

Ministry of Planning for 1990-91. [Placed in Library See No. LT-750/90]

12.40 hrs.

MATTERS UNDER RULE - 377

[*Translation*]

(i) **Need to provide Doordarshan facilities in backward areas of Shimla, Sirmaur and Kullu districts of Himachal Pradesh**

SHRI K.D. SULTANPURI (Simla): Mr. Deputy Speaker, Sir, the Doordarshan network is not working effectively in the hilly regions of Himachal Pradesh. The benefit of programme of installation of transmission towers by the Central Government has not reached the T.V. listeners and viewers so far in Himachal Pradesh. The Central Government has sanctioned the installation of a T.V. tower at a place called Khanda Pathar in District Shimla. Besides, Dajlas is another place in District Kullu where the installation of a T.V. tower can sufficiently facilitate the telecast of Doordarshan programmes but the Government has paid no attention towards this so far. I have raised my voice in the House many times for providing T.V. facilities in this backward State. The previous Government had inaugurated a T.V. studio in Shimla which is yet to start functioning. I urge the Government of India to provide adequate Doordarshan facilities in the backward areas of Districts of Shimla, Sirmaur and Kullu. I hope the Government will take necessary steps in this direction and benefit the people of Himachal Pradesh.

(ii) **Need to improved the telecommunication System in Arunachal Pradesh**

[*English*]

SHRI LEETA UMBREY (Arunachal East): Sir, due to non-availability of adequate and proper surface transport facilities,

the people of Arunachal Pradesh have to depend much on the telecommunication facilities. But the present services rendered by the Department are not upto the expectations of the people. The messages from one place to another in the State reach their destination after a period of more than 10 days, whereas an ordinary letter from far west India takes 7 days at the most to reach Arunachal Pradesh. So, the whole system needs immediate revamping, to win the confidence of the people in the Department.

[*Translation*]

(iii) **Need for permanent solution of the drinking water problem of Rajasthan State**

SHRI GULAB CHAND KATARIA (Udaipur): Mr. Deputy Speaker, Sir, I want to draw the attention of the Government to the following matter under Rule 377.

Rajasthan is the only State of India where, leave aside irrigation, people are crying for want of drinking water even after 43 years of Independence. Even after spending crores of rupees on fighting drought and providing drinking water in Rajasthan 18 thousand villages out of 33000 are without drinking water facilities and the residents have to fetch water from a distance of 1 to 15 kilometres. Conservation of rain-water in tanks and its subsequent use has become a part of their life. Not only the villagers of Rajasthan but even people of big cities like Udaipur, Jodhpur, Ajmer, Beawar etc. get water supply for just half-an-hour or one hour in three days. 40 per cent of land is covered by the Thar desert where there is no water. This acute shortage can be met only by immediately implementing the Narmada, Yamuna, Ganga and Indira Canal, Bilaspur, Mansi Vakal, Sidramukh and Noher projects. The Central Government and the Rajasthan Government spends crores of rupees every year to supplement the needs of drinking water and on drought relief. Had this money been used for a permanent solution of these problems, it would have been accomplished by now. The future plans in this

regard should be formulated keeping in view a permanent solution of the problem.

**(iv) Need to construct a railway line between Anupgarh and Bikaner**

SHRI SHOPAT SINGH MAKKASAR (Bikaner): Mr. Deputy Speaker, Sir, I want to raise the following matter under rule 377:

Both Ganganagar and Bikaner are border districts of Rajasthan. The first phase of the Indira Gandhi Canal has been completed. It is irrigating nearly 15 to 20 lakh acres of land. Consequently, the farmers of that area are producing lakhs of tonnes of foodgrains. Rajasthan Government has started the construction of roads with the assistance of the World Bank for the development of that area and is also establishing a network of 'Mandis', to facilitate the farmers to sell their products on reasonable rates. But there is no possibility of development of these bazars in the absence of railways and this is naturally going to adversely affect the farmers of that area. The farmer sells his produce of cotton, wheat, mustard and ground-nut, which are the main crops of that area, on lesser prices there as compared to other markets and he has to incur lot of expenditure on transporting his produce to the other parts of the country by road.

Being a border district, it would also be a significant help to the Border Security Force if a railway line from Anupgarh to Bikaner via Gharsana, Khajuwala and Pugal is constructed. The laying of this railway line is not only essential but also important from the point of view of border security and development of that area. The hon. Prime Minister too had through a special letter to different Ministries, Ministers and Chief Ministers stressed the need for giving priority to the development of border areas. Thus a broad gauge line from Anupgarh to Bikaner via Gharsana, Rawala, Head 365, Khajuwala, Pugal and Kolayat should be constructed. The Railway Minister and the Defence Ministry, both should realise the seriousness of my suggestion and after completing the

survey work by 1990 should give priority to this project in the Railway Budget of 1991.

[English]

**(v) Need to expedite construction work on Chitradurga-Rayadurg and Bailery-Rayadurg Railway lines and improve the train facilities between Mangalore and Secunderabad**

SHRI SRIKANTADATTA NARASIMHA RAJA WADIYAR (Mysore): Mr. Deputy-Speaker, Sir, at present, passengers from Hyderabad desiring to go to Mangalore have to travel through Tamilnadu and Kerala and the journey takes about 36 hours. According to the present time-table, one can reach Mangalore from Secunderabad in 37 hours 45 minutes on the metre gauge via Gutakal, Hubli and Arsikere by Venkatadri Vijayanagar/Miraj-Mangalore Mahalaxmi Express. In the return direction, it takes about 34 hours by having a direct train reducing halting and waiting time at Guntakal and Hubli.

The total distance from Secunderabad to Mangalore on the broad gauge via Vijayawada, Gudur, Renigunta and Jollarpetta is 1630 kms. and on the metre gauge, it is about 1160 kms. If the construction work on the Chitradurga-Rayadurg line is expedited and the Bellary-Rayadurg line is strengthened, the distance between Secunderabad and Mangalore will be further reduced.

In the meantime a combined express train consisting of bogies to Mangalore and Vasco-dagama from Secunderabad with bifurcation at Hubli can be introduced as a bi-weekly train in the beginning and later it can be converted into a daily train. The running time to reach Mangalore should be 30 hours and for Vasco-dagama it should be 22 hours. The proposed train will reduce congestion on the busy trunk route via Vijayawada and Renigunta. Government have a proposal to ply Kachhiguda Jaipur Express on diesel traction soon and if the timings of the sug-