

submission that discussion must be held on Demands for Agriculture.

MR. SPEAKER : You may please go through the report. It has been included. Your proposal is accepted. First External Affairs, thereafter Defence and then Agriculture.

(Interruptions)

12-10 hrs.

### MATTERS UNDER RULE 377

[Translation]

- (i) Need to provide more trains for Bhandara district of Maharashtra

SHRI KESHAORAO PARDHI (Bhandara) : A railway line has been provided from Bhandara Road to Kavdasi Jawahar Nagar, but no passenger train has been introduced on this line. There is a long standing demand of the people of this division for running a passenger train on this line. Engine and bogies of the passenger train which runs from Tumsar Road to Tirodi, remain idle at Agar Tumsar Road. If there is any obstacle to run this train upto Jawahar Nagar via Tumsar Road and Bhandara Road because of the defence factory at Jawahar Nagar, the passenger train could be run upto Bhandara town. Even this will also meet the demands of the people of this division partially. Bhandara is a district headquarters as well as an industrial township. An Iron factory is being set up there. It is, therefore, very necessary to run a passenger train. There is a demand of the people of Balghat district and Gondia division in Madhya Pradesh to provide a stoppage at Gondia for the Bilaspur-Bhopal super-fast train. This express train is particularly necessary for Balghat district for the people of the area going to Bhopal. There is, therefore, need to provide a stoppage at Gondia. There is a long standing demand of the people to start the Maharashtra Express from Gondia, hitherto running upto Pune-Kohlapur via Nagpur. The then Railway Minister had given an

assurance to this effect prior to 1984, but so far it has not been implemented. Either the Maharashtra Express should start from Gondia or a bogie may be attached to Gondia local upto Nagpur for Maharashtra Express and provisions be made to provide reservation facilities on the stations falling in between.

It is my humble submission to the hon. Minister of Railways to issue suitable orders in respect of the aforesaid three demands.

- (ii) Need to provide necessary assistance to the Government of Kerala to meet the drought situation in the state

\*SHRI V. S. VIJAYARAGHAVAN (Palghat) : Mr. Speaker, Sir, Kerala is facing a very severe drought. Crops have been damaged and there is acute shortage of drinking water. According to the State Government's assessment, the total loss is to the extent of Rs. 595.90 crores. This shows that the drought this year is more severe than the one in 1983.

Of all the districts in Kerala, Palghat has suffered the heaviest loss. There is an acute shortage of water in this district. In 1986 this district received only 45 per cent of the normal rainfall. Since January 1987 there has not been any rain at all. This has caused heavy damage to important crops like paddy, coconut, banana, pepper etc. Damage to paddy is to the extent of 60 per cent. Seventy per cent of the pepper vines and 30 per cent of the coconut trees have ruined. This has already broken the back of the farmers. Similarly, the agricultural workers and other labourers are on the verge of starvation as they have no work. In the Attappady tribal belt, there is no drinking water or food to eat. Attappady has been facing drought continuously for the past many years. This area lies under the rain shadow region of the western Ghats and a special study of the causes of recurrent drought in this region is necessary.

I, therefore, request the Government to rush assistance to the drought stricken people of Kerala. I would also request the Government to release the amount asked for by the State Government as also to formulate and

\*The speech was originally delivered in Malayalam.

implement short term as well as long term measures to fight this calamity.

12.11 hrs.

[MR. DEPUTY SPEAKER *in the Chair*]

[*English*]

(iii) Need to expedite issue of Licences for opening of bank branches in Cuttack and Koraput district of Orissa

SHRI LAKSHMAN MALLICK (Jagatsinghpur) : In pursuance of the Branch Expansion Programme of the Reserve Bank of India for the period 1985-90 aiming at achieving a Bank branch for 17000 population and ensuring even distribution of branches so as to have at least one Bank Office within a radius of 10 kms and within an area of 200 sq. kms, the Government of Orissa have recommended to the Reserve Bank of India for opening of Bank branches in 236 identified growth centres. The Reserve Bank of India has already granted seven licences for Kalahandi district and nine licences for Phulbani district during the year 1986. Five branches have so far been opened against these licences. Recently, the Reserve Bank of India has approved 83 centres for opening of new Bank branches by Commercial Banks only in nine more districts of the State. The licences are yet to be issued. Therefore, I request the Central Government to direct the Reserve Bank of India to expedite the issue of the licences for the remaining two districts, that is Cuttack and Koraput and also grant licences for the remaining identified centres at an early date.

(iv) Need to provide a rail system for Bangalore city to meet its increasing transport demand

SHRI SRIKANTA DATTA NARASIMHARAJA WADIYAR (Mysore) : Bangalore is the fastest growing metropolitan city in India. The growth rate of Bangalore's population shot up from 37.82% during the decade 1961-71 to 76.17% during 1971-81. With a population of over 30 lakhs, Bangalore is the fifth largest city in India. The city's rapid growth has resulted in tremendous traffic congestion and mounting

frequency of road accidents and is exerting enormous pressure on bus transport system. The addition of more buses would give partial relief to a limited extent only as the city's roads are not broad enough to carry increased number of buses. As estimated by an expert study group when the population of the city reaches 70 lakh by the year 2001, the road transport system would not be able to meet the transport demand even if all conceivable traffic engineering improvements are provided and even if the maximum augmentation of the bus fleet is made. Therefore a metropolitan rail system for Bangalore is very essential.

In view of the above facts, I request the Government of India that rapid transit system and also a suburban electrified rail system should be introduced for Bangalore during Seventh Plan.

(v) Need to set up a large sugar factory in Mithila region in North Bihar

DR. G.S. RAJHANS (Jhanjharpur) : Mithila region of North-Bihar is extremely backward economically. There is no industry worth the name. Agriculture is also in a very poor state. There is, however, a redeeming feature. The soil of Mithila has proved very alluvial for the farming of sugarcane. The sugarcane grown here is one of the best varieties available in the country. But the cultivators do not take to the farming of sugarcane because there is no sugar factory worthwhile to buy the sugarcane. A couple of sugar factories existing in the area were set up in pre-World War-I days. The machines are old and depleted. These factories mostly remain closed.

There is a great potentiality of setting up a giant sugar factory in Mithila region. The farmers will grow sugarcane in abundance which is a cash crop, the local people who mostly remain unemployed, will get employment and the country will get cheaper sugar.

As such, I request the Central Government to set up a giant sugar factory in Mithila region in collaboration with Bihar Government,