

[श्री हरिशंकर भाभड़ा]

sisted, the employees said that the officers had instructed them not to allow this function to be held or their services will be endangered. In order to avoid a clash between the employees and the public, the organisers of the function decided to hold the function on the grassy ground itself without any stage, shamiyana or chairs. The trucks were therefore asked to return. In the function Shri Kedhar Nath Sahni, ex-Chief Executive Councilor, who presided and Dr. Bhai Mahavir, M.P., who was the Chief Guest, paid their homage to the National Hero, and addressed the gathering of a thousand persons who had come over to participate in the function.

This kind of obstruction and attitude on the part of the authorities is very shameful and painful, especially when another function was allowed to be held at the same place in the morning of 12th June in which shamiyanas were pitched, stage was installed and chairs were laid down. That function was addressed by Shri Mohan Lal Sukhadia and Shri Ram Niwas Mirdha and was reported in the press, Radio and TV. Later on we came to know that the function was held without any permission and not even an application for permission was given. Why this discrimination?"

(Time-bell rings)

THE VICE-CHAIRMAN (SHRI DINESH GOSWAMI): You have made your point.

श्री हरिशंकर भाभड़ा : श्रीमन्, मेरा एक निवेदन है। यह जो घटना है इसकी प्रतिक्रिया राजस्थान में बहुत हुई। महाराणा प्रताप जयंती के सम्बन्ध में दिल्ली प्रशासन को इस निम्न स्तर पर आकर, केवल इसलिए कि उसमें बोलने वाले विरोधी नेता हैं और इसलिए उनको परमिशन देने के बावजूद भी वहां पर घुसने नहीं देना, स्टेज बनाने नहीं देना, यह एक ऐसी

घटना है जिसकी जांच होम मिनिस्टर को तुरन्त करनी चाहिए अन्यथा इसकी प्रतिक्रिया कम से कम राजस्थान में तो होगी। और विरोधियों में तो यह होगा कि जब इस प्रकार का रवैया प्रशासन अपनाएगा और इस प्रकार की पार्टीबाजी के स्तर पर प्रशासन उतर आयेगा, तो फिर हमें भी उसके लिए कुछ करना पड़ेगा।

### THE BUDGET (RAILWAYS) 1980-81 (General Discussion)

SHRI NARASINGHA PRASAD NANDA (Orissa): Mr. Vice-Chairman, expansion and modernisation are the twin objects of the Indian Railways. Not that these twin objects have been taken in hand now. They have been there since the Indian Railways came into existence. Although we do not have a clear, distinct, national transport policy, expansion and modernisation have always been the guiding factors in working out income and expenditure of the railways. One thing that I notice is that after this massive victory at the hustings, both in the Lok Sabha elections and in the nine Assembly elections, I thought that the Railway Minister would come forward with some dynamic proposals, with something very new and extraordinary as has never been done in the past, but I found so far as working expenditure is concerned, so far as expansion programme is concerned, so far as modernisation programme is concerned, the Railway Ministry has followed more or less the same pattern as was being followed right from 1950s. It is worthwhile to take a bird's eye view of the progress of the railways during these years.

Although in terms of total route kilometrage from 53,596 kms in 1950-51 the railways have at the end of 1979-80 60,777 kms, there has not been any substantial increase in various other sectors even though the capital at charge has increased from Rs. 827 crores in the year 1950-51 to Rs. 5023 crores at the end of the first year of Sixth Five Year Plan that is

1979-80. But it is gratifying to note that there has been some expansion which is substantial in nature, at least in respect of rolling stock, particularly in the field of electric locomotives. It has gone up from 72 in 1950-51 to 944 at the end of the first year of the Sixth Plan, namely, 1979-80. There was also increase in the electrified route from 388 kms. in 1950-51 to 4,723 kms. While talking about expansion and modernisation, I would have liked to have a very clear picture from the Railway Minister while presenting the Budget as to how many electric locomotives are going to be introduced, how many steam engines are going to be replaced by electric engines—this is evidence of modernisation—and how many diesel engines are going to be replaced by electric engines—because diesel prices are going up. There is no limit to the rise and it may go sky-high, completely upsetting the budget of the Railway Ministry. Similarly, I would have liked to have the total kilometers they would bring under electrification in the course of this year so that we can know whether there is any thrust on electrification. Not that they are not doing it. It is being done in a routine way, as was being done right from 1950-51. What is special about this Budget? What is extraordinary about this Budget? Nothing. Your coming back to power with a massive mandate and with a massive majority support electorally is not reflected in this Budget. The point that I am making is that this Budget is as good as any other Budget which was being presented in the past. You may call it stereotyped, hackneyed or beaten track Budget. There is no serious or special effort in really modernising the Indian Railways or expanding them in a way which would be impressive. There is nothing impressive about it. I am not going into further details. I will leave it at that.

