

SHRI P.R. DASMUNSI (Howrah) : We have given a notice...(Interruptions) You can do it...(Interruptions)

MR. DEPUTY-SPEAKER : I have already taken up Matters Under rule 377.

[Translation]

SHRI P.R. DASMUNSI : Sir, I had given an important notice for zero hour. You called on everyone one by one but everyone did not get a chance.

MR. DEPUTY SPEAKER : Now, Zero hour is over and we Sill take it up tomorrow.

(Interruptions)

SHRI P.R. DASMUNSHI : Please take it up before Matter Under Rule - 377.

MR. DEPUTY SPEAKER : We will take its tomorrow.

(Interruptions)

[English]

MR. DEPUTY-SPEAKER : Tomorrow, surely I will take it up. I will sit one hour extra...(Interruptions) I am prepared to sit, provided you all sit.

14.18 hrs.

[Translation]

#### MATTERS UNDER RULE 377

##### (i) Need to Protect the Interests of Workers of Mica Trading Corporation Limited since merged with M.M.T.C.

SHRI R.L.P. VERMA (Kodarma) : Mr. Deputy Speaker, Sir, the Mica Trading Corporation limited (MITCO) of Bihar, is one of the subsidiary companies of the Ministry of Commerce, Government of India. The man objective of it, was to carry trading of Mica and safeguard the interests of thousands of small businessman and workers. 90 percent of its area is located in South Bihar. MITCO was merged with M M T C. on 12th April 1990, by the Central Government. But a large number of MITCO workers are being retrenched. The Government is also incurring losses of crores of rupees in this regard. Therefore, Government is requested to take effective steps to save this Mica industry.

##### (ii) Need to lay Manmad-Indore via Seghawa broadguage railway line.

SHRI RAMESHWAR PATIDAR (Khargone) : Madhya Pradesh is backward from road and rail point of view as compared with the other States of the country.

Khargaon is such a Madhya Pradesh which does not have a rail line even after so many years of independence.

I urge upon the Government that a broadgauge line from Manmad to Indore via Seghawa should be laid. The length of this railway line would be around 345 kilometres. This rail line would connect Indore with Manmad junction. It will reduce the distance between Delhi and Bombay by Handreds of Kilometres. Broad gauge railway line from Maksi to Indore has been approved and the construction work has been going on. The railway line from Etawah to Guna has been approved and the construction work has been going on. The railway line from Etawah to Indore and from Guna to Maksi already exist. Parli-Baijnath metre gauge rail line from Manmad to Aurangabad has been sanctioned and it is being converted into broad gauge and the construction work has been going on. It means that Parli Baijnath rail line from Etawah will be completed. Hyderabad (South) would be directly linked with Parli-Baijnath via Vikarabad and in this way a third track would be ready for the country. At present there are two railway lines Central and Western for south from Delhi. After the completion of Konkan railway line, the pressure will mount on Western Railway line, therefore the option should be there. There are defence centres in Manmad, Basabad, Aurangabad Mahu and Gwalior and the proposed line could connect all these centres. The previous Government had passed orders to conduct survey work from Manmad to Dhulia but a survey of entire line from Manmad to Indore (Rautak) is required to be done. Only then its feasibility can be decided.

Nimrani, in Khargoan district has been declared an industrial complex. Several cotton mill and Sugar mills are situated there. There are other industries also. Sendhwa has twenties of industries. It would connect two sugar mills of Dhulia district Dham and Bidhampur industrial complex of Dhar district and other hundreds industries of Indore. From transportation of goods point of view it will have sufficient goods therefor.

##### (iii) Need to construct railway line between Ranchi and Korba

SHRI NAND KUMAR SAI (Raigarh) : There are still many areas in India which have no means of transportation. The rail facility is not available even in important areas. Most of these areas are remote areas inhabited by the Scheduled Tribes. Ranchi-Gumla area of Bihar known as Santhal Pargana and the Raigarh-Korna area of Madhya Pradesh are among them. The survey for laying railway line from Lohardaga in Ranchi to Korna via Jashpurnagar, Patthal Gaon and Dharmajaygarh was conducted before independence during British rule. In 1977, that survey report was considered but work could not be started by the short-

lived Government. I had drawn the attention of the hon. Railway Minister for according priority to construct this railway line during the last session. Unfortunately, the Government which is much concerned about the welfare of the Scheduled Castes, Scheduled Tribes and the Backward classes, did not pay attention towards the construction work of Ranchi Korna railway line. Therefore, the hon. Minister of Railways is requested to make a provision in the Railway Budget for Ranchi-Korna railway line and start the construction work in this regard.

