

not only in Gudur but in the entire country. They requested to constitute a Parliamentary Committee for studying the various problems and suggest the ways and means to the Government to improve the situation.

I request the Government to constitute a Parliamentary Committee without any further loss of time, to rescue Mica industry in the country.

- (v) Need to develop the stretch of National Waterway between Farakka and Haldia first as per report of Dutch Consultants

**SHRI SAIFUDDIN CHOWDHARY** (Katwa) : Sir, according to the report submitted by teams of Dutch consultants led by engineer D. de Bruin "The Navigability of the National Waterway between Allahabad and Haldia" submitted to the Central Government in 1933, the stretch between Farakka and Haldia should be chosen first for development as the other stretches are not suitable for motorised transport due to low water level and non-availability of bulk transport in the near future.

A study conducted by national Council of applied Research in the late seventies also came to the same conclusion as regards the economic non-feasibility of other stretches other than Farakka-Haldia.

I urge upon the Minister concerned to make a statement in the House stating the reasons for not taking up the development work of Farakka-Haldia stretch.

- (vi) Need to direct commercial banks in Orissa to participate in term lending alongwith State Financial Corporation for development of small industries

**DR. KRUPASINDHU BHOI** (Sambalpur) : The role of commercial banks in financial working capital needs of small scale industries is extremely unsatisfactory. Central Government and Reserve Bank of India have issued repeated instructions for joint/simultaneous appraisal of term loan and working capital by the State Financial Corporation and the commercial banks.

In spite of repeated attempts by the Orissa Government, the banks have not agreed to abide by this principle. Invariably there is inordinate delay in sanction of working capital even long after installation of machinery and equipment. As a result, commercial operation is delayed and the unit becomes sick from the very beginning.

Another difficulty relates to inadequacy of working capital sanctioned by the banks. More often than not the banks sanction only a small fraction of the actual working capital needs of a unit, as assessed by the experts of State Financial Corporation. As a result, the unit is forced to carry on uneconomic operations below the break-even level leading to eventual sickness.

If the small industry sector has to serve properly the banks have to play a much more positive and meaningful role. While the guidelines of the Central Government and reserve bank of India have to be strictly enforced, banks should come forward to participate in term lending along with State Financial Corporation so that they have a stake in the unit which will prompt them for expeditious sanction of adequate working capital and subsequent involvement in the health and welfare of the small industry.

- (vii) Demand for development of Cape Comorin as an international tourist resort

**SHRI N. DENNIS** (Nagercoil) : Cape Comorin, the southern-most part of our nation has to be developed into an important place of tourist attraction. Thousands of national and international tourists, pilgrims and others are visiting this place daily with the keen interest of seeing the southern-most part of India, the place, where the three seas meet, to witness the full view of sun rise and sun set, to see the famous Vivekananda Memorial Rock, the Gandhi memorial building 'Gandhi Mandapam' and other beautiful scenery of tourist attraction and to offer worship before the famous 'Bhagavathy Amman' temple. For the promotion of national integration too, this southern-most

part of our nation has to be developed. But tourists are handicapped for several obstacles such as lack of water facilities, hotel facilities, inadequate number of direct express train services and the absence of airport.

So the Government may be pleased to take immediate steps to remove those difficulties and develop Cape Comorin into a place of international tourist attraction through the implementation of a master plan.

12.18 hrs.

**SUPPLEMENTARY DEMANDS FOR GRANTS (RAILWAYS), 1986-87—**  
*Contd.*

[English]

**MR. DEPUTY SPEAKER :** Now we take up further discussion and voting on the Supplementary Demands for Grants in respect of the Budget (Railways) for 1986-87. 4 hours were allotted for this. Already we have taken more than 5 hours. On the request of Members, we are allowing some more discussion.

[Translation]

**SHRI R.P. SUMAN (Akbarpur) :** Mr. Deputy Speaker, Sir, First of all, I would like to support the Supplementary Demands for Grants of the Ministry of Railways. There cannot be two opinions that ever since hon. Shri Madhavrao Scindia took charge of Railways, there has been considerable improvement in the Railways. Still it is essential to bring about even further improvement. The hon. Minister is working to accelerate the pace of development. In this connection, it was essential to raise the freight rates by 15 per cent. It was important to do so for the growth and development of the Railways. There has been a substantial improvement in our Railways. Besides I would like to draw the attention of the hon. Minister through you towards two or three points. First, I would like to urge upon the Government that whenever the Railways are discussed in the House, the most important demand coming from every corner of the House is

to introduce new trains for expansion of the Railways and also the projects. But the Budget allocation for the Railway Ministry has been curtailed very much by the Planning Commission. I would request the hon. Prime Minister and the hon. Finance Minister to direct the Planning Commission to allocate maximum possible funds for it, so that the Railways can develop and make progress according to the wishes of the people and the facilities provided by it could also reach everybody.

I would like to make one submission in regard to the proposed construction of a railway bridge across the river Saryu in Ayodhya in the district of Faizabad in Uttar Pradesh. As a matter of fact, I have drawn the attention of the hon. Minister several times in the House and through other means, in connection with the early construction of the above mentioned bridge; and moreover, as you are all aware, Ayodhya is an important place in the world. But it is regretful that the Railways which could have contributed significantly for the development of Ayodhya, are not doing so, by delaying the construction of the aforesaid bridge. Hence, I would strongly demand again that the hon. Minister should kindly sanction the construction of this bridge across the Saryu river at the earliest, so that Gorakhpur, Basti, Deoria and such other areas could be directly connected with Allahabad and heavy vehicular traffic at Ayodhya, due to which a serious accident had occurred recently on the occasion of 'Parikrama' in which 32 lives were lost, could be reduced. Had a railway bridge been constructed there, then considerable load would have been transported by the railways instead of trucks and the traffic jam would not have been taken place by heavy vehicles and the accident could have been averted. Hence, I would request you kindly to issue orders for the early construction of the bridge so that people can get benefit from it.

Sir, the Saryu Express runs from Faizabad to Allahabad. In this connection I had drawn the attention of the hon. Minister several times—which I would like to repeat now—that the said train should be extended upto Ayodhya in view of the persistent demand of the people of that place. Although, it has been stated by the