The other point I would like to make is that out of the total investment of

Rs. 760 crores proposed in this Budget, the proportion of investment under Plan heads is 27.5 per cent. This is fairly good. I think the Railways usually invest a total of between 20 per cent and 31 per cent under different Plan heads. Your proposal this time is to invest 27.5 per cent under investment under different Plan heads. There is also nothing unusual about this investment. It cannot be claimed by the Railway Minister that they are doing something special this year which they have not done in the past. They can at best claim that they have maintained the same pattern.

You have increased the freight and passenger fare. There is a heavy dose of taxation on that score. You want to collect Rs. 204 crores and convert 38 odd crores of deficit into 42 odd crores of surplus. You are trying to console the public and the railway passengers and others that you will provide passenger amenities and other railway users' amenities to an extent which will assuage the feelings of these passengers who will be hard hit on account of payment of increased freight rates and fares. But one who is capable of scrutinising your Budget will at once notice that for the passenger amenities and the other railway users' amenities, out of Rs. 760 crores which is the total amount that you intend spending or investing under different Plan heads, you are only allotting a sum of Rs. 3 crores which is 0.15 per cent, that is, less than 1 per cent. I mean it is about one-seventh of one per cent for passenger amenities and other railway users' amenities. And yet you seem to claim that although you have increased the passenger fare and the freight rates, you are going to give passenger amenities and other railway users' amenities. I think that this 0.15 per cent, even without increasing the passenger fare, was there in the past and you will find that it is so if you compare this Budget with the previous years Budgets. You will find that this kind of 0.15 per cent or

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20 per cent, this kind of an allotment, was always there in the previous Railway Budgets. There is nothing special about it. So, the justification that you are trying to give that though you are increasing the passenger fares and the freight rates, you are also, at the same time, giving more amenities to the passengers is just an eyewash.

Another point that I would like to make is this: Will the surplus of Rs. 42 crores be a real surplus? Is it really a surplus? Now, you will notice that, in the meantime, within this short period, they had to pay two instalments of DA. The rate at which the prices are increasing, the cost of living index is rising, I think that they may be required to pay two more instalments of DA before the year wears out. So, to say that actually the Railway Budget will leave a surplus of Rs. 42 crores is not correct; at least I am not a person to accept it. I say this because two more instalments of DA you are to pay now and I do not find any provision in the Budget for the additional DA instalments which you are likely to pay. And I can tell you, Mr. Minister of State for Railways, you will not be able to maintain the stability of prices. The price hike is there and the upward trend will be there for various reasons. I do not blame A or B or C. For various reasons the upward trend will be there and the index figure will go up. So, you will have to pay two more instalments of DA. So, not only will the so-called surplus of Rs. 42 crores be eaten away, but also you will have to pay something more. Although, on the face of it, it looks as if it is a surplus Budget, although it is clothed in such a way that it looks like a surplus Budget, it is very clear that it is going to be a deficit Budget, a big deficit Budget, at the end of the year. Then, Sir, one more point is there which I would like to make and it is this: It is about the operating ratio. Now, what is the operating

ratio? It is the ratio of the total working expenses to the total earnings. Now, this ratio, according to your estimate, on an average, is around 90 per cent. You say, according to your estimate, it is 87.8 per cent. Therefore, if out of total earning, the total working expenditure is around 90 per cent, and you have a saving of just 10 per cent, what is your additional capital investment every year and how do you achieve the twin object of expansion and modernisation of railways? So the basic point that I want to make is, while presenting this Budget the Railway Ministry had not made any serious effort to rationalise the operating ratio and to bring down the ratio of total working expenses to the total earning and thereby save a little more money for further investment, either for expansion or modernisation of the railways. That you have not done.

