

[*Shri Kesharao Pardhi*]

Bhandara Town and action should be taken at the earliest to convert Chanderpur, Gondia, Jabalpur narrow gauge line into a broad gauge line.

(iv) **Need to set up the Proposed Steel Plant at Daitari in Orissa.**

***SHRI ANADI CHARAN DAS (Jaipur):** The Government of India had a proposal to set up a Steel Plant at Daitari in Orissa during the Sixth Plan Period. The site for the Plant was selected on a Piece of land on the borders of Cuttack, Dhenkonal and Keonjher Districts. But is a matter of great regret that the proposal has not been implemented so far. All sorts of infrastructural facilities like labour, water and raw-material are readily available near the proposed plant site. The Government of Orissa has made good progress in land acquisition and a sum of Rs. 9 crores had already been spent in the preliminary works. But the steel plant has not been established so far.

As you know, Orissa is a backward State and unemployment problem is increasing in that State every year. If the steel plant is set up, the unemployed Youths will be absorbed by the plant.

A serious discontentment is prevailing among the people of Orissa due to the inordinate delay in the setting up of steel plant. Therefore in the larger interest of the State of Orissa and the country as well I appeal to the Government of India to set up the steel plant at Daitari forthwith.

SHRI BALKAVI BAIRAGI (Mandsaur): Mr. Speaker, Sir, I would like to say only this much that a reference to Birla etc. has annoyed you. When will you wear a smile?

MR. SPEAKER: Your order cannot be disobeyed.

(v) **Development of hilly regions**

SHRI BRAHMA DUTT (Tehri Garhwal): Mr. Speaker, Sir, I want to make the following statement under Rule 377:

In the hilly areas, due to the Forest Protection Act, developmental activities have been greatly hampered. Construction work on many roads, a major part of which has

been constructed, has been stopped due to forest land coming in the way. The same thing applies to projects relating to drinking water, electrification, industrial, educational institution and hospital schemes. This has slowed down the pace of development works.

In Dehradun district, Lohkhandi-Atal, Dudhli-Navada roads etc., in Tehri, Gular-Gaja and Kot-Akhora roads etc. and many roads in Uttar Kashi on which crores of rupees have been spent, are not being constructed further as some forest land has come in the way.

In this connection, the Centre, and the State Government should adopt a rational procedure under which, along with the protection of environment and the forests, development may also become possible, as it is the policy of the Government that the villages should be connected with the roads and basic facilities like electrification, drinking water, education and health institutions are to be provided to them.

It is necessary that permission to start the stalled development work like construction of roads should be given. It may be allowed to carry on road construction etc. on that part also which falls under forest land. Along with it, provision can be made to plant trees whose number should be many times more than the felled ones. Measures for land conservation may also be undertaken.

The Forest Department itself constructs roads in the forests and there are roads which can be used for connecting the villages situated in the forests. Many multi-purpose river valley projects like Tehri Dam, Lakhwar-Beasi project etc. in this area are pending due to this reason. These projects should also be given early clearance after providing for land conservation and afforestation schemes so that the hilly areas may also be developed like other areas.

(vi) **Need to limit the LPG cylinder quota to one thousand cylinders per dealer for ensuring speedy delivery to the consumers.**

SHRI BALWANT SINGH RAMOO-WALIA (Sangrur): Mr. Speaker, Sir I am raising the following matter under Rule 377:

*The speech was originally delivered in Oriya.

Recently LPG dealers had gone on strike in connection with supplying gas filled cylinders in place of empty cylinders to the consumers.

12.23 hrs.

[MR. DEPUTY SPEAKER *in the Chair*]

One of the reasons, along with other demands, for the strike was that they wanted to do away with the home delivery system. The difficulty to the consumers as a result of stopping home delivery of cylinders can very well be guessed. Whenever the Government does some work, it does with the main intention of providing the maximum facility to the common man. That is why the system of supplying gas cylinders to the consumers by the dealers at different places was started and now the situation is such that the dealers are resorting to strike to do away with that very system. This makes it very clear that they want to defeat the very purpose of the Government. I can understand the difficulty of the dealers. They are dealing with the connections upto 10 to 15 thousands. The consumers have to be supplied with the filled cylinders in place of empty cylinders within one month. With their limited resources, they are unable to meet the demands of the consumers and this is the reason that in the entire country, the filled cylinders are supplied with delay to the consumers. This is a common complaint. Therefore, I suggest that every dealer should be given one thousand connections only so that they are able to serve the consumers properly. With this arrangement, many more unemployed persons will be able to get work. This will also help in fulfilling the purpose of the Government to provide facility to the common man.

(vii) Need to provide stoppage of Chetak Express Train at Harsauli railway station in Rajasthan.

[English]

SHRI RAM SINGH YADAV (Alwar) : Sir, Harsauli is an important railway station on Delhi-Ahmedabad metre-gauge railway line. It is located in district Alwar, Rajasthan State. Harsauli is a commercial town. There are regular passenger bus services from Harsauli to Kot-Kasim and Harsauli to Mandawar and Behore. Growth of passenger

traffic is very high at Harsauli station booking office. For passengers going to Jaipur from Harsauli railway station, a train service from one p. m. to 12 O'clock in the night is not available at all and after 3 p.m. no train service is available for the passengers going to Delhi.

Thus, passengers are facing great difficulties for undertaking their journeys from Harsauli to Jaipur and to Delhi. Residents of that region comprising of at least one hundred villages, have been regularly demanding for stoppage of Chetak Express train for two minutes only at Harsauli railway station. I feel that the demand is fully justified.

I, therefore, urge upon the Minister of Transport to order stoppage of Chetak Express train for two minutes only at Harsauli railway station.

(viii) Need to increase the number of direct trains from metropolitan cities to Kerala.

SHRI K. MOHANDAS (Mukundapuram): Sir, with the coming of summer season and starting of vacations, the railways have to cope with heavy rush. The problem of getting reservation is as acute as ever. This is particularly so in the south-bound trains, especially the trains bound for Kerala. Lakhs of Keralites working in Bombay, Delhi, Calcutta and other major cities in the north, visit their native place during this season. One has to plan his journey and reserve tickets many months in advance and often times one is put in the waiting list. One cannot undertake a long journey with his family in such a state of uncertainty. This situation breeds corruption and the Government has not been able to root it out.

The only remedy lies in increasing the number of direct trains from the metropolitan cities to Kerala. At present there is only one direct train from Bombay to Kerala. There has been persistent demand from people for the introduction of one more train like the present Jayanti Janata between Bombay and Kerala. Bombay has perhaps the largest Malayalee population outside Kerala, and, therefore, the problems being faced by them in the matter of reservation, etc. are very serious. Similarly, even with three trains the