

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 will take it up tomorrow.

(Interruptions)

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

MR. DEPUTY SPEAKER : We will take it 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 main objective of it, was to carry trading of Mica and safeguard the interests of thousands of small businessmen 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 broadgauge 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.

Khargone 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 Hundreds 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-Bajnath 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 Bajjnath rail line from Etawah will be completed. Hyderabad (South) would be directly linked with Parli-Bajnath 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 Khargone 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-Korba area of Madhya Pradesh are among them. The survey for laying railway line from Lohardaga in Ranchi to Korba 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-