What are the new lines? What is the proportion of expenditure for the new Lines? What is the allotment for the new lines? It is less than 2 per cent of the total investment. In fact, more of this money is spent on the rolling stock and track renewals. These tracks have been there long, long back when the Railways started operating. Many of the tracks have become old and useless. Therefore, you want to renew those tracks. Renewal of tracks is not the same thing as modernisation, nor is it the same thing as expansion. Therefore, what I am trying to establish is that there is no real, long-term perspective, about how the railways are going to expand themselves, modernise themselves, and what possible steps they are likely to take. I do not want to go into the details of the kind of injustice they have done to my State, since we are discussing it at the national level. I will, therefore, be bringing some points to serve the national purpose and national objectives. If the Railways have shown any kind of attitude to my State I

would only describe it as a step-motherly attitude. If Tamil Nadu were not there and if West Bengal were not there, my State would not have intervened between Tamil Nadu and West Bengal, there would be no railway line in my State. If Madhya Pradesh were not there and if Andhra Pradesh were not there my State would not have been connected with the railway line. You are always talking of Jakpura and Banspani. But it is not your contribution, new contribution, made, Mr. Railway Minister. This has been there long since. It is not your contribution. You have tried to complete the work. You have given us nothing new. Now you have got so many seats in the Assembly. Twenty Members of Parliament of your Party have been returned to the Lok Sabha. In spite of so much support you have not given any new line to my State. This is the kind of step-motherly attitude you showed. The Prime Minister shed crocodile tears by saying in Orissa that 73 per cent of the people of the State are below the poverty line. Her purpose has been served. She will again start shedding crocodile tears in the next election. Meanwhile, she would not do anything. Anyway, I am not going into my State. I am talking only of the national perspective. I should have liked from the Budget a clear national perspective, showing how you are going about your work, your job. If I would have known that you are really serious about removing regional imbalances, then bringing out a national transport policy and then fitting it with this idea of expansion and modernisation, and you had formulated your Budget that way, I would have understood it.

The broad point I want to make is that if you are really serious about taking the country forward, you have to do some serious exercise. Now, they want to spend Rs. 2700 crores out of which, as I said in the beginning, Rs. 760 crores will be invested under different plan heads. Now, what is the value of Rs. 760 crores. According to the Reserve

Bank estimates, every rupee now is worth only 19 paise in real terms. It means that one rupee does not really fetch commodities worth one rupee, thought, *prima facie*, it is one rupee, it fetches commodities worth 19 paise only. The value is actually one-fifth. Therefore, though technically and *prima facie* you will invest Rs. 760 crores, in real terms it is only one-fifth. The basic thing is this? What is that dynamic thrust? The other day, somebody of the ruling party talking over the T. V. said that they are a dynamic people. When you put the reverse gear in the car, it requires some kind of dynamism and it requires power to put the gear in the reverse. You have that kind of dynamism and not the dynamism of carrying the country forward. You are having the dynamism of putting the gear in the reverse. That also requires some kind of dynamism. You have that kind of dynamism. Therefore, I am not very much interested in that. There is nothing seriously wrong about this Budget except the heavy dose of taxation. But I am not very much impressed because this kind of Budget was being presented in the past and the same kind of Budget is being presented today. On the other hand, I have something very serious to say before I conclude. Sir, here is a Government which is not prepared to face the realities and facts. They could not have presented a Budget with a deficit of less than 3000 crores of rupees. But what have they done? On the eve of presenting the General Budget, they have increased the price of petrol and petroleum products. (Interruptions). Please listen to me. Then you will understand my point. This increase in petroleum products will fetch 2100 crores. Out of Rs. 3000 crores, you have already earned Rs. 2100 crores by executive decision before the General Budget is presented before the House. Sir, they want to earn Rs. 204 crores from the Railways by increasing the fare and freight. That makes about Rs. 2500 crores. So when Mr. Venkatraman presents the

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Budget, he will say that we have a very small deficit. He will say that kind of thing. This is a kind of gimmick which is called fudging, in accountancy. It means squaring up income against expenditure. That kind of thing is not going to solve any of the economic problems in this country.

