

India dated the 13th April, 1991 appointing the 1st April, 1991 as the date on which the Public Liability Insurance Act, 1991 shall come into force issued under sub-section (2) of section 1 of the said Act. (Placed in Library. See No. LT-29/91).

- (2) A copy of the Public Liability Insurance Rules, 1991 (Hindi and English versions) published in Notification No. S.O. 330 (E) in Gazette of India dated the 15th May, 1991 under sub-section (3) of section 23 of the Public Liability Insurance Act, 1991 (Placed in Library. See No. LT-30/91).

12.27 hrs.

#### MATTERS UNDER RULE 377

[English]

(i) Need to provide Electronic or Automatic Exchange at Wani, Maharashtra.

**SHRI UTTAMRAO DEORAO PATIL** (Yavatmal) : In Yavatmal division of Telecommunication, there are continuous complaints of non-working of telephone lines at Wani and Yavatmal (Maharashtra). Wani Exchange is having outdated machinery. Telephone users have constantly been complaining about non-working of the telephones there.

It is requested that the exchange may be changed to Electronic Exchange immediately or exchange at Wani changed to automatic exchange.

(ii) Need to appoint a Vigilance Committee at division level to supervise the construction work on the spot in Tribal areas.

[Translation]

**SHRI MANKURAM SODI** (Bastar) : Mr. Speaker, Sir, I would like to draw the attention of the House to an important matter under Rule 377.

In the tribal Sub-Plan area various works like minor irrigation schemes, boring of handpumps, construction of wells,

buildings, roads, bridges which have been undertaken so far under various Five Year Plans are lying incomplete for years together. The ones which were completed are in a state of disrepair and are in bad shape. This has happened because of lack of proper on the spot monitoring and supervision. This has resulted in huge wasteful expenditure. On the one hand new construction work is going on in these areas whereas on the other hand incomplete projects and schemes are in ruins. This is because of poor quality building material that has been used in them. No action is taken when complaints are made.

Therefore, the Government should constitute a Vigilance Committee under a Commissioner at the division level for on the spot monitoring of the execution of works during the Eighth Five Year Plan. The Government should direct the State Governments to examine the technical points and take action against the guilty. This Committee should be vested with special power of conducting raids.

(iii) Need to include the construction of broad gauge railway line from Ahmedabad to Delhi via Abu Road-Falna-Rani in the next railway budget.

[English]

**SHRI GUMAN MAL LODHA** (Pali) : The construction of broad gauge railway line from Ahmedabad to Delhi via Abu Road, Falna, Rani is pending consideration of the Railway Ministry since last twenty-five years. The successive Railway Ministers under reasonable political pressure have diverted the funds and not allowed the railway line construction from Ahmedabad to Delhi to utilise the industrial and mineral resources of areas and facilities to the passengers coming from South and Bombay for having direct link and avoid the necessity of change at Ahmedabad from broad gauge to metre gauge. The Government may, therefore, consider to include this proposal in the next Railway Budget.

(iv) Need for early conversion of Delhi—Ahmedabad metre gauge line into broad gauge line.

[Translation]

**PROF. RASA SINGH RAWAT (Ajmer):** As far as railway traffic is concerned Rajasthan has been neglected badly since Independence. As compared to other States the railway facilities are very little. Delhi—Ahmedabad metre gauge line which connects the capitals of Rajasthan and Gujarat viz., Jaipur and Ahmedabad respectively and also connects other regions of Haryana, Rajasthan and Gujarat like Alwar, Bandikui, Jaipur, Phulera, Ajmer, Beawar, Marwar Jn. Abu Road, Palampur and Mehsana etc., has not so far been converted into a broad gauge line. If this line is converted into broad gauge line, there will be rapid economic, industrial and commercial development of Rajasthan and Gujarat and there will be direct link between these States and Delhi and Bombay.

It is therefore, requested that Delhi—Ahmedabad metre gauge line may immediately be converted into broad gauge line.

(v) Need to construct a railway over-bridge in Saharsa.

**SHRI SURYA NARYAN YADAV (Saharsa):** Mr. Speaker, Sir, there is only one manned railway level crossing in Saharsa and the city lies on both sides of the crossing. The crossing remains closed for hours together and sometimes even for 5 to 6 hours in a day. As a result there is heavy traffic congestion and the people have to face a lot of difficulties. As this road is the main artery of the city and Government offices are located on both sides of the crossing, there is heavy traffic on this road which makes the problem more serious.

Therefore, I request the Government to construct an overbridge on the said railway level crossing and ease the difficulty of the people. Besides it would help in saving lot of petrol and diesel also.

(vi) Need to take immediate steps to check erosion caused by river Ganga in Buxar district of Bihar.

**SHRI TEJ NARAYAN SINGH (Buxar):** Mr. Speaker, Sir, from Chausa to Koilwar in Buxar district of Bihar, there is continuous erosion by river Ganga. Thousands of villages have already been submerged

and many more are likely to be submerged in river Ganga. The Flood Control Department is not in a position to control the situation. Therefore, it is requested that effective steps be taken immediately to check erosion particularly between Chausa and Koilwar in Buxar district.

(vii) Need to send Central Survey Team to assess the damage caused due to recent heavy rains in Bombay.

[English]

**SHRI RAM NAIK (Bombay-North):** Sir, there was unprecedented heavy rain on 7th and 8th June, 1991 in Mumbai (Bombay) resulting in water blocking on roads, important natural nullahs over-flowing to such an extent that forty-eight persons died, 250 buffaloes were drowned and more than 75,000 families suffered as their belongings were swept away in floods. Neither the State Government nor the Central Government have done anything to extend relief to the flood stricken people. Public Undertakings, like Telephones, Airport Authority, Electricity Supply, etc. have got their machinery and equipment damaged, the value of which runs into crores. It is, therefore, necessary for the Central Government to send a survey team to assess the damage and extend help to the city with a condition that the State Government should contribute matching grant. If this is not done, the unrest and sufferings in Mumbai would increase.

(viii) Need to take up anti-desertification programmes in Anantapur district, Andhra Pradesh.

**SHRI GANGADHARA SANIPALLI (Hindupur):** In 1971 the Central Irrigation Commission had declared Anantapur in Andhra Pradesh as drought prone area. From time to time scientists and technical personnel studying the area have been warning the Government repeatedly that if in the course of time the required action is not taken for implementing proper schemes the District might become a Desert. Recently alarm was raised regarding further decrease in ground water level. I request the Government to take up anti-desertification programmes and advise State Government to take special steps to face the grave situation.