

ani Iron Ore and manganese mines located near Barbil in Orissa. The company is not paying any attention to the welfare of the workers. Most of these workers are either Scheduled Castes, Scheduled Tribes or from the weaker sections of the society. They are not being paid even the minimum wages regularly. Bonus is not being given to them every year. The company is not paying any attention to the introduction of modern mining methods and also for the modernisation of the mines. In order to remove such uncertainty, I demand that the Orissa Mineral Development Company Ltd., Thakurani be nationalised without any further delay.

**(III) Demand for setting up the proposed Oil Refinery in Khandwa district of Madhya Pradesh**

**SHRI KALICHARAN SAKARGAYEN :** (Khandwa): Under the directions of the Government of India, Bharat Petroleum Corporation has taken a decision to set up an oil refinery in Madhya Pradesh. For this purpose, a survey of 2-3 sites has been conducted. Khandwa district of Madhya Pradesh is also one of these sites.

As regards, the Khandwa district, it has all the necessary infrastructure such as the availability of a plot of land measuring upto 2,000 acres with low fertility, abundant water and power and broad gauge as well metre gauge railway lines connecting all the parts of the country including the availability of direct transportation facilities for Bombay, Calcutta, Bangalore, Mathura, Delhi, Ajmer, Jaipur and Secunderabad.

Khandwa district is nearest to the oil producing areas like Bombay High and Gujarat. The most important problem being faced by the Government is that of rehabilitation of 80, 000 people affected by the submersion of areas due construction of Indira Sagar Dam project on Narmada river. Under these circumstances, Khandwa district is not only the most suitable place for this oil refinery but also the only site to solve the problem of rehabilitation of the people who have been affected by the submersion of land by the dam.

I, therefore, urge upon the Central Government to issue direct the Bharat Petroleum Corporation to set up the proposed oil refinery in Khandwa district of Madhya Pradesh.

**(IV) Demand for attaching a few passenger bogies to the goods train which runs between Dabra-Singhana for transporting goods of the Khetri Copper Project**

**SHRIMODH. AYUB KHAN (Jhunjhunu):** The people of Jhunjhunu have been demanding for long time that some bogies should be attached to the goods train running on the Dabra-Singhana section for the transportation of goods to Khetri Copper Project. In the absence of such an arrangement, the people of this area find themselves in a hopeless situation. Presently, a goods train runs on this track daily for the transportation of goods to the project only. If some passenger bogies are attached to this goods train, it will immensely benefit the workers and other people of that area. It will also not involve a big amount of expenditure because basic structure is already there and a train is already running on this section. The only thing required is 2-3 passenger bogies to be attached to this train.

Therefore, it is my submission that in view of this long standing demand of the people of Jhunjhunu, some passenger coaches may kindly be attached to the goods trains running on the Dabra-Singhana section.

[English]

**(V) Demand for Clearance to the proposal for setting up Ship Breaking Yards at Paradeep and Gopalpur in Orissa ?**

**SHRI LAKSHMAN MALLICK (Jagatsinghpur):** Although Orissa has a long coast line with a major port at Paradeep and a minor port at Gopalpur, no Ship Breaking Yard has been set up during last five years. Due to rapid industrialisation and after es-

[Sh. Lakshman Mallick]

establishment of some spong-iron plants in the State, there is adequate demand for scrap metals. This justifies six new Ship Breaking Yards at Paradeep and Gopalpur. Accordingly the Government of Orissa have requested the Union Minister for Steel and Mines to consider establishment of six Ship Breaking Yards—three at Paradeep and three at Gopalpur. The proposal is pending with the Central Government since long and till today Government of India has not approved the proposal.

There is a great justification for the establishment of Ship Breaking Yards in Orissa. Paradeep and Gopalpur are ideally located for the establishment of such Ship Breaking Yards. As such I request the Union Government to expedite the clearance of the proposal and setting up of Ship Breaking Yards at Paradeep and Gopalpur without any further delay.

[*Translation*]

**(vi) Demand for reinstating the dismissed DTC employees**

SHRI HARISH RAWAT (Almora): Mr. Chairman, Sir, I would like to raise the following matter under Rule 377. Thousands of employees of Delhi Transport Corporation have been rendered jobless due to imprudent decision of some employees unions and impractical and Callous attitude of the Administration. There are hundreds of employees among them who were dismissed for no fault on their part. Today the families of these employees are on the verge of starvation.

I would like to request the hon. Minister of Transport to reinstate the dismissed employees immediately.

**(vii) Demand for certain railway facilities in the Vidarbha region**

SHRI KESHAORAO PARDHI (Bhan-

dara): Mr. Chairman, Sir, under Rule 377, I would like to draw the attention of the Government towards the following matter of public importance.

There is a long outstanding demand to attach on A.C. sleeper coach to 29 DN/30 UP Bombay-Howrah Express, which runs via Nagpur. I have raised this matter in Lok Sabha several times and requested the hon. Minister of Railways but nothing has been done so far. Action should be taken immediately to provide A.C. sleeper coach in this train. A local train runs between Gondiya and Nagpur. This train is habited by a steam engine which has become outdated. It takes nearly 6 hours to cover the distance of 130 kms. from Gondiya to Nagpur. People going to the places of their work have to face lot of difficulties due to this arrangement. Steam engine should be replaced by a diesel engine. A second class three tier bogies should also be attached to Maharashtra Express.

Regarding the restriction imposed on travelling in Geetanjali Express, I have requested the hon. Minister of Railways many a times and in the House also that the restriction on travelling in Geetanjali Express train from Gondiya to Nagpur should be removed. Orders should be issued to remove this restriction till the arrangements are made to run the Maharashtra Express from Gondiya.

Quota should be fixed for Gondiya, Tiora, Tumsar, Bhandara and Kamthi in second class three tier sleeper coach in 6 UP Vidarbha Express which runs between Nagpur and Bombay. This train is meant specially for Vidarbha region but there is a disappointment in the absence of the provision for quota for the important stations in Vidarbha.

I would request the hon. Minister of Railway to give sympathetic consideration to my demands and to take necessary steps to remedy the situation.