Finally, Sir, after making my general observations, I would make one submission to the Railway Minister. I wish Kamlapatiiji had been here. I saw him in the first hour. But it is my misfortune that he left afterwards. He might have got some work elsewhere or in the other House and he deputised his Minister of State. We were busy with the Calling Attention Motion and other things.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFAR SHARIEF): I am very much receptive to you.

SHRI NARASINGHA PRASAD NANDA: Well, Mr Minister, we know each other so well, I quite know what you are and to what extent you will be receptive. I know that.

Sir, I would submit that there should be a reconsideration in the case of two things. Sir, there is an increase of 10 per cent in the second-class passenger fare. This should be reconsidered. In the case of first-class or AC two-tier or AC first-class, I am not making any plea. You might increase that. But so far as the second-class passengers are concerned, the question of passenger fare has to be reconsidered.

Sir, the other point that should be reconsidered is about the perishable commodities which are transported by the goods trains. You must also exempt those perishable commodities which are transported by the goods trains from this freight increase. These perishable commodities are vegetables, fruits, etc. Milk is also transported. So, you must take into consideration all these things and should not impose this high rate of freight.

Sir, the Railways itself is a Government. And to speak on the Railways and cover all the aspects of the Railways is really difficult. Sir, I made only a few points. What is disturbing me is this. What will ultimately prompt a particular Government to action? You wanted votes. Votes have been given. You wanted absolute power. You have been given the absolute power. Even then you are not able to function. What will make a Government function? The Railway Budget which has been presented before us does not show that you are really functional. You are still non-functioning. I would have very much welcomed this if I had seen some features in the Budget which showed you as a functional type. Your image is an stereo-typed as it was in the past. Thank you, Sir.

SHRIMATI SUSHILA SHANKAR ADIVAREKAR (Maharashtra): Mr. Vice-Chairman, Sir, before I make any observations on the Railway Budget and its functioning, I would like to congratulate our Railway Minister, Shri Kamlapati Tripathiji, that in a short span of five months, he has really made a success in putting the Indian Railway system on the rails once again which was really derailed during the Janata regime. This confidence of his is now percolating at all levels of the Indian Railways.

Sir, Shri Nandaji has said that it is just an ordinary, stereo-typed Budget and that there is nothing extraordinary about it. I would only like to say to Nandaji that this Budget reflects the aspirations of the Indian Railways to come out of the dark tunnel where the Janata regime had landed the Indian Railways and where they do not want to stay any longer.

Sir, most of us will recall the spate of accidents that was the feature during the Janata Government's first year in office. And we also know that today's industrial stagnation was engineered by go-slow and violence by George unions in the marshalling yards and also in the workshops. Sir, there is definitely a welcome change

in the air during the last five months and much of this owes to the better industrial relations practices and cordial management practices followed by our Railway Minister Pandit Kamla-pati ji and his able colleague, Shri Jaffar Sharief.

Sir, I am happy about the constitution of a new Railway Convention Committee of Parliament, an indication of which was given by the Minister in his speech. On this aspect I would like to make a small suggestion to the hon. Railway Minister and it is for the Government to consider that suggestion. At present the position is that railway matters are examined by a number of committees, namely, by the Estimates Committee, by the Public Accounts Committee and by the Railway Convention Committee. Instead of having these multi-committees, could we not create a single integrated joint Parliamentary standing committee for railway affairs only? I would like to pose this question and I would like to have an answer from the Railway Minister to this question because I think that this will help a great deal in avoiding the duplication of work. There is so much of duplication in these committees that sometimes the Members of Parliament do not get enough opportunities to speak on these matters and apply their mind to them. If there is one integrated committee, I am sure it will help the M.P.s who are interested in the Railway administration and in the development of the Indian railways and they would be taking more interest in it and they can go into greater details of it and they can help to solve a number of transportation problems and also to improve the functioning of the railways. The Indian railways being the largest establishment of its kind has spread like a huge octopus throughout the country with an investment of nearly Rs. 45 thousand million. Although the achievements of the Indian railways after the Independence have been phenomenal, there are still many things to be done

and we have to meet many requirements of the common people and of the country. The railways have especially to serve the economy of the country. Not only is the passenger and goods traffic facing a number of problems and that has to be attended to but the R & D of the railways has also to be improved and it has to go in for modernisation for its better performance and it has to do a number of things which remained unfulfilled all these years.

