

regulations are honoured more in breach than in compliance. Very powerful explosive materials have been discovered and are being used in the country. But no proper precaution is being taken while using them which causes these accidents. When Chlorate and Sulphur were prohibited from being used for manufacturing explosives, such accidents were comparatively less. Now these materials are being used freely.

Therefore, the Government should bring about necessary amendments to the Indian Explosives Act to provide for stringent punishment for non-compliance with its provisions. Besides, this industry has a very high potential of accidents and hence, compulsory insurance should be introduced for the workers. I request the Government to bring about the necessary legislative measures in this regard.

(iii) Setting up of a Thermal Power Station in Orissa

DR. KRUPASINDHU BHOI (Sambalpur) : Under rule 377 I make the following statement :

There has been an inordinate delay in the establishment of a super thermal power station at IB valley in the state of Orissa. The state has been facing severe power crisis and the production of steel, fertiliser and other materials have been adversely affected as power cut has been imposed on them. The State Electricity Board has estimated that there would be short fall in annual energy need for Orissa at 331 to 790 M.W. during 1984-85 and 1989-90. The only way to tide over the difficulty is to set up a super thermal power station at IB valley in Sambalpur district of Orissa. It would also provide some alternative against possible failure of Hydro-electric power generation owing to failure of monsoon. If a thermal power station of 840 M.W. installed capacity is set up at IB Valley it would meet an annual energy requirement of about 4300 G.W.H. For a 840 M.W. thermal station, annual requirement of coal is about three million tonnes. All the requisite inputs like

coal and other facilities for setting up of this power station are available in Orissa.

Considering the ever growing need of power and in view of the States new industrial policy, the project report of IB thermal power station has been prepared and sent to Central Electricity Authority for technical clearance. But it is unfortunate that a genuine demand of the State of Orissa has not been implemented.

In view of this I demand that the hon. Minister of Energy should direct the C.E.A. to clear project and expedite the establishment of a thermal power station at IB valley in Orissa.

(iv) Television studio for Karnataka

*SHRI NARSING SURYAWANSHI (Bidar) : Sir, Bangalore and Gulbarga in Karnataka State at present have television relay centres. These centres cater to the needs of the people in and around these two places. Needless to say that many useful programmes which are beneficial to farmers, students and other common folk are telecast from these centres. The role of television in reflecting the cultural moorings cannot be minimised. But unfortunately, there is no studio in Karnataka area where Kannada programmes can be video-taped. At present, all Kannada programmes for Gulbarga Centre are being taped in the television studio at Hyderabad. The Bangalore Centre telecasts Tamil and Marathi programmes as they are being relayed from Madras and Bombay respectively. Rarely some Kannada programmes are telecast. Besides, the Kannada programmes that are telecast from these centres are of very inferior quality. Hence the television centres in Karnataka do not reflect the real and genuine cultural legacy of Karnataka. The people of Karnataka both from elite classes and from the working classes have lost interest in the television medium of communication as it is far from their past heritage and from their future hopes.

Therefore, I request the hon. Minister for

* The original speech was delivered in Kannada.

information and Broadcasting to look into the matter and to expedite the work of the full fledged television studio in Karnataka.

(v) Introduction of E.M.U. Coaches on Bardhwan-Asansol Railway Section and construction of second foot-bridge at Bardhwan Station

SHRI KRISHNA CHANDRA HALDER (Durgapur) : Sir, Bardhwan to Asansol railway section of the Eastern Railway is one of the busiest sections of the Railways. Durgapur, Raniganj and Asansol industrial complexes are within this railway section. Central Government, State Government, private sector and public sector units have not been able to provide quarters for thousands and thousands of employees. Due to this, every day thousands and thousands of employees have to travel by Railway trains from Bardhwan to Asansol and vice-versa and even from Calcutta employees come to attend the respective places of employment by trains. The number of trains plying on this line are not sufficient to cater the needs for the huge number of daily passengers. So, number of fast trains are necessary and also E.M.U. coaches should be introduced in this line as early as possible.

In this connection, I would like to mention that every day in Bardhwan Station, more than 50,000 passengers board their trains and there is only one foot-bridge exist in Bardhwan station. In the peak hours, hundreds of passengers miss their trains due to congestion in the foot-bridge. So, another foot-bridge should be constructed for the benefit of the Railway passengers. So, I draw the attention of the Railway Minister for introduction of E.M.U. coaches in Bardhwan-Asansol Railway section and second foot-bridge in Bardhwan section and make a statement in the House in this regard.

(vi) Need to improve train services on Agra-Mathura-New Delhi section

SHRI RAJESH KUMAR SINGH (Firozabad) : Sir, I would like to draw the attention of the Railway Minister to the inconvenience being faced by passengers travelling daily from Agra or Mathura to New Delhi,

especially the commuters leaving Agra or Mathura by morning train and returning the same evening. Four trains—the Dehra Doon Express, the Dadar Express, the Southern Express and G.T. Express—leave Mathura between 2 a.m. and 3:15 a.m. After a gap of about 5 hours, two trains, namely, the Paschim/Deluxe Express and Kutub Express are scheduled to depart at 7:56 a.m. and 8:05 a.m. respectively. The Kutub Express is nearly always running late by 4 to 6 hours. Those daily travellers who hold season tickets are not allowed to travel by Paschim/Deluxe Express trains. Persons who travel by Kutub Express reach Nizamuddin Railway Station very late and very little time is left at their disposal for attending to their chores at Delhi because they have to board the returning Kutub Express at 5:05 p.m. I would, therefore, request the Minister of Railways to add an extra general compartment to the Paschim/Deluxe Express trains for use of the commuters holding season tickets. Alternatively, a morning train from Agra to New Delhi may be run or the time of departure of Southern Express and Kutub Express trains may be advanced.

Besides, the Bombay Janata, Chhatisgarh Express and Kutub Express may be stopped at Bhuteshwar station at Mathura.

(vii) Discontentment among people of Arunachal Pradesh because of non-availability of essential consumer goods and non-payment of Compensations for acquired land

श्री हेमवतीनन्दन बहुगुणा (गढ़वाल) : सभापति महोदय, भारत का महत्वपूर्ण सूबा अरुणाचल है। इस सूबे के सुदूर पहाड़ों में बसे लोगों के लिए सरकार ने खाद्यान्न सामग्री, मिट्टी के तेल और अन्य जन-उपयोगी वस्तुओं की कोई ऐसी व्यवस्था नहीं की है कि अरुणाचल के हर ग्रामीण नागरिक को सभी चीजें उपलब्ध हो जाएं। साथ ही सरकार इन लोगों को जो सुविधाएं इनके जीवन-स्तर को उठाने के लिए देती भी है, सहायता की वे अधिकांश वस्तुएं कागज पर रह जाती हैं, क्योंकि प्रशासनिक इकाइयों से ग्राम दूर ऐसी जगहों पर बसे हुए हैं, जहां पहुंचने के रास्ते नहीं हैं।