody was killed in a train. And umpteen number of killings have taken place. Never in the history of Maharashtra State the railway passengers have been robbed by the Criminals. This is only a post-1980 phenomenon. What is the reason? I do not want to politicalise the matter. Mr. Minister, you have to be shameful over the performance of the suburban railways, particularly the Central Railway. All the signals are failing. There are many defects as a result of which accidents are taking place because signals are not functioning properly. Then, there is water log-

ging. During every rainy season because of water-logging there is jamming up of trains. Are you aware of these things? When all this is happening, some Minister makes a gimmick and travels in a suburban train and photos are taken and publicity is given to it. These are the gimmicks and shameful things that you are doing. These are not the things on which you should take pride but you should show some humility and try to improve the suburban services and also see that the frequency of these trains is increased. Massive investment has to be made for achieving these things in the coming two Plans. Then you should also see whether there is any possibility of having a tube railway or augmenting the railway lines so that the traffic can be cleared speedily during the short peak period of 8 A.M. to 10 A.M.

(Interruptions)

MR. DEPUTY CHAIRMAN: Order please. Let the Minister reply. Please take your seats.

SHRI MALLIKARJUN: Sir, it is not a post-1980 phenomenon but it is a pre-1980 phenomenon. I hope my hon friend will try to understand it.

SHRI PILOO MODY: What is the statistics that you can quote to justify your statement?

SHRI MALLIKARJUN: I will justify it. So far as the question of the pride of the nation is concerned...

SHRI PILOO MODY: You first quote the statistics. Anybody can make these bravado statements.

SHRI J. K. JAIN: It is not your supplementary, Mr. Mody.

SHRI MALLIKARJUN: So far as the pride of the nation's achievements is concerned, if my hon. friend does not want to accept it, it is left to him. But I still maintain my stand that we are definitely proud enough.

(Interruptions).

SHRI ARVIND GANESH KULKARNI: May I know what are you proud of? Are you proud of assaults on women, on ladies, in trains? Are you proud of assaults on passengers in trains when property is looted and money is snatched away and grabbed and the Railway Protection Force takes part in that? What is the General Manager of the Central Railway doing? Why don't you sack him?

SHRI MALLIKARJUN: I agree with the hon. Member that there are certain shortcomings and there are some criminal activities like thefts, etc. But we are making constant efforts to reduce the incidence of such things. Whenever anything comes to our notice which is being done in connivance with the RPF, we are taking strong action.

(Interruptions).

MR. DEPUTY CHAIRMAN: Yes, Shrimati Monika Das.

SHRI ARVIND GANESH KULKARNI: You should be ashamed of all these things.

THE MINISTER OF RAILWAYS (SHRI KEDAR PANDE): Sir, it is a fact that some crimes are committed on the suburban trains. We have admitted it and it is a fact. Some accidents have been taking place no doubt, but...

SHRI ARVIND GANESH KULKARNI: But what are you proud of?

(Interruptions)

SHRI KEDAR PANDE: Please have patience. You are an experienced parliamentarian, so you should not lose your patience. You should not be impatient. Please hear me. You have got the right to tell what you feel. But I have also the right to speak. On the suburban trains 4.5 million people travel every day in Bombay.

AN HON. MEMBER: So what?

SHRI KEDAR PANDE: In the whole of the country 10 million

people travel every day on the trains, i.e., throughout the country. Nearly half of them travel on the suburban trains in Bombay, Central and Western Railways. These are the two railways where the suburban trains run. We are proud of these suburban trains. (*Interruptions*). Why should I be ashamed of these suburban train? Suburban trains are very good trains. Now, there are certain circumstances because of which accidents take place. You are telling me that the Government should feel ashamed of it. I am not ashamed of it. It is the replica of the British Raj. (*Interruptions*). I do realise, the suburban trains require rehabilitation. There are certain rolling stocks which are not in order and they have to be replaced. We have to invest money. We are prepared to invest money and a scheme has been chalked out. . . .

(*Interruptions*)

SHRI ARVIND GANESH KULKARNI: As a Minister you must know what you are talking about..

(*Interruptions*)

MR. DEPUTY CHAIRMAN: Mr. Kulkarni, you have said so many things, let us hear him now.

SHRI KEDAR PANDE: Please hear me. Now, there is an optimisation scheme for the rehabilitation of the suburban trains. That is what I am saying... (*Interruptions*).

