

MR. DEPUTY SPEAKER: The House now shall take up matters under Rule 377 Prithviraj D. Chavan.

MATTER UNDER THE RULE 377

- (i) **Need to Introduction a New Express Train Between Bombay and Kolhapur, Western Maharashtra.**

13.32 hrs.

[English]

SHRI PRITHVIRAJ DCHAVAN (Karad): Presently trains which run between Bombay and Kolhapur are not able to handle the passenger traffic from the economically advanced sugar belt of western Maharashtra, consisting the districts of Kolhapur, Satara, Sangli, Pune and Ratnagiri. Also the present timings are highly unsuited as they are linked with the north-bound trains from Karnataka region. This section earns very high revenue for the South-Central Railway. The people of the area including businessmen, students and also the elected representatives of the area have been demanding introduction of a new super fast train exclusively for this area unconnected with Karnataka trains. The new train should have convenient timings so as to reach Bombay V.T. before 7.00 A.M. so that people having work in State Secretariat can return home the same day. I request the Railway Minister to start this train urgently which may be called "Krishna Express."

- (ii) **Need for early Commissioning of Rani Gunta Power Project, Andhra Pradesh.**

SHRIM.G. REDDY (Chittoor): The daily power requirement of Andhra Pradesh is around 62 million unit per day. But the generating capacity as on date is only 48 million units. There is a shortfall of 14 million units per day. To bridge this power shortage gap State Government has proposed setting up quite a few thermal, gas-based hydel and diesel based generating stations.

With specific reference to Rani Gunta Project in Andhra Pradesh with an estimate outlay of four hundred crores, I urge upon the Central Government to clear this project, since Rayalseema areas is one of the most backward economically, industrially and agriculturally. Chittoor District which is at the tail end of the transmission, faces problems of low voltage and frequent power failures resulting in short circuits in motor coils and transformers, leading to unbearable repeated losses to the farming community and also to Andhra Pradesh State Electricity Boards.

Chittoor District tops the State in respect of the number of irrigation pump-sets. Unless the above mentioned diesel based power station is commissioned, the untold miseries of the electricity consumers of Chittoor District cannot be mitigated.

- (iii) **Need to provide Central Assistance to Government of Uttar Pradesh for Replacement of Transmission Lines in Sitapur District, Uttar Pradesh**

[Translation]

SHRI JANARDAN MISHRA (Sitapur): Mr. Deputy Speaker, Sir, I want to draw the attention of the House to an urgent matter of public importance under rule 377.

Though publicity is being given that the work of rural electrification in the country is a tremendous success, yet the factual position is that, if a tubewell in a village is electrified, it is presumed that the entire village has been electrified. Thus the people of the village are not at all benefited. Similarly, according to the official statistics in Sitapur district of Eastern Uttar Pradesh 49.4 per cent, electrification has been done, but actually only 22.2 per cent rural electrification has been done there. The main hindrance in the electrification of this district is 66,000 K.V. transmission lines. Electricity is supplied to the entire State through the 33,000 K.V. lines, but her it is being supplied through this

521 Matters under Rule 377 ASADHA 24, 1914 (SAKA) Matters under Rule 377 522
obsolete 66,000 K.V. line as a result of which when any electric equipment or transformers are damaged, due to fault in this line, it is difficult to replace them. In my opinion, replacement of 33,000 K.V. lines in place of 66,000 K.V. lines is not possible without central assistance.

I, therefore, demand from the hon. Minister of Power to arrange for replacement of these transmission lines by 33,000 K.V. lines in Sitapur district immediately, so that like other parts of the State, Sitapur district too may have adequate power supply.

(iv) Need to Grant Licences for Setting up Sugar Mills at Mirganj and Nawabganj in Bareilly, Uttar Pradesh

SHRI SANTOSH KUMAR GANGWAR (Bareilly): Mr. Deputy Speaker, Sir, I want to draw the attention of the House to an important matters under rule 377.

Keeping in view the demand of places like Mirganj and Nawabganj in Bareilly, Uttar Pradesh for setting up Sugar Mills the State Government had recommended grant of licences to entrepreneurs in the Private sector. The said parties want to set up the sugar mills immediately. Keeping in view the availability of Sugarcane in abundance there, I request the Central Government to grant licences for setting up Sugar Mills at those places.

(v) Need to Provide More Railway Amenities to Malabar Region, Kerala.

[English]

SHRI E. AHAMED (Manjeri): The Southern Railway has not been paying sufficient attention to the railway line between Palghat and Mangalore which covers the entire Malabar region of the Kerala State. This

line came into existence a century ago when the South Indian Railway Company was formed and the people of this area had been supporting the railway from its earlier stages. But no progress in the matter of providing more railway facilities has been made on this line. Doubling of Shoranur- Mangalore line still remains a dream. There is no modern facility like tokenless signals in Malabar area of Southern Railway which invariably delays the movement of trains. The train compartments in this region are in a miserable condition and the railway stations have no overhead coverings of required length. In the revenue collection, Palghat Division assumes the first or second position but in the matter of development the Southern Railway treats this division at the fourth position. This has created resentment in the people of Malabar region and all prominent newspapers have written leading articles condemning the step-motherly treatment of Southern Railway to Palghat division. I would, therefore, urge upon the Railway Minister to take appropriate action and provide more railway amenities to Malabar region.

(vi) Need to Introduce Boeing Service to Lilabari in Assam

SHRI PROBIN DEKA (Mangaldoi): At present Vayudoot service is available between Guwahati and Lilabari, Lakhimpur. But the service is very irregular. Sometimes it operates and at times it does not, thereby causing great inconvenience to the traveling public especially the Members of Parliament are in a disadvantageous position. When the flight is cancelled at the eleventh hour without any prior intimation, they have to miss the connecting flight from Guwahati. In order to cater to the need of the people of that area, introduction of Boeing service is essential. The facilities at the air field in Lilabari may be improved, so that Boeing service can be operated. This is a longstanding demand of the people of that area.