

श्री सभापति : आप यह क्या कर रहे हैं?...**(व्यवधान)**...यह आप कर क्या रहे हैं?
...**(व्यवधान)**...

श्री महेन्द्र सिंह माहरा : सर, वह इतना सेंसिटिव जोन है ...**(व्यवधान)**...

MR. CHAIRMAN: Just one minute. ...**(Interruptions)**... बैठ जाइए। ...**(व्यवधान)**...
Just one minute. ...**(Interruptions)**... Please one minute. One minute ...**(Interruptions)**...
बैठ जाइए। ...**(व्यवधान)**... आप भी बैठ जाइए। ...**(व्यवधान)**... Please, hon. Members
...**(Interruptions)**... बैठ जाइए, अठावले जी। ...**(व्यवधान)**... एक मिनट। ...**(व्यवधान)**... देखिए,
आप बैठ जाइए। ...**(व्यवधान)**... If the answer is inadequate, there is a procedure for it. I
would request the hon. Members to look at the procedure, point out the inadequacies of
the answer; it will always be corrected, or, amplified. Thank you very much. डूडी जी,
अब आप सवाल पूछिए।

श्री राम नारायण डूडी : सभापति महोदय, मैं आपके माध्यम से रेल मंत्री जी से यह कहना
चाहूंगा कि राजस्थान स्टेट के अंदर पीपार रोड से बिलाड़ा और बिलाड़ा से बर (पाली) तक की
रेलवे लाइन का एक्सटेंशन होना बहुत आवश्यक है। यहां पर जब दूसरे राज्यों का मामला आया
है, तो मैं भी राजस्थान के संबंध में यह पूछना चाहूंगा कि बिलाड़ा-बर रेलवे लाइन को जोड़ने की
मंशा आप रखते हैं या नहीं? क्योंकि यह केवल 40 किलोमीटर का टुकड़ा है और बिलाड़ा-बर
रेलवे लाइन के बन जाने से पूरा का पूरा दक्षिण भारत इस क्षेत्र से जुड़ जाएगा।

श्री सभापति : आप प्रश्न पूछिए।

श्री राम नारायण डूडी : सभापति महोदय, इसके बन जाने से हमारे जोधपुर और पाली के
लोग, जो कि दक्षिण भारत में रहते हैं, उनको सुविधा मिलेगी। मैं यह जानना चाहता हूं कि पिछले
बजट के बाद इस रेलवे लाइन का सर्वे हुआ था, तो क्या इस बार इसको आगे बढ़ाने की मंशा है?

SHRI D.V. SADANANDA GOWDA: Mr. Chairman, Sir, this question does not relate
to Rajasthan. In spite of this, I will request the hon. Member to participate in the debate
on the Railway Budget; I will reply to his questions during the debate.

MR. CHAIRMAN: Thank you very much. Q. No.66.

Increase in passenger fares and freight charges

*66. SHRI D. RAJA: Will the Minister of RAILWAYS be pleased to state:

- (a) whether it is a fact that Railways have increased passenger fares by 14.2 per cent and freight charges by 6.5 per cent with effect from 25 June this year; and
- (b) if so, the details thereof and the reasons therefor on the eve of presentation of regular Railway Budget?

THE MINISTRY OF RAILWAYS (SHRI D.V. SADANANDA GOWDA): (a) and
(b) A Statement is laid on the Table of the House.

Statement

(a) Yes, Sir.

(b) The details of the passenger fare and freight rate revision effective from 25.6.2014 are as under:

- The passenger fares have been increased by 10 percent and freight rates by 5 percent.
- In addition revision has been done on account of Fuel Adjustment Component (FAC) to the tune of 4.2 percent in passenger fares and 1.5 percent in freight rates.
- There was however no increase in second class (ordinary) suburban fares upto a distance of 80 kilometer.

Revision of fare and freights is done periodically depending on the situation and it does not have to be necessarily a part of the Budget. However, in the Interim Budget presented to the Parliament on 12.02.2014, the additional resource mobilization on account of fare and freight revision had been factored in the Budget Estimates 2014-15. The fare and freight revision was necessitated in order that Railways could meet additional expenditure on account of increase in energy costs, wages and salaries, dearness allowance and associated allowances, stores, contribution to pension fund and increase in the rate of Dividend payable to the Central exchequer for 2014-15 from 4 percent to 5 percent.

In view of the above, Indian Railways had no option but to implement the fare and freight revision immediately without which the Railways safety, modernization and development programmes would have been adversely affected.

SHRI D. RAJA: Sir, this question is further going to be discussed during the debate on the Railway Budget. However, I would like to put two questions. Sir, the answer given to my question says, "The passenger fares have been increased by 10 per cent and freight rates by five per cent. In addition, revision has been done on account of Fuel Adjustment Component (FAC) to the tune of 4.2 per cent in passenger fares and 1.5 per cent in freight rates." Now, oil marketing companies have been given absolute independence to hike the prices of petrol and diesel whenever they feel it is necessary. In such a situation when prices of petrol and diesel fall, when they decline, how are you going to adjust this? What is the criterion? What is the definition you follow to make the revision of passenger fares according to the fuel adjustment component? What are the criterion, yardstick and definition you follow?

