

jobs in the factories and as a result, the labourers are not available for agriculture.

The people who work in the factories or in the public sector industries are getting a handsome salary which includes allowances like over time, etc. The agricultural labourers are not available to the farmers even though the Government ensures them wages and as a result, the production targets are not met, the farmer's income declines and his standard of living goes down.

I, therefore, request the Government to set up agro-based industries so that agricultural labourers are not taken away from agriculture and the economic condition of the medium farmer is strengthened. The pollution created by industries is not only harmful to life, but also reduces the fertility of the soil. For example, a cement factory has been set up in Aktara in Bilaspur district of Madhya Pradesh. As a result of this the agricultural work is suffering and besides this, because of pollution the fertility of the soil is also diminishing. Pollution is the main reason for that.

Similarly, the Madhya Bharat Paper Mill in Champa and Brooke Bond Paper Mill in Bilaspur are polluting Hasdo and Arpa rivers, respectively.

Therefore, I would like to request the Government, through you, that prior to setting up these industries both these things should be borne in mind.

(iv) Demand for introducing rapid transport system' between Kanpur and its nearby towns in U.P.

SHRI JAGDISH AWASTHI (Bilhaur) :
MR. Speaker Sir, Kanpur is a big industrial city in northern India. The number of industrial and other workers living there is the largest in comparison with the other north Indian cities. Lakhs of people are migrating to Kanpur in search of jobs not only from neighbouring rural areas, but also from entire eastern and central Uttar Pradesh, Bihar, Bundelkhand, Madhya Pradesh, etc., there by increasing the population of the city

manifold. It is sad that no attention is being paid to the means of transport in the area. There are no arrangements of public transport in the areas around Kanpur and as a result the people have to face great hardships.

The National Transport Policy Committee which was constituted by the Planning Commission in May 1980 had recommended that where there was heavy rush of traffic between two cities even if the distance between them was less than 300 kms, the Railways should provide special corridors of traffic and fast moving trains should be introduced. A special mention of Kanpur-Lucknow section was made in paragraph 9 and 8 of the report. At present, the railway facility for the passengers commuting between Kanpur and the neighbouring cities is almost nil. Road transport is not feasible because of high petrol consumption and high rate of pollution.

I hope the Railway Department will soon introduce rapid transport system between Kanpur city and its nearby towns. Meanwhile one or two shuttle trains should be introduced to these towns. These trains will provide comfort to the passengers on the one hand and on the other hand it will also increase the railway revenue.

[English]

- (v) Need to look into the technical competence of the West German firm, MAN before being awarded contract by Lignite Corporation Ltd. for supply of sophisticated equipments.

SHRI H.N. NANJE GOWDA (Hassan) :
The Neyveli Lignite Corporation Ltd., Tamil Nadu, an Undertaking under the Ministry of Energy has been responsible for building up strong power generation base for southern region of the country, and for its second mine expansion projects, arrangements were made to get the assistance of the West German financing agency called KFW.

Under this arrangement, the NLC called for specific tenders. Prior to this, the Corporation has purchased two major equip-

ments from a firm, namely M/s. M A.N. of West Germany, and which were delivered much after the scheduled dates of delivery, to NLC. The cost in foreign exchange is about Rs. 21 crores. But this equipment ultimately failed and fell down, killing a large number of people; and NLC could not get any kind of compensation whatsoever.

It is now learnt that the management of NLC is making all efforts to award another contract for supply of more sophisticated equipments costing about Rs. 125 crores to this firm again (M.A.N. of West Germany) despite the fact that the Technical consultant for the project did not even approve the firm's participation in the same tender. Serious lapses are not only there, but the firm is technically incompetent to manufacture or build up such equipments for the Second Mine Expansion Project.

In the larger interest of the country and of the State exchequer, I wish to caution Government against the efforts of the NLC to award another contract to this M.A.N. of West Germany.

(vi) Need for repairing and developing Buckingham Canal

SHRI P. PENCHALLIAH (Nellore) : Buckingham Canal is one of the oldest canals in the country. It is 418 Kms. long and flows through Tamil Nadu and Andhra Pradesh. This Canal, which had been completed in the year 1897 had been the main source of transportation for the people of this region, and various commodities.

The 1966 cyclone destroyed the entire economy of this region, and also destroyed this Canal. There were many breaches. The entire Canal was damaged. Layers of sand deposited in the Canal reduced the depth, affecting the movement of boats. Now, the whole of transport through this Canal is on the verge of collapse. Now boats are able to move for a few Kms. here and there. As a result of it, the pressure on road transport system increases considerably. A team of experts from Federal Republic of West Germany has visited India, and inspected the Buckingham Canal in the year 1985. Has

the report of the experts on their inspection been received? What is the reaction of the Government of the Federal Republic of West Germany?

If this Canal is repaired and developed, it will serve the needs of the people in this region, in many ways. It will boost local trade and give a fillip to transportation,

Hence I request the Central Government to repair and develop this Canal as early as possible.

(vii) Need to adopt effective measures to check pollution caused by tobacco dust in Etah, Mainpuri and Farukhabad districts of U.P.

SHRI MOHD. MAHFOOZ ALI KHAN (Etah) : In Uttar Pradesh the Districts of Etah, Farukhabad and Mainpuri are known for best quality of tobacco production which is also the main cash crop in these districts. Tobacco business is mainly in the hands of private traders who engage labourers for crushing and processing tobacco leaves which is mostly done in the open. Tobacco leaves are beaten with small wooden planks while its roots are grinded with centigators. As no scientific method is applied in the whole process, huge quantity of tobacco dust produced is inhaled by the workers and the whole environment gets heavily polluted causing serious health hazards. Chest ailments, cough and T.B. are common among the workers. The working sheds and godowns are mostly located in the thickly populated areas in the towns and cities causing health problems. Environmental pollution with tobacco dust in major parts of these districts has assumed alarming proportion and there is urgent need to consider the problem with all seriousness.

Therefore, through you Sir and this August House I would request the Minister for Environment and Forests to kindly take up the question with the State Government of Uttar Pradesh emphasising the urgent need for taking suitable effective measures to protect the workers from tobacco dust and to check environmental pollution besides shifting the working sheds and godowns outside the town and Nagar Palika areas.