

14.39 hrs.

MATTERS UNDER RULE 377

(i) NEED TO AUGMENT PURCHASE QUOTA
OF IRON-ORE BY M.M.T.C. IN ORISSA

SHRI RASABEHARI BEHERA (Kalahandi): Sir, Orissa abounds in mineral wealth particularly iron ore, manganese, chrome ore, and bauxite etc. Thousands of tribal labourers from different parts of Orissa and neighbouring States earn their livelihood by working in the iron ore mines of Keonjhar, Mayurbhanj and Sundargarh district of Orissa. Metals and Mineral Trading Corporation is the sole purchaser of iron ore from these mines. The Government of India earns foreign exchange worth several crores of rupees by exporting iron ore from Orissa mines. Thus, the development of Orissa primarily depends upon the proper exploration of iron ore mines.

It is a matter of regret that this major iron ore belt of Orissa is facing crisis due to the failure of MMTC in augmenting its annual purchase quota from these mines. The shocking fact is this that from 1976-77 onwards MMTC has not lifted even half of its quota accumulated at different railway sidings of these three districts. Millions of tonnes of iron ore have been accumulated at Banspani railway sidings alone. In view of the above difficulties, some iron ore mines particularly those managed by Orissa Mining Corporation have been declared closed. Due to this, a large number of labourers working in these mines and various railway sidings have been retrenched. The Government of Orissa has been taking up this matter time and again with the MMTC authorities and stressing the need for increasing its annual purchase of iron ore from these mines. In spite of all such efforts made by the Government of Orissa, MMTC has not yet taken any decision to buy more quantities of iron ore. Effective steps have also not been taken for

clearing the stagnating iron ores. This sort of apathy of MMTC may lead towards the breakdown of law and order, because, this issue is inter-linked with the human problem in the backward State like Orissa.

Therefore, I draw the urgent attention of the Government of India to direct the MMTC to take steps for augmenting the annual purchase quota of iron ore from these languishing mines.

Similar steps should also be taken for clearing the accumulated stocks forthwith.

(ii) NEED TO START FAST RUNNING
SERVICE BETWEEN LUCKNOW AND
DELHI

श्री मुलाम मोहम्मद खां (मुरादाबाद)
उपाध्यक्ष महोदय, भारतीय रेलों देश में महत्वपूर्ण सेवा कर रही है दिल्ली से अनेक रेल गाड़ियां अलीगढ़ होती हुई लखनऊ, कलकत्ता आदि विभिन्न स्थानों को जाती हैं दूसरी ओर कुछ मेल गाड़ियां मुराबाबाद से होती हुई लखनऊ जाती हैं? चूंकि यह तेज रफतार गाड़ियां हैं, अतः बीच के क्षेत्र में लगभग 50-80 लाख की आबादी इन तेज रफतार गाड़ियों में यात्रा करने से वंचित रह जाती हैं और इन्हें लखनऊ कलकत्ता आदि स्थानों पर पहुंचने में बंधुद कठिनाई का सामना करना पड़ता है। इन्हें रिजर्वेशन कभी नहीं मिलता और मजबूर होकर यह लोग रेलों की छतों और बम्पर्स पर बैठकर सफर करते हैं? इससे जिन्दगी का खतरा रहता है। आये दिन लोगों की मृत्यु हो जाती है तेज रफतार गाड़ियों में जगह न मिलने के कारण इन्हें सामान्य गाड़ियों में बैठने के लिए विवश होना पड़ता है। जिस पर काफी समय और धन खर्च होता है। इन गरीब लोगों की आवाज में कोई ताकत नहीं है। उनकी कठि-