

श्री मनोराम बागड़ी : सभो पाठियों के मेम्बर थे, फिर भो गलत बात हुई है । जब सारे सदनको विश्वास दिलाया गया था तो उसको लेना चाहिए था ।

चेयरमैन साहब, यहां पर स्पोकर साहब ने सदन को विश्वास दिलाया था कि नेपाली के किसानों के साथ जो घटना घटी है उसको यहां चर्चा में लिया जाएगा । इसीलिए उस कमेटी को तलब किया गया था, उसको बुलाया गया था ।

समापति महोदय : आप इसको पहले उठाते । जब रिपोर्ट पेश हुई थी तब बोलते तो ठीक था, लेकिन अब तो वह एडाप्ट हो चुकी है ।

श्री मनोराम बागड़ी : इसमें बोलने की क्या बात है । यह तो बि-कुन नावाजिब बात है । मैं तो इसके लिए विपक्ष के लोगों को ज्यादा दोषो मानता हूं, वायदा करके फिर भो नहीं किया । मैं उनको भीष्मनारायण सिंह से ज्यादा दोषी मानता हूं ।

13.38 hrs.

MATTERS UNDER RULE 377

- (i) NEED FOR CONSTRUCTION OF THE SECOND PHASE OF THE JAKHAPURA-BANASPANI RAILWAY LINE FROM DAITARI TO BANSPANI IN ORISSA.

SHRI HARIHAR SOREN (Keonjhar): Sir, the construction of the second phase of the Jakhapura-Banspani railway line from Daitari to Banspani is very necessary for the economic development of Orissa. This rail link would facilitate the development of the mineral-based industries in the State, particularly

in the district of Keonjhar, and promote the development of Paradip Port.

Keonjhar district is predominantly inhabited by tribal people and 80 per cent of them live below the poverty line. They earn their livelihood by working in the fields and mines. The condition of the small and marginal farmers is very pitiable, due to the extensive damage caused to their crops by the severe drought, which prevailed in this district last year. This large section of the poverty-stricken and jobless people can be provided with work, if the construction of the 147 km Daitari-Banspani rail link is started. Millions of tonnes of iron ore, manganese, chromite and bauxite can be transported from the mines of this district to Paradip Port at a cheaper cost by this rail link. Apart from this, the forest and the general goods traffic would be generated, in course of time, since this line connects the most important industrial-cum-mining belt of the country with the deepest port of India, Paradip.

The Orissa Government has proposed setting up a number of industries, anticipating that this line would materialise. A sponge iron plant at Tangarani, near Keonjhar garh is under construction, and the establishment of two similar plants near Banspani rail head with the joint collaboration of I.P.I.C.C.L. and Messrs. Tata Steel Limited have been approved. All these projects are vitally linked with the extension of the rail link from Daitari to Banspani. Unless the construction of the second phase, that is, Daitari-Banspani is taken up, it will not be possible to realise the full benefits of the high grade minerals available in abundance in the Keonjhar district. Therefore, I demand that the Government of India should take immediate steps for the construction of the above railway line.