

[Sh. George Fernandes]

was put back to danger to stop the train. Prompt action was taken to get the fire brigade and put out the fire. But by then 30 passengers had died. Injured passengers had been moved to the hospital. Exact number is not yet known. I am awaiting further details.

12.40 hrs.

MATTERS UNDER RULE 377

[English]

- (i) **Need for allocation of More funds for early completion of Bangalore Mysore metre gauge railway line**

SHRISRIKANTA DATTA NARASIMHA RAJA WADIYAR (Mysore): The people of Karnataka are very much agitated due to the inordinate delay in the completion of the construction of Bangalore-Mysore Metre gauge line. The project was started in 1979 and against the estimated cost of Rs. 26.02 crores only Rs. 6.38 crores have been spent till the end of 1985. During 1985-86 only a sum of Rs. 50 lakhs had been provided and after repeated requests this was increased to rupees one crore. During 1986-87 also only Rs. 50 lakhs had been provided, but subsequently it was increased by Rs. 1.59 crores. The amounts allocated in 1987-88, 1988-89 and 1989-90 are also very meagre. At this rate this project may take a number of years for completion.

Once the conversion of this line is completed, it will increase passenger traffic on that route. The railways will be able to earn additional revenue from that line. The tourist traffic will also increase manifold. The Government of Karnataka has been pleading every to year increase allocation for this work.

As such, I demand that allocation of fund for the conversion of Bangalore-Mysore project may be enhanced in 1990-91 finan-

cial year so that the project could be completed at an early date.

[Translation]

- (ii) **Need to ensure transportation of Coal by HINDALCO by rail**

SHRI HARIKEWAL PRASAD (Salem-pur): Mr. Deputy Speaker, Sir, I want to raise the following matter of urgent importance under Rule 377.

The Coal India, Calcutta has asked North Karanpura Field (Hazari Bagh) to supply coal to HINDALCO, Renukut (U.P.) on the condition that the coal should be transported by rail. HINDALCO requires 10 thousand tons coal per day, and if transported by rail, it has to bear additional surcharge of Rs. 250 per ton. In view of this in order to save rupees 25 lakhs, HINDALCO is transporting coal by trucks of Renu Sagar Power Company and thus Railway is being to loss of Rs. 10 lakhs (approx.) per day.

In this regard I wrote a letter to the hon. Minister of Railways and the Prime Minister on 12th Feb. 1990. It is understood that even now illegal transportation of coal by HINDALCO is continuing.

So, I request the Minister of Railways to stop the illegal transportation of coal by HINDALCO and recover the amount of loss incurred by the Railways from them.

- (iii) **Need for doubling of railway line between Ranaghat and Lalgola West Bengal**

[English]

DR. ASIMBALA (Nabadwip): Ranaghat-Lalgola railway line is a section of the Sealdah Lalgola Broad Gauge Railway line. It covers a distance of over 160 kilometres from Ranaghat to Lalgola. This railway line passes through a densely populated area and serves lakhs of daily commuters. Besides, there is a large number of office goers who are facing great difficulties daily die to

railway traffic in that line. Krishnagar and Beharampur are the district headquarters of Nadia and Murshidabad respectively and are of very great historical importance and cultural inheritance.

I would request the Railway Minister to take up the coupling of the Railway line in the Ranaghat-Lalgola section immediately.

(iv) Need for steps to prevent the recurrence of incidents take Chlorine gas leakage in the Standard Alkali factory on Thane-Belapur strip

SHRI VIDYADHAR GOKHALE (Bombay North Central): On the 3rd April, 1990, at about 8 P.M. the terrible Chlorine-gas-leakage took place in the 'STANDARD ALKALI' factory (in Thane-Belapur strip which caused suffocation and vomiting etc. to hundreds of persons.

On 25th March 1990, the concerned Chlorine-gas-cylinders were okayed by experts of the so-called 'Disaster-prevention-plan'. This plan prepared by the Committee, comprising of the top officials of 'Nocil' and 'Standard Alkali' etc. has proved useless. Many people were hospitalised as a result of gas leakage. It may also be recalled that on 21st October last, eight employees of the above-mentioned company were injured due to leakage of sulphuric-acid.

I would, therefore, request the Government to take necessary steps to prevent recurrence of such incidents in future.

(v) Need to ensure the upgradation of slum areas of Nagpur city not affected due to forest law regarding 'Zhudpi Jungle'

SHRI BANWARILAL PUROHIT (Nagpur): Sir, there is tremendous resentment amongst the slum dwellers of Nagpur city because most of the schemes for upgradation of slums are not being implemented because of instructions from Forest Department of Government of India. I would like to

inform the House that about 6 lakh people live in slums in Nagpur alone. They are staying there for the last 25-30 years. Slum improvement schemes under 20 Point programme have already been implemented. As per the revised scheme it is now high time that these people should be helped with upgraded schemes, but the Forest law regarding 'Zhudpi' jungle is coming in the way for clearance. The areas in the limit of Municipal Corporation of Nagpur where there are thousands of hutments and not even a single tree is being termed as "Zhudpi Jungle".

I earnestly request the Minister of Environment and Forests to send a high level team to see that this major hurdle which is coming in the way of settling these slum dwellers is removed. The land which comes under Municipal Corporation limit of the city of Nagpur should be declared free from "Zhudpi Jungle".

(vi) Need to float debentures for various railway projects in Marathwada, Maharashtra

DR. VENKATESH KABDE (Nanded): Sir, I welcome the announcement made by the esteemed Railway Minister, at Bombay that the Maharashtra Government has been allowed to float debentures to complete railway projects in Maharashtra. Marathwada is a very backward region of Maharashtra. The approved Manwad-Aurangabad-Mudkhed-Adilabad broad gauge conversion has not been completed although the work was started in 1977. In Marathwada there has been demand and agitation for the following additional railway projects:—

- (1) Conversion of Latur-Kurduwadi-Miraj narrow gauge into broad gauge.
- (2) Latur-Lature road as a new small broad gauge line.
- (3) Parli-Bead-Ahmednagar as a new broad gauge line.

Unless these railway lines are provided,