

MR. SPEAKER: Well, if you feel happy, I am always wrong for you.

SHRI NIRMAL KANTI CHATTERJEE: Apart from that, if on the 19th we are not sitting, on the last day, we do not sit till 10 p.m. Therefore, such a huge business cannot be disposed of on that day.

MR. SPEAKER: What is the point you are making? Let it be very brief.

SHRI NIRMAL KANTI CHATTERJEE: On 18th, all these cannot be disposed of.

MR. SPEAKER: You apply your mind and give me the schedule. I will consider it along with other Members' suggestions.

(Interruptions)

[Translation]

SHRI RAM VILAS PASWAN (Rosera): Mr. Speaker, Sir, you as well as the leaders of the various parties have already put forth their viewpoints. We urge you once again to convene the meeting of the Business Advisory Committee to fix dates for the sittings.

[English]

MR. SPEAKER: That is correct. I accept Mr. Paswan's suggestion.

(Interruptions)

MR. SPEAKER: I am putting it. Even if it is necessary it can be changed.

That which you decide can be changed by you also.

The question is:

"That this House do agree with the Thirty-Eighth Report of the Business Advisory Committee presented to the House on the 1st March, 1994."

The motion was adopted.

12.47 hrs.

MATTERS UNDER RULE 377

(i) **Need to Expedite the Expansion Programme of National Aluminium Company in Orissa**

[English]

SHRI K. PRADHANI (Nowrangpur): Sir, the National Aluminium Company has been facing serious financial crisis ever since that public sector undertaking got itself involved in the stock-market. The expansion programme has been inordinately delayed on this account.

The original estimated cost of NALCO's expansion programme was Rs. 970 crore. The Public Investment Board had approved this investment last year. But the proposal remained pending with the Central Government till the end of January, 1993. The proposed expansion programme was to be undertaken at Damanjodi in Orissa. The increase in capacity of the alumina plant and mines was included under the expansion and modernisation plan. There was absolutely no problem of resources as NALCO was to bear the cost from its fund. But it is learnt that the Ministry of Mines could not complete the requisite formalities in time. The cost has now escalated to Rs. 1,096 crore. In a meantime, the Ministry of Mines has approved the establishment of

[Shri K. Pradhani]

two alumina plants. If the expansion programme gets delayed further, this major plant will not be able to cope with the demand of its product in the international market. The aluminium export may decline and the country may lose precious foreign exchange.

I, therefore, urge upon the Central Government to expedite the expansion programme of NALCO without any further delay.

(ii) Need to Ensure Early Operated of Air Services between Nasik and Bombay

DR. VASANT NIWRUTTI PAWAR (Nasik): Sir, in recent times, many private airlines have been given permission to start air services in different sectors in the country. In Maharashtra, there is a persistent demand from the people of Bombay as well as Nasik to start air services linking these two places as these two places are connected with industrial and agricultural activities. Many businessmen visit Nasik for business activities as Nasik is one of the biggest trading centres for onions, grapes, sugar and other agricultural products. These people face a lot of inconvenience due to lack of air services between Nasik and Bombay. Raj Air Services have been given permission to operate their services between Nasik and Bombay. But till date, they have not started their operations.

I, therefore, urge upon the hon. Minister for Civil Aviation and Tourism to see that Raj Air Services start their services immediately.

(iii) Need to shift Marathwada Region Presently Under South Central Zone of Railways to Central Zone

SHRI ANKUSHRAO RAOSAHEB TOPE (Jalna): Sir, Marathwada region comes under South Central Zone whereas other regions of Maharashtra come under Central Zone of Railways. As a result of this, development of Marathwada region has suffered. The Head Office of South Central Zone of Railways is situated in Hyderabad. Representatives of people from Marathwada region have to go to Hyderabad for complaints/suggestions, etc. This causes a lot of inconvenience to them. Moreover, Jalna-Bombay Express is administered by two Railway Zones. The performance of this train so far as punctuality is concerned is very poor. In view of this, I urge upon the Minister for Railways to merge the Marathwada region which comes under South Central Zone of Railways with Central Zone to facilitate administrative convenience and proper care and development of Railways in Marathwada region. This can only be possible if the Marathwada region comes under Central Zone.

(iv) Need to take steps for Early implementation of Narmada-Shipra Link Project

[Translation]

SHRI SATYNARAYAN JATIYA (Ujjain): Mr. Speaker, Sir, I would like to draw the attention of the House towards an important issue.

Ujjain is a historical city and is known for its culture and religious importance. Ujjain is one of the seven places in the country where after every twelve years "Sinhasth Kumbh" is held.