The Janata Ministers were avoiding the implementation of the Estimates Committee's proposals for setting up a claims tribunal. I am happy that the present Government has accepted this recommendation of the Estimates Committee without any hesitation.

Sir, many of us were having a sort of lurking suspicion in our mind that the Railway Board is not getting the proper financial advice and that they were finding it difficult to feed the Ministers with the up-to-date data and analysis.

Sir, in this Budget we find that the introduction of the performance budgeting, as promised by the Railway Minister, will definitely go to help to improve the situation and the management of the railways and it will also help in creating a realistic appreciation of the current realities.

Now, I would like to re-emphasise some of the points which I have already made during the discussion at the time of the Interim Budget last March. I know that some of the suggestions are not going to be very popular, nor are they going to find any favour with the Minister.

SHRI M. R. KRISHNA (Andhra Pradesh): He is a good Minister, he might favour.

SHRIMATI SUSHILA SHANKAR ADIVAREKAR: I hope so.

But I must state for the healthy functioning of the Railway system and its development in which we all are interested. We should actively discourage unnecessary passenger movement during normal rush or busy

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season. No transport system in the world offers such concessions. Sir, hotels in hill stations offer off-season concessions during winter. The Railways can join them in helping the economy of the hill areas by offering concessions during the off-season, rather than during the season. But why subsidise comparative affluent leisure class during busy summer season? In the name of in-  
Rail pass, we are actually losing foreign exchange for the national economy. All types of concessions to passengers should be stopped for a few years and we should put a moratorium for a few years. Railway employees should be given cash bonus for either surrendering or not using their privilege passes. Other Ministries and public undertakings should also follow suit, rather than encourage the L.T.Cs.

I am sure the hon. Minister must be aware of the report of the distinguished economist Prof Galbraith on the Indian Railways which he prepared for the Planning Commission sometime in the fifties, and it was also for the Statistical Institute. I think this was presented during the mid-fifties. Most of the points that he had made out, are still relevant and valid and we can still take those points into consideration for implementing the report for the betterment of the performance of the Indian Railways. We should give topmost priority to the movement of essential goods. As individuals, we can defer our pilgrimages; we can also defer our holidays but the goods movement should get the topmost priority. As we know, industries cannot wait for the power which depends upon coal. This is the time that the Government should appeal to the good sense of the common citizens.

Sir, the additional passenger trains are only contributing to the worsening of the state of tracks and coaches. I think the Minister should first try to make diesel locomotives available

for speedier movement of closed circuit rakes. I would like to know how long are we going to run bullock-cart speed passenger trains and the super-fast Rajdhani on the same line? After all, the line capacity can be maximised only by uniform speed of various goods and passenger trains. Moreover, we are not getting the maximum benefits out of electrified routes. For instance, I would like to quote only one example, and that is, Virar-Sabarmati route. We are not getting the benefit that we should expect from it. Actually, Sir, there is need for a tight schedule time-table for goods trains also, because we know that like the passenger trains, goods trains are almost delayed for days together, not for hours.

Another point is, that the present system of recruitment of operational staff is not very satisfactory. We must have more people with orientation in scientific management, if necessary, even with the aid of the computers.

Another happy and noticeable feature is the increased allocation for the fourth production unit, wheels and axle plant. This is indeed a very necessary and worthwhile investment which will ultimately bring savings to a considerable extent.

At the moment, there is a huge backlog in periodic repairs of goods wagons and I hope the hon. Minister will persuade the public sector wagon manufacturers to share the responsibility for the maintenance of wagons also.

