

The reason why we did not immediately appoint a Commission, or refer it to the CBI, is that we wanted to ascertain the facts before doing so. I explained even at the beginning and in the early stage of the debate that this Government did not want to emulate the previous Government in the matter of appointing Commissions of Inquiry. We do not want to do it without having at least *prima facie* case.

SHRI JYOTIRMOY BOSU (Diamond Harbour) : Except for Jamshedpur.

SHRI R. VANKATARAMAN : You are in the habit of saying things totally irrelevant to the subject under discussion. Therefore, I cannot answer that.

The point really is this that without a *prima facie* evidence or collecting a material, this Government did not want to do it. We are now going into it. We will examine the whole thing and, if it is warranted, neither the Commission nor the Inquiry is excluded. That is what I said. I did not put it positively; I put it negatively. If it is warranted, we will not shirk from doing it; we will certainly do it.

I thank the House for the co-operation it has given me.

MATTERS UNDER RULE 377

(i) SETTING UP OF A POWER PLANT AT MAJHEA IN WEST BENGAL

MR. CHAIRMAN : The House will now take up matters under Rule 377.

SHRI AJIT KUMAR SAHA. (Vishnupur) : Sir, at the meeting of the Power Ministers of the Eastern Region at Calcutta in February last, the Energy Minister stated that the DVC's Project at Majhia was not being taken up on the plea that the coal in Majhia is of high quality. In this regard I would like to draw the attention of the House to the report of the Geological Survey of India that the Majhia coal could be used for thermal power generation and that a sizeable reserve of coal from this area could be a potential source for the Santaldih Thermal Plant, located 64 km. to the west of any other plant that may be set up nearby.]

The Government of West Bengal has already drawn the attention of the Central Government to set up a pit head power plant at Majhia. But the DVC and the Central Electricity Authority indicated that they were unable to proceed with the project at Majhia because the low rate of coal mining by Coal India Limited in

the area would be inadequate to support a power station in this region. I feel that the rate of mining in the area ought to be stepped up since the site was suitable for a power plant. The West Bengal Chief Minister has already drawn the attention of the Energy Minister to augment the rate of mining at Majhia.

Some help could also be extended if transport of coal from the left bank of Damodar can be made possible by building the railway link from Bankura to Raniganj. This project is under consideration of the Railway Ministry for a long time.

Under these circumstances, I urge upon the Energy Ministry to take up the matter for building the railway link with the Railway Ministry and the Planning Commission and other Central Government agencies to accord approval to the project for setting up the power station at Majhia pit head. I demand that the Energy Ministry ask the DVC and the Central Electricity Authority to set up the power plant and issue necessary instruction so that the power plant comes up at Majhia within a short time.

(ii) NEED FOR IMPROVING TRAIN SERVICES IN ORISSA.

SHRI RASABEHARI BEHERA (Kalahandi) : I wish to make the following statement under Rule 377 relating to the serious shortcomings prevailing in the passenger trains running through Khurdha Road Division of Orissa. The passengers travelling in these trains are facing immense difficulties in the absence of the minimum facilities that are generally provided to the passenger trains running in other States.

The Government of Orissa is in constant touch with the South-Eastern Railway Headquarters, Calcutta, to remove the weak tracks which were laid during the British period. The people of Orissa, the Railway Unions and several other organisations have submitted a number of memoranda to the Railway authorities to improve the railway tracks either by immediate repairing or replacing them with the new lines. Unfortunately, the railway authorities do not seem to attach any importance to this matter as the conditions continue to linger on in its worst form.

It is a matter of great regret that the old engines engaged to pull the passenger trains had never been replaced with new