SHRI D.V. SADANANDA GOWDA: Mr. Chairman, Sir, in the budget of 2012-13, इस fuel adjustment component के बारे में अनाउंस किया गया था। So, whenever there is a hike in the prices of petrol and diesel, automatically it will be adjusted as per the fuel adjustment component. Once it was done on an earlier occasion and it was due in last April. So this was based on variations and fluctuations in the oil market and all that. Sir, no such occasion has arisen so far because there was no decrease in prices. So we did not touch that matter. There was continuous hike. Due to hike, we are forced to implement the Fuel Adjustment Component.

SHRI D. RAJA: How did you arrive at this figure?

MR. CHAIRMAN: Please ask your second supplementary. Don't discuss it. You have a second supplementary.

SHRI D. RAJA: Sir, this answer is inadequate. I am asking a specific question. If I am wrong, you tell me. I have asked, "How does the Government come to this conclusion of 4.2 per cent as per the Fuel Adjustment Component?" That is what I want to understand. Let the nation know about it. How is it done by the Government?

SHRI D.V. SADANANDA GOWDA: Mr. Chairman, Sir, I have made it very clear that it is based on the fluctuations and variations in fuel prices across the world. Automatically, it is followed. Earlier, it was decided that adjustment would be done twice a year and the variation in fuel cost would be reviewed once in six months. Consequently, that has to be done. It was done in the previous six months. It was due in last April. So it was done in last April. How the fare hike and other things are done, I will deal with it in detail in the discussion on the Railway Budget.

SHRI RAJEEV SHUKLA: Sir, the Minister should be told by the Chair that he should come fully prepared. He is not prepared. He is not responding to any question properly. ...*(Interruptions)*...

SHRI M. VENKAIAH NAIDU: Sir, the Minister is fully prepared.

MR. CHAIRMAN: It is expected of all Members of the House to come fully prepared. Second supplementary, please.

SHRI D. RAJA: Sir, my second question is this. The answer says, "Revision of fare and freights is done periodically depending on the situation and it does not have to be necessarily a part of the Budget. However, in the Interim Budget presented to the Parliament on 12.2.2014, the additional resource mobilization on account of fare and freight revision had been factored in the Budget Estimates 2014-15."

What is this happening with the Government, whether it is the previous Government or the present Government? If the Government is honest, say it honestly to the people that we have to raise the railway passenger fares and freight charges and it is part of the Budget. Why do you do it as a pre-Budget exercise? In what way are you different from the previous Government? They did the same thing and you are following the same thing. Therefore, the Government should be transparent.

SHRI D.V. SADANANDA GOWDA: Mr. Chairman, Sir, we don't have any hesitation in saying that we have raised the fares. We don't have any hesitation in saying that because it was the need of the hour. There are various factors that made us to hike the prices. I had said it on an earlier occasion that my friends in the UPA, at this stage, can't say that there is a price hike and all that. Already, it has been dealt in detail by Shri Arun Jaitley the other day how it was done by the previous Government and all that. I don't want to go into that. I do not want to politicise this issue. My friend, Shri D. Raja, has asked the right question. I don't have any hesitation in saying that this hike was done by my Government as it was the need of the hour.

श्री प्रेम चन्द गुप्ता : श्रीमान जी, भारतीय रेलवे देश के करोड़ों लोगों के साथ उनके जनजीवन से जुड़ी हुई है। माननीय मंत्री जी ने कहा कि चूंकि और कोई साधन नहीं था, तभी यह माल भाड़ा और पैसेंजर फेयर बढ़ाया गया, नहीं तो इसके बगैर भारतीय रेलवे तकलीफ में आ जाती। लेकिन मैं याद दिलाना चाहूंगा कि यू.पी.ए. वन में जब डा. मनमोहन सिंह जी की सरकार थी और उसमें लालू प्रसाद जी रेल मंत्री थे, तो आपको ध्यान होगा कि पैसेंजर फेयर कम किया गया और रेलवे को गोल्डन हार्ट्स तक पहुंचाया गया। श्रीमान् जी, मैं माननीय मंत्री जी से जानना चाहूंगा कि is it not an insufficiency of the railway system which forces you to increase the passenger fares and freight charges? श्रीमान जी, फ्रेट चार्ज बढ़ाने का मतलब...

श्री सभापति : प्रश्न पूछिए।

श्री प्रेम चन्द गुप्ता : महोदय, मैं माननीय मंत्री जी से जानना चाहूंगा कि ऐसी कौन-सी इमरजेंसी थी कि बजट से 15 दिन पहले...

MR. CHAIRMAN: Question hour is over.

WRITTEN ANSWERS TO STARRED QUESTIONS

Making farming a profitable activity

*67. SHRI P. BHATTACHARYA: Will the Minister of AGRICULTURE be pleased to state:

(a) whether Government proposes to take steps to make farming a profitable activity through scientific practices and agro-technology;