Sir, the Railways have to face competition with the road transport to a great extent because road transport has its own advantages. But in order to tilt the usage towards Railways, the Ministry has to consider some improvements in handling of the freight traffic. I would like the hon. Minister to consider a few suggestions which I am placing for his consideration. The first is, there should be severe watch and security arrangements. There should be a stop to the

pilferage which is going on in the goods trains. It is shocking to see that the aggregate loss which the Railways are incurring by paying claims is just staggering. Secondly, Sir, I would like to suggest that sophisticated methods of handling like electronic gadgets should be introduced in the marshalling yards, as is done in some Western countries. Thirdly, Sir, I would like to suggest that the container handling system should be introduced and should be encouraged. Research should be conducted on improving the design of the containers and of the wagons to handle different types of materials which the Railways will be handling like foodgrains, electronics, and so on. I think, the Railway Minister of the stature of Shri Tripathi, can easily afford to go in the most aggressive way to improve the freight traffic and be able to stand up to the challenges not only of the road transport, but also in the future, when the satellite air cargo terminals will be coming up and will start becoming popular. The figures which are released from time to time in regard to railway freight traffic show a progressive decline. This shortfall has to be made up irrespective of the reasons which they always put forward like strikes and so on. The number of passenger booking is increasing in the Railways and we have to meet the requirements by running extra trains. But the real increase is in the suburban traffic. Although the rates of the suburban fare were increased last year, we do not find any increased facilities for the suburban passengers. It has been said that nowhere in the world, such a huge concession is given to the suburban season ticket-holders, as is done in India. But Sir, it is also equally true that nowhere in the world, the suburban railway commuters are subjected to such a miserable plight, as we see in India. They have to bear such miserable agonies also. We see this in the metropolitan cities. I want the hon. Minister to have a look at it. I would request the hon. Minister to have a small little travel on the

suburban train, specially in Bombay city.

SHRI C. K. JAFFAR SHARIEF: I have already gone.

SHRIMATI SUSHILA SHANKAR ADIVAREKAR: You would have seen the plight of the passengers. The trains are cancelled without prior notice. There is over-crowding to such an extent that fatal accidents take place. The stations are dirty and there are no responsible persons available at the stations to give any answer to the queries of commuters specially when the suburban trains are delayed, or, when they are cancelled. Sir, what could be the passengers' plight, I leave it to the hon. Minister to imagine. Daylight robbery and eve-teasing which goes on in the women's compartments is a regular feature. Like pulling of chains, chain-snatching from the necks of women is also a regular feature. Sir, I would like to bring out these points because these are the sufferings of the common men which we have to vent over here. Are the commuters paying more for getting all these things in return? I would like to know from the hon. Minister. I earnestly request the hon. Minister to do something about it immediately.

After all, the history of Railways, if one goes into it, will reveal that in Bombay city it was the Railways which encouraged the establishment of small colonies and townships adjacent to the railway tracks, by selling the railway land to the public, so as to get more passenger traffic. But Sir, it seems, after it has encouraged the establishment of small colonies and townships around the railway tracks by selling the railway land, the people are getting a raw deal. Bombay commuters should not be forgotten. They have also played a role in these things.

Sir, with these few observations, I once again welcome this Budget although it has raised the passenger and freight traffic rates as it was inescapable in the given situation, in view of



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the increased price of petroleum products all over the world and also exempting certain essential commodities from the levy of 15 per cent surcharge to freight traffic. I would request the hon. Minister that in the list that he has made for exempting certain essential commodities, he will include the perishable items, like fruits, vegetables, fish, etc. These are also common man's necessity.

I would also like to say that keeping all these things in mind, the Railways, which have been doing good service to the country, will do still better under your kind leadership and with the suggestions that are made here, there would be an overall improvement in the railway administration.

