

The Express train from Jodhpur to Ahmedabad *via* Bhildi passes through the important densely populated villages and towns of District Jalore. This is the only express train for the passengers from both the Districts which connects Ahmedabad and various other cities of Gujarat. This train is always overcrowded. It has seven coaches from Jodhpur, which are insufficient. At Bhildi, the coaches of the train from Bhuj are also connected to this train which creates problems for the passengers of Jodhpur, Barmer and Jalore Districts.

I had drawn the attention of the Railway Department during the meeting of the Railway Consultative Committee and North Railway Zone Consultative Committee in this regard but to no avail.

I would, therefore, request the Railway Minister that an exclusive train should be run from Jodhpur to Ahmedabad *via* Bhildi and there should be a provision for 11 coaches, which should have no connection with the Bhuj train so that travellers do no face any inconvenience.

12.11 hrs.

[MR. DEPUTY SPEAKER *in the Chair*]

[*English*]

(ii) Need to take measures to protect the shipping industry

SHRI SATYENDRA NARAYAN SINHA (Aurangabad) : The threatend foreclosure of mortgages on ships by the banks has created a piquant situation which might as well bring the entire Indian shipping industry to closure. The situation has arisen as shipping has become a losing concern as there is not enough freight to fill the ship capacities. If the banks foreclose the mortgages the money will have to be paid by the Shipping Development Fund Committee which stood guarantee for the loans taken by the shipping companies. The ownership of the ships in that case revert to the committee. All that the committee can do is to transfer this ownership to the public sector Shipping Corporation of India which is already sick. The Government must call a high level conference to find a way out of this problem by perhaps rescheduling the

debt of the shipping companies and also insisting that at least 40 per cent of Indian trade should be carried only in Indian ships.

(iii) Diversion of National Highway passing through Nagpur City to the outer side of the city

SHRI BANWARI LAL PUROHIT (Nagpur) : I want to bring to the notice of the Central Government that the condition of the National Highway passing through the Nagpur City (Maharashtra State) is very much deplorable and alarming. Nagpur is the centre of the country and all the traffic from Madras, Delhi, Hyderabad, Bangalore, Bombay and Calcutta passes through the Nagpur City and vice versa.

A large number of innocent persons and school going kids are crashed every month under the wheels of the heavy vehicles on this National Highway.

It has been the desire of the residents of Nagpur for long that the existing National Highway which passes through the Nagpur City should be diverted from the outer side of the city. A large number of requests have been made to the Maharashtra Government and Central Government in this regard, but it has failed to achieve any appropriate results. Construction of the National Highways in the country is the sole responsibility of the Central Government. Maharashtra Government is not in a position to do so, due to shortage of funds with them for the said purpose.

I would request the Central Government to look into the matter immediately and, keeping in view the valuable lives of the innocent persons and school going kids, the existing National Highway, which passes through the Nagpur City, should be diverted from the outer side of the Nagpur city.

(iv) Need to set up more B.S.F. posts all along the Bangladesh Border

DR. GOLAM YAZDANI (Raiganj) : Sir, the whole of Chopra P.S. and Islampur P.S. and Goalpukur Block-I and Raiganj and Kaligenj P.S. of West Dinajpur district in West Bengal situated along the Bangladesh border is very vulnerable to all sorts of anti-social activities by Bangladesh who

cross the border at nights at unguarded points and carry on dacoities in the houses of the Indian villagers and carry away looted property and cattle also. The cattle-lifting occurs very frequently by gangs of Bangladeshis. The BSF posts are situated at long distances along the border and night patrolling by them is not adequate. Hence, the Bangladeshis can cross the border undetected and can also safely go back with looted property. There is also free traffic of smugglers from Bangladeshis at certain points of the border. These gangs from Bangladesh go about 3-4 kilometres deep into Indian territory to loot cattle and other things. People on the Indian side feel very insecure and helpless because the police cannot protect their lives or their properties and cattle. To prevent such anti-social acts by Bangladeshis, more BSF posts should be set up along the border or alternatively CRP camps should be set up in between two BSF posts all along the border. The strength of the BSF camps should also be increased and continuous patrolling of the whole border at night arranged.

I draw the attention of the hon. Home Minister to this vital problem of the people and request him to take necessary steps soon.

(v) **Need to have more bank branches in Midnapur district of West Bengal**

**SHRIMATI GEETA MUKHERJEE** (Panskura) : Sir, in the district of Midnapur, several problems are being faced by the people due to tardy opening of new bank branches falling far short of number of licences and authorisations for the same. Moreover, a larger number of one-officer-banks is hampering the working of IRDP and other rural reconstruction schemes.

The Reserve Bank of India issued licences/authorisations for opening 188 new bank branches in the rural and semi-urban areas of this district during the period from 1982-85. But the commercial banks could open only 104 branches up to December, 1985.

The lead bank in the district has opened 18 as against 47 licences. S.B.I. has opened

16 as against 28 and Mayurakshi Gramin bank has opened eight as against 18.

Due to abnormal delay on the part of banks in opening branches, the progress of opening new branches has been halted.

There are as many as 106 bank branches which are manned by one officer (having no technical officer). The rate of disposal of such one-officer banks is unsatisfactory due to obvious reasons. It also becomes difficult for the Managers of such banks to go out to attend the meeting of IRDP Sub-Committee to undertake field visit and for joint enquiry for identification of beneficiaries and suitable schemes. The authorities of the concerned banks should take immediate steps for providing all such branches with at least one Rural Development Officer for successful implementation of the programme proposed in the Annual Action Plan of the district.

I request the Minister for Finance to take adequate steps to rectify the situation.

(vi) **Places of Tourist Importance in Bihar**

**SHRI C.P. THAKUR** (Patna) : Bihar has got many places of tourist importance as here was once the capital of Indian Empire. Bihar is also the birth place of two important religions the Jainism and Buddhism. Patna was the capital of Ashoka the Great and hence there are many places in Bihar which are of tourist importance in Patna. There are many places in Bihar which tell the ancient history of Muslim period. Shershah Tomb is languishing because of lack of proper care. Maner, near Patna, can also be developed as a place of tourist importance. Light and Sound arrangement, depicting the history of ancient India, can be installed at Khumbrar which is possibly the site of capital of Ashoka the Great. Rajgir and Bodhgaya which are places which attract international tourists, can be provided with light and sound arrangement depicting the teachings of Lord Buddha and Mahavira. A comprehensive survey of places of tourist importance of Bihar should be made and the Centre should provide enough aid for proper development of the places of tourist importance. This will boost not only the national but international tourism also.