

[Translation]

(ii) Need to declare Chatra in Bihar as a 'No-Industry District'

SHRI UPENDRA NATH VERMA (Chatra): Mr. Speaker, Sir, Chatra Parliamentary Constituency is a terrorist affected and very sensitive area. The problem of unemployment in this constituency is very acute. People from this area are migrating to other areas since this area is industrially very backward. In order to check migration of the people from this area, control terrorism and to remove the acute problem of unemployment, effective steps are required to be taken. I, therefore, request the Central Government to declare Chatra as a 'No industry district'.

(iii) Need for a dam on the river Kosi in Bihar

SHRI SURYA NARAYAN YADAV (Saharsa): Mr. Speaker, Sir, crops in 6 districts of Madhepura, Madhubani, Darbhanga, Saharsa, Purnea and Katihar in Bihar are destroyed by flood water as no dam has been constructed on river Kosi.

These 6 districts will continue to be affected by floods, if a dam is not constructed by the Government immediately on river Kosi.

With the construction of a dam on this river, the problem of irrigation in the above districts would also be solved.

So, I would like to request the hon. Minister of Water Resources to pay attention to this acute problem immediately.

(iv) Need for setting up a petroleum Products Depot at Ujjain to ensure adequate supply of LPG in Madhya Pradesh

SHRI SATYANARAYAN JATIYA (Ujjain): Mr. Speaker, Sir, there is a need to make the supply of petroleum products including LPG compatible to its demand in Madhya Pradesh.

Not only the problem of cooking fuel is getting acute but the supply of other petroleum products such as petrol and diesel is also very erratic in Madhya Pradesh. In order to remove the scarcity of fuel for cooking, LPG distribution centres should be set up at places having a population of ten thousand in Madhya Pradesh on priority basis. In order to supply petrol, diesel and other petroleum products to consumers conveniently and also at reasonable rates, a Petroleum Products Depot should be set up in Ujjain urgently, in II-B Phase as proposed by the oil Industry, as per a letter of the then Minister of Petroleum sent to me in November, 1984. The necessity of a Petroleum Products Depot at Ujjain is more so because the Kumbh Mela is scheduled to be held in the year 1992 and on this occasion more than 10 millions people are expected to participate in the Kumbh. In view of this, it is very essential to set up a Petroleum Products Depot in Ujjain.

I, therefore, request the Central Government to set up a wide network of LPG distribution centres immediately and a Petroleum Products Depot at Ujjain in Madhya Pradesh.

[English]

(v) Demand for an immediate decision on the IOC proposal on expansion of the Haldia Oil Refinery

SHRI BASUDEB ACHARIA (Bankura): The request for expansion of the Haldia Oil Refinery, which was first mooted by the Commerce and Industry Ministry of State Government of West Bengal in 1978, was regularly pursued with the Government of India.

At the end of the year 1985, there were twelve refineries in the country with a total installed capacity of 45.55 million tonnes per annum. In the sixth Plan, some expansion projects were implemented, and two new refineries of 6 million tonnes capacity are also under consideration at Haryana and Karnataka, with the result that the western

[Sh. Basudeb Acharia]

and southern regions, together, would account for 66.42% of the total installed capacity at the end of 7th Plan. The share of the eastern region, on the other hand, is likely to dwindle to 10.73% at the end of 7th Plan.

With the present capacity of 2.5 million tonnes per annum, the Haldia Oil Refinery can produce only 1.2 lakh tonnes of Naphtha. Now that the State Government expects implementation of the Haldia Petro-Chemical complex in the near future, the requirement of Naphtha for this project alone would be above 5 lakh tonnes per year.

Expansion of Haldia refinery is, therefore, an urgent necessity. IOC has submitted an expansion proposal from 2.5 million tonnes to 5 million tonnes per annum in 1983, which has not yet been approved by the Government.

In view of the demand for Naphtha in the eastern region, and to keep the distribution capacity even amongst the regions, I request the Government of India to take an immediate decision on the IOC proposal on Haldia expansion.

[*Translation*]

- (vi) **Demand for an electric train between Madras and Kanchipuram**

*SHRI KANCI PANNEER SELVAM (Chengalpattu): Kanchipuram in Tamil Nadu is the seat of His Holiness Kanchi Sankaracharya. It is an important cultural and religious centre. Kanchipuram is also famous for its elegant textiles. Kanchi silk is a famous brand of silk sarees. Thus, it is the habitat of thousands of handloom weavers, textile designers and other artisans. It is also a famous business centre. However, Kanchipuram is not linked to Madras by rail. There is an electric train from Madras to Arakkonam. There is also an electric train from Madras to

Chingleput. But there is no electric train from Madras to Kanchipuram. I, therefore, urge upon the hon. Minister of Railways to introduce an electric train from Madras to Kanchipuram. The project may not cost much, as it would involve diversion or extension of existing lines over a small distance. Devotees of Indian culture, weavers and businessmen will be grateful to this Government, if such a train is introduced.

12.39 hrs.

[MR DEPUTY SPEAKER *in the Chair*]

- (vii) **Need to construct the West Bengal portion of the road from Katihar in Bihar to West Bengal**

[*English*]

DR. GOLAM YAZDANI (Raiganj): Under Inter-State Economic Programme, a road from Delhi-Dewanganj railway station in Bihar border near Katihar to Harischandrapur in Harischandrapur P.S. of Malda district in West Bengal was sanctioned about five years back. But the money sanctioned for this was later transferred to construct a road from Katihar to Bihar-Bengal border. So, the connecting road from Katihar to West Bengal has not been made. So, in the interest of the people, I request the hon. Minister for Surface Transport for the construction of the West Bengal portion of the road soon.

- (viii) **Demand for steps to check overcrowding the south bound express trains**

SHRI R. JEEVARATHINAM (Arakkonam): The South-bound Express trains, particularly the Tamil Nadu Express and the G.T. Express having more than 20 bogies always run full. These trains leave New Delhi Railway Station daily in the evening, and are over-crowded. This is more so in the case of G.T. Express because it suits the passengers reaching their destinations like Mathura,

*Translation of the matter originally raised in Tamil.