MR. DEPUTY CHAIRMAN: Order please, Mr. Yadav, please take your seat.

SHRI SITA RAM KESRI: I hope the Parliament would not meet with any derailment here.

PROF. SOURENDRA BHATTACHARJEE: There should be a discussion on this issue. Our Minister is proud of the suburban train service in the country. I know the position of suburban train service in my part about which the Railway

Minister is so proud. Let us have a half-an-hour discussion. In two minutes we will not be able to do justice.

SHRI KEDAR PANDE: Please hear me. There is one scheme called optimisation scheme phase I. This has been rather completed. And what is that phase I scheme? That is re-spacing of signals, alterations to level crossings, strengthening of power supply system, setting up of new car shed at Kalwa.... (*Interruptions*). And the approximate estimated cost is Rs. 11.84 crores. All the works under phase I are nearing completion. When this phase will be completed, all these defects which have cropped up in the suburban trains, will be removed. That is why I say these are the constructive things which are being done. The hon. Member pointed out that things are in a very bad shape. Now, how to set them right? We have worked on this scheme, we have spent nearly Rs. 11.84 crores. That is the position. So, as I was pointing out, these suburban trains are going to be rehabilitated in the near future.

SHRI V. GOPALSAMY: Sir, we hear the noise as in a railway station.

PROF. SOURENDRA BHATTACHARJEE: Sir, there should be a half-an-hour discussion on this.

SHRIMATI MONIKA DAS: Sir, I would like to know whether the hon. Minister is aware that there have been complaints from Bombay and Calcutta that 50 per cent of the lights, fans and so on in the suburban trains are either out of order, or, they are missing from the trains. (*Interruptions*) Complaints in regard to this have been made to the Railway authorities. I would like to know from the hon. Minister what action the Railway Administration is taking in regard to this. The commuters are finding it diffi-

cult to travel by the suburban trains when they do not have proper lights, fans, sufficient water and so on.

SHRI MALLIKARJUN: Sir, what the hon. Member is saying is true. Such instances are more in Calcutta, but not much in Bombay. Lights, electrical fittings, even aluminium sheets and so on are being taken away by the passengers who use these services. The replacement of these things involves additional expenditure and it also takes time. Railways are taking preventive measures to check these things. In spite of that, thefts are being committed.

MR. DEPUTY CHAIRMAN: Question Hour is over.

WRITTEN ANSWERS TO QUESTIONS

Electrification programme in Railways

*82. **SHRI S. KUMARAN:** Will the Minister of RAILWAYS pleased to state:

(a) whether Government have given any priority to the electrification programme in Railways;

(b) whether it is a fact that a proposal of the Kerala State Government for electrification of certain lines in the State is pending before the Central Government for a long time;

(c) if so, what are the details in this regard; and

(d) by when a decision is likely to be taken thereon?

THE MINISTER OF RAILWAYS (SHRI KEDAR PANDE): (a) Yes, Sir.

(b) No, Sir. No proposal is pending. In 1975 the Government of

Kerala had proposed a Survey for Electrification of Erode-Cochin Harbour Terminus. This survey was completed in 1978, and the scheme found uneconomical.

(c) and (d) The Survey has revealed that the traffic densities forecast on the routes in Kerala are relatively low. On receipt of the Survey a decision was taken not to invest money at this stage. Electrification of this route may be taken up only in the 7th Plan after the high density trunk routes on Indian Railways have been electrified.

KNOWLEDGE OF LOCAL LANGUAGE FOR PUBLIC RELATION OFFICERS POSTED IN MISSIONS

*85. **SHRI SHRIDHAR WASUDEO DHABE:**
DR. BHAI MAHAVIR:

Will the Minister of EXTERNAL AFFAIRS be pleased to refer to the answer to Unstarred Question 1188 given in the Rajya Sabha on the 27th February, 1981 and also to the report appearing in Tribune dated the 23rd May, 1981 under the caption 'Irrational posting of IFS Officers' and state:

(a) the names of India's diplomatic missions (i) where persons handling public relations do not know the language of that country together with the periods of their posting in those places and (ii) the names of missions where persons handling public relations acquired knowledge of language of that country during the last three years;

(b) whether knowledge of language of that country was not considered essential for personnel handling public relations there; and

(c) if not, what are the reasons for such postings?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) A statement is laid on the