

(iii) Need for a Comprehensive Slum Development Welfare Scheme throughout the country

SHRI ERA ANBARASU (Madras Central): The living conditions of the slum dwellers in Madras City particularly in Central Madras are deplorable. One third of the population of Madras City is living in slums, in single rooms, each family consisting of more than six to seven persons and live without proper basic amenities like bath room, toilet, electricity and water.

Growing slums in industrial areas as well as in all metropolitan cities is a common phenomenon. It is not a problem of Madras city alone. The development of slum is no more a problem of a particular State and it is an All India phenomenon. The Hon'ble Urban Development Minister had already assured on the floor of the House that there is a proposal to take some effective steps to improve the conditions of slum dwellers.

The Government should come forward with an effective and extensive programme exclusively for the welfare of the slum dwellers on All India levels and to provide them houses at cheaper rates with basic civic amenities.

I, therefore, urge upon the Government to bring about a comprehensive slum development welfare scheme particularly for the Central Madras.

[Translation]

(iv) Need to set-up industries in Madhepura district in Kosi Division of North Bihar

SHRI RAMENDRA KUMAR RAVI YADAV (Madhepura): Mr. Deputy Speaker, Sir, I would like to raise the following matter of public importance under Rule 377.

Bihar is a backward state from the industrial point of view, particularly Madhepura district of North Bihar is the most backward area. The poor and the labourers of the district are migrating to other states such as Jammu and Kashmir and Punjab in search of jobs. Agriculture in the district is totally dependant on the vagaries of nature and this district is a no-industry district. On the other, youths are unemployed.

So, I request the Government to set up a sugar mill and a jute factory in Udakishan-ganj of the Madhepura district and in the district headquarter of Madhepura, respectively as there is a great potentiality of these industries in the area.

I also request to re-open the Baidyanthpur Paper Mill situated at the border of Madhepura and Saharsa districts. This is my earnest request to Central Government.

(v) Need to convert Narrow gauge railway line between Nadiyad and Kapadvanj into broad gauge and to extend it upto Modasa

SHRI N.J. RATHVA (Chhota Udaipur): Mr. Deputy Speaker, Sir, I want to raise the following matter of Public importance under Rule 377.

Mr. Deputy Speaker, Sir, the demand to convert narrow gauge railway line into broad gauge between Nadiyad and Kapadvanj and to extend it upto Modasa was accepted in 1979. At that time it was to be costed Rs. 15.75 crores and the work was going with full swing. But after some years when Rs. 5 crore was already invested on it, the pace of work was slackened. In 1985-86 Railway Budget allocated Rs. 200.00 lakh for this work and in 1988-90 an amount of Rs. 300.00 lakh was allocated to extend this railway line. The Government of Gujarat provided 16.5 hectares of land for this purpose.

[Sh. N.J. Rathya]

The Government of Gujarat has been making repeated requests to the Railway Minister and the Planning Commission to convert the railway line and extend it upto Modasa. In 1990, during his tour of Gujarat, the Railway Minister assured that efforts would be made to expedite the work and prompt action would be taken in the matter. Despite his assurance, the pace of work on this line has not been stepped up.

So, I request the Railway Minister to take an immediate step and expedite the work without any further delay.

(vi) Need to construct Indore-Dewas by-pass on National Highway No. 3 at the earliest

SHRIMATI SUMITRA MAHAJAN (Indore): Mr. Deputy Speaker, Sir, I would like to draw the attention of the House to this important subject under Rule 377.

Indore is an important city of Madhya Pradesh in all respects, be it industry, culture or education. The Bombay-Agra National Highway No. 3 passes through Indore. During the last 10-20 years, Indore city has grown to such an extent that the National Highway now passes through the heart of the city. A number of big colonies and schools have come up along the highway. Every day, as many 200 cars, 1000 buses, 4000 trucks, 2000 scooters and 7000 bi-cycles ply on the main road. Fatal accidents take place daily on this highway. A plan for Indore-Dewas by-pass was approved several years back and survey work was also completed. But the construction work is yet to start.

It is, therefore, requested that in order to stop loss of human lives and to remove the

inconvenience being faced by the people, work on this by-pass may please be started immediately.

[English]

(vii) Need to revamp Haldia fertilizer complex

SHRI PIYUSH TIRAKY (Alipurduars): Sir, the Central Government, by an order dated 19.10.'86, had called off all the activities of Haldia Fertilizer Complex, a Public Sector Undertaking for failure to commission this project. The Government of India appointed two foreign consultants to study the revamping and rehabilitation prospect and submit proposal to undertake the job of rehabilitation.

The consultants conducted survey and submitted their report for revamping of the complex. However, the Government did not approve of the proposal in time. Now, it is feared that if the rehabilitation and revamping schemes are not immediately approved of and incorporated in the Eighth Five Year Plan, the project will never come up.

A number of Fertilizer experts have already opined in favour of revamping of Haldia Fertilizer Complex. Successful commissioning of this huge complex, after necessary revamping and rehabilitation, would accelerate the agricultural and economic development of the State of West Bengal and the eastern region, otherwise it would not only unsettle the job of around 1900 permanent employees but shall also stall the development of the region.

Therefore, the Government is urged upon to give its immediate clearance to the rehabilitation and revamping work to save the huge Haldia Fertilizer Complex.