SHRI GHANSHYAMBHAI OZA (Gujarat): Mr. Vice-Chairman, Sir, since this Government has assumed office in the month of January 1980, whatever the occasion, whether it is President's Address, whether we are discussing law and order situation, whether we are discussing our problems in the North-east region, or for that matter any problem, the Government has one common argument that the things during the Janata regime have so much deteriorated that they are responsible for whatever is happening today. This is the burden of their song. I thought at least the Railway Minister will not resort to this argument. But he has also chosen to utilise this common argument. In para 4 of his speech he has said that due to the setback in Railway working in last three years, the restoration of efficiency to 1976-77 level may take some more time. So, he has also taken resort to this common, hackneyed argument. Sir, is it not strange that he is comparing the period of 1976-77 which was the period of emergency? We all remember that on 25th June, 1975 the emergency was declared and because of emergency we also know that some semblance of discipline was brought about not only perhaps in railways,

but in other sphere of our public life also. It is strange that incomparable periods are being compared. Can one not argue that if we were asked to shoulder a responsibility during the emergency periods where fundamental rights are shelved, we could have perhaps given better performance, because there are so many obsessions which perhaps the ruling party had at that time. One friend sometimes was arguing with me that, look here, during emergency trains were running in time, there were no communal riots, there were no atrocities on Harijans. That is how he was arguing that our educational institutions were also running in order. I said, maybe, it is true but in the like way I said that I happened to visit the Yerwada Jail and in the Jail I found that there was no *matka*, there were no atrocities in Harijans. Everybody was behaving in a disciplined manner; so let us convert the whole country into Yerwada jail. That is not the way of bringing discipline in the community. There was enforced discipline over a long period before freedom—not only from the Britishers but also from other rulers. We want discipline to grow from within and this is a process which is not going to come all of a sudden. So I wish and pray that this Government will not resort to this cheap argument that all blames are to be put at the door of the Janata Party for their performance during those 2½ years or more. I am not justifying what the Janata Party has done. It has paid for what it did. We have no regrets for that. But don't you think whatever is happening in this country—whether it is in the railway administration, the postal department, or our ports or in our educational institutions, banks and the public sector—is the cumulative result of how we have handled the polity of this country since freedom? All of us are responsible. I do not lay the blame on any particular political party. The way all the political parties—wherever they are—behaved after freedom has brought about the

present situation. Gandhiji at the dawn of freedom had administered so many cautions to us—how the Ministers should behave in a poor country, how the workers should behave in a poor country and how the officers and people should behave. He laid utmost stress on discipline. But discipline has to come from above. The leaders, the Ministers have to lay a behaviour pattern for the vast masses of the country to follow. You cannot have indiscipline here and expect the man in the street to behave in a disciplined manner. You cannot have regular life in all spheres the way we have handled the polity of this country. So, as I said, I do not lay the blame at the door of the ruling party. My only request is, kindly don't resort to this cheap argument.

The other day, the Finance Minister—I do not know what he is going to say just now—had a Consultative Committee meeting and for the first time I heard him saying that the economic situation in this country is very bleak. Agreed it is bleak. Then in the next breath he said: "It is the Janata Government". Immediately he points an accusing finger at the Janata Government. I said: "This argument is not going to pay you any dividends". If we want to solve the problems confronting our economic situation, we cannot handle them in isolation. We have to look at the whole problem in a broader perspective, in the proper context. I am sure it is a cheap argument. Whether it is the President's Address, or any Calling Attention Motion, or for that matter anything, immediately they jump up saying, "Janata Party, Janata Party". It is not going to pay dividends any more. You have had

a sufficiently long time for creating a congenial atmosphere, for improving law and order. For six months you are holding out this argument! You are comparing this period with the emergency period even for railway administration! I think you should refrain from taking resort to these cheap arguments.

**THE VICE-CHAIRMAN (SHRI DINESH GOSWAMI):** You can continue your speech tomorrow. The House stands adjourned to re-assemble at 6.40 p.m.

The House then adjourned at five of the clock.

The House reassembled at forty-four minutes past six of the clock. The Vice-Chairman (Shri Dinesh Goswami) in the Chair.

#### **THE BUDGET (GENERAL) 1980-81.**

**THE MINISTER OF FINANCE (SHRI R. VENKATARAMAN):** Sir, I beg to lay on the Table a statement (in English and Hindi) of the estimated receipts and expenditure of the Government of India for the year 1980-81.

**THE VICE-CHAIRMAN (SHRI DINESH GOSWAMI):** The House stands adjourned till 11-00 A.M. tomorrow.

The House then adjourned at forty-five minutes past six of the clock till eleven of the clock on Thursday, the 19th June, 1980.