

Therefore, I through you, demand from the Government to complete this project expeditiously.

**(iii) Need to take up the Issue of sharing the Sindhu River Water with Pakistan**

[English]

SHRI P.S. GADHAVI (Kutch) : Sir, the newly elected Prime Minister of Pakistan has taken up a new initiative to sort out the problems confronting the two countries. Our hon. Prime Minister has also reciprocated the same sentiments in a spirit of mutual understanding in order to ease tension in the minds of Indian and Pakistani people. Shri I.K. Gujral, Minister of External Affairs also reciprocated these sentiments and offered to start a dialogue with Pakistan to get the problems between the two countries solved peacefully and normalcy restored.

This is a long pending issue, that is, the implementation of Liaqat Ali-Pandit Nehru Agreement which provided that Sindhu river water of Sakhar Ban Dam should be made available to Kutch also. If I may give the background of this Agreement, this Dam is presently situated in Pakistani territory and this was a joint project of Sind, Gujarat and Maharashtra forming part of the then Bombay Province during the British rule. Thus, the water problem of Kutch region is a perennial one and it has become a national problem.

I urge the Government that the sharing of water from this dam be taken up with the Pakistani authorities and be placed on the agenda whenever a meeting between the two countries is held for discussion and agreement.

**(iv) Need to allocate adequate LPG to Mavelikara in Kerala to clear the backlog**

PROF. P.J. KURIEN (Mavelikara) : Sir, there are a large number of consumers in the waiting list in my constituency-Mavelikara (Kerala) which falls in the district of Pathanamthitta and Alleppey for LPG connection. Those who have booked for LPG connections are in the waiting list for more than six years and adequate allotment are not made for the gas agencies to clear these waiting lists. Since there is a lot of pressure from the consumers, urgent action is to be taken in this regard.

The gas agencies in my constituency are located at places, namely, Kumbanad, Aranmula, Tiruvalla, Chengannur, Pandalam, Mavelikara and Kayamkulam, etc.

I request the Union Government that adequate allotments of LPG may be made to the agencies at these places so as to clear the long pending waiting lists.

**(v) Need to set up Rubber Based Industries in Backward District of Kanyakumari, Tamil Nadu**

SHRI N. DENNIS (Nagercoil) : Sir, Kanyakumari district of Tamil Nadu is the most suitable place in the country for the

establishment of rubber based industries or a tyre factory. The per acre production of rubber here is the highest in our country and qualitatively also, it occupies the highest place. Though Kanyakumari district is an industrially backward district, not even a single industry either in the public sector or in the private sector has been set up. Infrastructural facilities are available there for the establishment of industries. There is cent percent literacy in the district. There is a large number of educated and uneducated unemployed persons in the area.

I, therefor, request the Union Government to consider the long-standing demand of the people of the area favourably by establishing rubber based industries or a tyre factory in Kanyakumari district at the earliest.

**(vi) Need to Provide Financial Assistance to State Government of Maharashtra for Rehabilitation and Improvement of Slums in Mumbai**

SHRI NARAYAN ATHAWALAY (Mumbai-North Central) : Sir, there has been phenomenal growth in slum population in Mumbai during post independence period due to continuous inflow of migration of people from all over the country in search of jobs. Most of the migrants from various States got settled in slums and continue to live there in most inhuman and degraded conditions. Asia's biggest slum 'Dharavi' falls in my constituency and the condition there is appalling. In the wake of potential growth of slums in Mumbai, a 'slum state' within Mumbai is fast emerging posing a grave threat of ruthless encroachment on Government land, road and rail sides. It is estimated that slum population in Mumbai is 25 percent of the country's slum population. The problem of slums in Mumbai has been ignored in the past for want of adequate financial support and has now become a national issue which need to be treated on utmost priority by the Union Government which is committed to the welfare of the rural and urban poor. The problem of slums is becoming grave day by day and let the Union Government realise that it is beyond the capacity of the State Government to mobilise massive financial resources for rehabilitation and improvement of slums in Mumbai. I therefore, urge upon the Union Government to make available adequate funds from the Central Kitty or through international agencies to the Government of Maharashtra. I would even request other State Government to contribute in proportion to its migrated slum population for rehabilitation programme - realising the gravity of the situation.

