

travel daily by train from Bangalore to Hyderabad and vice versa. Unfortunately, the train route is circuitous and metre gauge. The train journey between these two cities is a punishment to the passengers. It is a time consuming and cumbersome route. In fact, this route had been rejected by the Britishers during their regime. But even now this unpopular route is being used.

If the route between Guntakal and Hyderabad is converted into broad gauge, it will be the shortest and direct route between Bangalore and Hyderabad. This will reduce the distance by more than hundred kilometres. This will also reduce the distance of Karnataka Express running between New Delhi and Bangalore. In fact, this new route will be a boon to the people of Karnataka and Andhra Pradesh.

Therefore, I request the hon. Railway Minister to look into this matter seriously and convert the metre gauge between Guntakal and Hyderabad to broad gauge immediately.

[*Translation*]

(vi) **Need for approval and completion of the Bawanthari irrigation project— an M. P. and Maharashtra joint project—on top priority**

**SHRI KESHAORAO PARDHI** (Bhandara) : Mr. Deputy Speaker, Sir, I want to draw the attention of the House to a very important matter under Rule 377.

Bawanthari Irrigation project is a joint irrigation project of Madhya Pradesh and Maharashtra Governments. The work on this project was started in 1974. A lot of work had been completed in respect of canals but the construction of dams has not started as yet because the clearance from Central Government and the Forest Department is still awaited. When the project was approved in 1974, the estimated cost was Rs. 23 crores. In 1979 the estimated cost rose to Rs. 37 crores and now it is estimated to be Rs. 127 crores. The more the delay, the more the escalation in cost. The project was to provide irrigation facility to the drought affected areas nearby. The farmers of these areas are badly affected on account of drought and this project, on

which the work had started before the Forest Ordinance was issued, would irrigate over 1 lakh acres of land, particularly Adivasi areas. But the work on the construction of the dam has not started as yet.

Many irrigation projects in Maharashtra, particularly in Bhandara district are pending with the Forest Department for approval. As a result of this, there is great resentment among the farmers.

I would therefore request the Central Government to give clearance to Bawanthari Irrigation Project immediately and issue directions to both the state Governments to complete this project on top priority.

12.25 hrs.

AGRICULTURAL AND PROCESSED  
FOOD PRODUCTS EXPORT DEVELOPMENT  
AUTHORITY BILL  
AND  
AGRICULTURAL AND PROCESSED  
FOOD PRODUCTS EXPORT CESS  
BILL—contd.

[*English*]

**MR. DEPUTY SPEAKER** : We now take up item Nos. 14 and 15 and resume discussion on the Agricultural and Processed Food Products Export Development Authority Bill and the Agricultural and Processed Food Products Export Cess Bill. Shri Balasaheb Vikhe Patil may continue his speech.

Please be brief and precise.

**SHRI BALASAHEB VIKHE PATIL** (Kopargaon) : Mr. Deputy Speaker, I will conclude in five minutes.

[*Translation*]

Mr. Deputy Speaker, Sir, I had requested the Government yesterday to remove the Cess. When Government is giving cash incentive and subsidies to other Industries, there is no need to impose this Cess on agricultural export items. Secondly, S.T.C. is engaged in exports, some items are