

[English]

- (vi) **Need to constitute a team to study the causes of industrial Sickness in West Bengal and Suggest Remedial Measures.**

KUMARI MAMATA BANERJEE (Jadavpur) : The Industrial sickness in West Bengal is so serious that recently three children committed suicide to save their parents from starvation and humiliation. Their father was a worker in a private factory of Hawrah. I am afraid that if the Government do not take immediate steps to remove industrial sickness, the entire country may face a serious situation. I would, therefore, request the Union Government to constitute a survey team for proper study of the causes of industrial sickness and to suggest remedial measures.

- (vii) **Issue of 'no objection certificates' by Railway authorities, Bombay to the slum dwellers living on land owned by Railways to avail of the civic amenities provided by Municipal Corporation.**

SHRI SHARAD DIGHE (Bombay North Central) : The issue of providing civic amenities in slum located on lands owned by Railways in Bombay has been pending consideration for the last 8 to 10 years. There is no fixed policy of granting 'No objection certificate' by Railways for allowing the State Government or the Bombay Municipal Corporation to provide essential civic amenities to these hutment dwellers. It is creating uncertainty and confusion in such slums. When all other slums in Bombay are being provided with civic amenities, the slums of Railways land are generally deprived of these facilities. The Railway Ministry should take prompt decision in this matter and give instructions to their subordinate officers to give 'No objection certificates' to slums in Bombay in this respect.

- (viii) **Need to convert narrow gauge railway line between Rupsa and Bangri posi into broad gauge and to extend it to Bad ampahad mines.**

SHRI SIDHA LAL MURMU (Mayurbhanj): There is a narrow gauge railway line between Rupsa to Bangri Posi in my constituency which is about 20 Kms. from Badampahad where there is an iron ore mine. Lot of forest produce is being transported by rail/road. The narrow gauge railway line is unable to meet the demand of the area. If this narrow gauge line is converted into a broad gauge line, it can serve the people of this area much better. More people can travel conveniently and quickly and more goods can be transported.

I, therefore, request the Railway Minister to convert this narrow gauge line into broad gauge and extend it to Badampahad mines so that iron ore from Badampahad, Suleipat and Gorumohisani can be exported through Paradip Port directly by reducing the present route to about 200 Kms.

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14.30.hrs.

NATIONAL HIGHWAYS AUTHORITY OF  
INDIA BILL (Cont.)

[English]

MR. DEPUTY-SPEAKER : Now we take up further consideration of the National Highways Authority of India Bill moved by Shri Rajesh Pilot on 24th November, 1988.

PROF. NARAIN CHAND PARASHAR (Hamirpur) : I rise to support the National Highways Authority of India Bill introduced by the Minister of State for Transport, Shri Rajesh Pilot.

National highways play an important role in linking one State with another. They also provide an efficient network for communication. There has been tremendous in-