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN) : Ranchi, Lohardaga and Tudi have been included this time.

SHRI NAND KUMAR SAI : Please extend it. It was done much earlier. Please extend it.

SHRI SATYA DEO SINGH (Balrampur) : The hon. Minister is aware of the situation in Bihar and he is worried about it. It is very good. Think about Uttar Pradesh also.

MR. DEPUTY SPEAKER : He is worried about the whole nation.

SHRI RAM VILAS PASWAN : I think about you too.

**(iv) Need to take up Gauge Conversion work between Kolar and Chikkaballapura in Karnataka**

[English]

SHRI K.H. MUNIYAPPA (Kolar) : Gauge conversion between Yelahanka and Bangarpet is a very long pending demand of the people of Karnataka. We have sent several representations not only to the hon. Minister of Railways but also the hon. Prime Minister. But strangely this gauge conversion work is still pending.

In fact some conversion work from Yelahanka to Chikkaballapura and from Kolar to Bangarpet has started and unless conversion work between Kolar and Chikkaballapura start, the entire project would be of no use. The farmers of Kolar district, particularly, those who want to transport their agricultural products like potato, onion, tomato, fruits and vegetables are put to great difficulty due to inordinate delay in converting this age-old narrow-gauge into broad-gauge between Kolar and Chikkaballapura.

Sir, Kolar is a very backward district. The percentage of unemployed educated youth is also very high. There are no irrigation facilities except a small number of tubewells here and there.

I, therefore, request the hon. Minister of Railways to take up this gauge conversion work between Kolar and Chikkaballapura without any further delay.

**(v) Need to set up an Educational Development Bank for Financing Higher Education**

SHRI PRITHVIRAJ D. CHAVAN (Karad) : The cost of higher education, particularly professional courses is increasing constantly. But the Government run institutes such as IITs, IIMs, Medical Colleges charge very nominal tuition fees and thus subsidise the students heavily. There is a need to charge economical fees in these elite institutions, which only admit best students. But the students must be given educational loans as a matter of right, without any security or outside guarantee. Banks must be instructed to devise schemes for such educational loans. Also an Educational Development Bank of India be established as an apex refinancing institution.

**(vi) Need to provide financial assistance for opening Residential Schools in Rural Areas of Bihar for SCs and STs.**

[Translation]

SHRI SUKDEO PASWAN (Arariya) : Mr. Deputy Speaker, at present 70 percent Children of Scheduled Castes and Scheduled Tribes are not able to go to school. There are many difficulties in this regard. I urge upon the Government of India that residential Schools with Government facilities from Class-I to Class-10 be opened in every block of Bihar and the expenditure of which be borne by the Union Government and a College should also be opened in every district headquarter with the Central assistance. If such arrangements are not made the Children belonging to SCs and STs will not be able to get education and they will not draw the benefit provided by the Union Government and State Government despite the fact that Union Government and State Government launch many Schemes for SCs and STs. Unless education is provided, they will not be benefitted by these Schemes.

**(vii) Need for Construction of a Bye-Pass near Mumbra in Thane District on Mumbai-Pune National Highway**

\*SHRI PRAKASH VISHWANATH PARANJPE (Thane) : Sir, I would like to draw the attention of the Members and hon. Minister for Surface Transport and Environment and Forests towards a burning issue. Mumbai-Pune National Highway passes through Mumbra which is situated in Thane district of Maharashtra. Half-a-kilometre towards east of Mumbra is a creek while half-a-kilometre towards its west is a mountain. Mubra is 40 kms. from Mumbai. There is dense population on either side of the national highway and schools, buildings hospitals, temples, shops are

\* Translation of the Speech originally delivered in Marathi.