

and Darbhanga districts of Bihar and reducing its propensity for causing flood. It is gratifying to note that work on this project is almost complete in the Nepalese territory but there is hardly any progress in the Indian side. It has been told repeatedly both by the Central Government and the Government of Bihar that the project would be completed by June 1987. But seeing the slow progress of the work, it is almost impossible to complete the work by the above date. As such, the Central Government should ask Bihar Government to expedite the execution of the project and also monitor its progress.

(v) **Need for relaxation by South Central Railway in the rule regarding booking of 20 wagons at a time for one place in Karnataka**

SHRI D.K. NAIKAR (Dharwad North) : The trade and industry in Karnataka are greatly handicapped because of the insistence of the South-Central Railway authorities to book 20 wagons at a time for one place for allotment of wagons. The traders in North Karnataka particularly in Hubli are small traders. They are finding it very difficult to move their goods from one place to another, since they are unable to accumulate goods for being carried in 20 wagons at a time. This in fact has caused scarcity of essential goods in many parts of Karnataka State. This insistence of booking 20 wagons at a time has indirectly affected the common people in the State. The Karnataka Chambers of Commerce and Industry has repeatedly requested the General Manager, South-Central Railway to relax this rigid rule of booking 20 wagons at a time. It is, therefore, requested that the hon. Minister for Railways be pleased to concede the request of the Chambers of Commerce and Industry, Hubli and direct the South-Central Railway authorities immediately to relax the rigid rule of allocation so as to enable the traders to promote their trade in Karnataka State.

(vi) **Need for amending the Forest Conservation Act to obviate delays in execution of development works in tribal areas**

SHRI RAM PYARE PANIKA (Robertsganj) : Sir, it is a matter of great concern that construction works, especially in tribal areas of the country, are hampered due to the Forest Conservation Act which was enacted in 1980. According

to the above Act, a State government has to take prior permission for starting any construction work on forest land. State government have to take permission even for electrification in the villages which are situated in adjacent areas of the forest resulting in slow development of tribal areas in the country. It has been also brought to notice that in the Sixth Five Year Plan many Projects in different States were affected resulting in great discontentment amongst the tribal and other inhabitants of the area. I, therefore, want the Government to look into this and see that no development work is stopped or delayed due to above said Act. If need be suitable amendment to the Forest Conservation Act may be brought.

(vii) **Plight of the workers on account of denotification of Indian Rubber manufacturing Unit of West Bengal**

SHRI PRIYA RANJAN DAS MUNSI (Howrah) : The Indian Rubber Manufacturing Unit of West Bengal had been denotified for the last 1½ years, resulting in starvation of about 1,000 directly employed people of my constituency.

Meanwhile, a year ago, the Government of India set up the Tyre Corporation of India, incorporating some of the premier tyre or rubber units excepting the unit of India Rubber Manufacturing Unit, popularly known as IRM unit.

The market of rubber goods is expanding in India and abroad. A number of Government organisations including defence and Railways are also the bulk consumers of rubber goods specially manufactured by skilled labour of IRM.

The workers are prepared to reduce the strength on the ground of superannuation etc. if the Government agrees to re-open the units.

The Industry Ministry can consider the following proposals to save the unit :

- (i) Bring back the issue to Cabinet withdraw the de-notification order; or
- (ii) Make arrangements for merger of IRM unit into Tyre Corporation of India or Burn and Standard Co.; or
- (iii) Make it an ancillary unit of railways for exclusive supply of rubber goods.