**(vii) Need to stop the proposed sale of land belonging to Azam Jahi Mills at Warangal, Andhra Pradesh**

SHRI AJMEERA CHANDULAL (Warangal) : Sir, the National Textiles Corporation is proposing to sell the surplus land and use funds for the revival of sick units. Workers are apprehensive that they might be adversely affected due to this move. Azam Jahi Mills at Warangal in Andhra Pradesh is sick. It is understood that its land is also proposed to be sold. The workers are agitating.

I request the Union Government to ensure that the land of Azam Jahi Mills at Warangal is not sold.

14.27 hrs.

### RAILWAY BUDGET 1997-98 - GENERAL DISCUSSION

\* DEMANDS FOR GRANTS ON ACCOUNT - (RAILWAYS)  
1997-98

\* DEMAND FOR EXCESS GRANTS - (RAILWAYS)  
1994-95

\* SUPPLEMENTARY DEMANDS FOR GRANTS --  
(RAILWAYS) 1996-97

[English]

MR. DEPUTY SPEAKER : The House will now take up further discussion on the Railway Budget and item Nos. 15, 16 & 17. The Railway Minister will reply.

[Translation]

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN) : Mr. Deputy Speaker Sir, I would like to convey my thanks to you and through you, to all Hon'ble Members for not only taking interest in the railways and railway budget but for giving very good suggestions which would definitely act as a guide to Railways and help Railways to earn good profit. In all, 96 Members participated in this debate which lasted for more than 24 hours. We left the House today morning at about 5.45 a.m.. Yesterday, it was not that only those Members were present in the House, who were to speak on the Railways. I saw many other Members including Kumari Mamata Banerjee and Nitish Kumar also sitting here.

SHRI RAM NAIK (Mumbai North) : Please don't say 'yesterday' but say 'today'.

SHRI RAM VILAS PASWAN : Mr. Deputy Speaker Sir, I was saying that it showed the importance of Railways. The atmosphere in the House was not like other days when the House used to sit beyond midnight. Instead, the Hon'ble Members woke up whole night and keenly participated in the debate. The Hon'ble Member were waking their points so energetically as if they were speaking during Zero Hour. Therefore, first of all, I would like to thank all Hon'ble Members.

MR. DEPUTY SPEAKER : I would also like to interrupt. Other Members had left the House after speaking but I saw you sitting whole time in the House.

SHRI RAM VILAS PASWAN : I also saw you sitting in the House, when you entered the House at 4.00 a.m. we got

\* Moved with the recommendation of President.

inspiration from you and noticed that the Chair and all Hon'ble Member were alert.

MR. DEPUTY SPEAKER : I had recited a couplet in the morning

"Hamein to aaj pau fate tak jagna hoga,  
Yehi Kismat Hamari hai, Sitaron tum to so jao"

SHRI RAM VILAS PASWAN : I am presenting here vote-on-Account proposals for two months of 1997-98 to be passed by the House. Besides, I am also presenting supplementary Demands for Grants for 1994-95 to be passed by the House. We have formulated a rule in the House under which "the Budget" presented in the House is sent first to the Standing Committee. The meeting of Standing Committee is going on.

There are two parts of the Budget. The first part of the Budget consists of general issues such as the measures to increase the efficiency of Railways, the mode of discussion for its development and the second part consists of projects to be taken up for the year.

The hon. Members of all parties have given their suggestions. I have received many suggestions but I understand that under the existing rules and regulations of the Standing Committee, it would be neither possible nor proper for me to speak regarding projects. The report of Standing Committee is likely to be presented in the month of April when Parliament will be in session.

14.32 hrs.

[ MR. SPEAKER *in the Chair* ]

At that time, I shall tell this House as well as the hon. Members of Parliament in detail about projects. I shall speak on the issues raised by the hon. Members as suggestions during the discussion on Rail Budget.

I am glad that my colleague Shri Pramod Mahajan, while initiating the discussion, has given many suggestions. His main issue, which was later on raised by many hon Members, was regarding the plan. He wanted to know whether Railways had any master plan or just passage of Budget once in a year and increase in fare and freight charges accordingly was enough? Is the work done in this manner only on Railways has any far sight or planning under which it works?

I would like to inform the House as well as the hon. Members that there is nothing as such. Railways has its own planning and master plan which we call corporate plan. We prepare the corporate plan in three stages. We prepare plans for 15 years, for 5 years and for one year also. Our previous corporate plan was prepared in 1985. When we chalk out plan, we keep in mind all the details of coming 15 years as to what would be our position in various sectors, such as internal resources, additional resources, passenger traffic, freight traffic, the likely profit of Railways and the likely