

Rule 377

(VII) NEED FOR CONTROL OF PEST INFECTION
OF ORANGES IN NAGPUR AND AMRAVATI
DISTRICTS OF MAHARASHTRA

श्रीमती ऊषा प्रकाश चौधरी (अमरावती) : उपाध्यक्ष महोदय, इस देश में महाराष्ट्र के नागपुर और अमरावती दोनों मुख्य जिले हैं, जहाँ ज्यादा तौर पर संतरे पैदा होते हैं और देश के हर कोने में भेजे जाते हैं। इसके अलावा विदेशों में भी उनका निर्यात किया जाता है। 1980-81 में संतरों की पैदावार 1,78,388 मेट्रिक टन थी। एक जमाने में अमरावती जिले का मोशी बरूड विभाग भारतवर्ष का केलीफोर्निया कहलाता था। लेकिन आज यह क्षेत्र एक ऐसी बीमारी से प्रभावित हुआ है, जिसे "कोलसी" कहते हैं। इससे लगभग 50 लाख पेड़ों की क्षति होने की संभावना है। इस वर्षरतापूर्ण आक्रमण की गंभीरता और बढ़ गई है।

पहले ही सिंचाई के पानी का लेवल लगातार गिरता जा रहा है। पानी का लेवल पचास फीट तक पहुँच गया है इसी वजह से सूखे के संकट का वहाँ के किसान सामना कर रहे हैं। उसमें इस "कोलसी" के आक्रमण के कारण एक नया खतरनाक संकट पैदा हुआ है। महाराष्ट्र सरकार ने तत्काल इस क्षेत्र का सर्वेक्षण करा के इस बीमारी को रोकने के लिए शीघ्र कार्यवाही की है। फिर भी राज्य की ओर से जो कदम उठाए गए हैं, वे सीमित साधनों और यंत्रों के कारण आवश्यकता से कम हैं। इस कारण यह आवश्यक है कि भारत सरकार भी इस विषय में तुरन्त कोई कार्यवाही करे, जिससे भविष्य में कोई दुर्भाग्यप्रद घटना न घटे, क्योंकि मोशी बरूड विभाग के किसानों की रोजी-

रोटी संतरे की फसल से जुड़ी हुई है। यदि समय पर इस ओर ध्यान न दिया गया, तो यह बीमारी और भी लगे हुए क्षेत्र में बढ़ सकती है, जिस से निर्यात की क्षमता भी घटेगी और संतरों का उत्पादन भी गिर जायेगा।

इस लिए मैं सरकार से नम्र निवेदन करती हूँ कि वह युद्धस्तर पर इसके लिए कोई ठोस कदम उठाने की कृपा करे।

15.20 hrs.

RAILWAY BUDGET, 1981-82—
GENERAL DISCUSSION—Contd.

MR. DEPUTY-SPEAKER : The House will now resume general discussion on the Railway Budget.

Prof. Narain Chand Parashar to continue his speech.

PROF. NARAIN CHAND PARASHAR (Hemirpur) : I hope that you will allow me to continue tomorrow. Before 3.30 P.M. I will not be able to finish my speech. At 3.30 we have to take up the Private Members Business.

MR. DEPUTY-SPEAKER : You have already taken 10 minutes.

PROF. NARAIN CHAND PARASHAR : I took only 8 minutes.

MR. DEPUTY-SPEAKER : No. you took 10 minutes. The records speak. Please continue your speech.

PROF. NARAIN CHAND PARASHAR : Sir, how can I conclude at 3.30 ? It is not possible. Anyway I would make my submissions.

Sir, yesterday I was speaking on the construction of new railway lines and conversion projects for the hilly and the backward areas of the country and I was pointing out as to how the needs of the backward regions of the country had been neglected. I was stressing upon the urgent need which is therein respect of construction of new railway lines and certain other railways lines which have already been surveyed, especially in the State of Himachal Pradesh.

In this connection, I would like to refer to the 69th Report of the Estimates Committee of the Fifth Lok Sabha. It says :

"The Committee feel that Railway lines in the backward areas would greatly help in their development by providing the much needed communication facilities.

The Committee, therefore, recommend that a fixed percentage of the investment on the opening of new lines should be earmarked for the Backward Areas."

Now, this is a specific recommendation which has been made by an august Committee of this House. I hope that the hon. Minister will seriously consider the suggestion which has been made by the Committee.

In this connection, I would also like to invite your attention to what has been stated by the Public Accounts Committee in this regard, on the subject of opening of new railway lines.

Sir, I would invite your attention to the recommendation made by the P.A.C. in their Hundred and Seventy-first Report (1974-75). I am reading from Page 26 of this Report. I quote :-

"From the information made available to the Committee it is seen that out of the 15 new lines on which construction work was inaugurated during the last 5 years ending 31st January, 1975, work on two lines, viz. Saraigarh-Partapganj and Kathua-Jammu lines has been completed.

In respect of the five lines, namely, (i) Nangal Dam-Talwara link line (the only link in a hilly state), (ii) Howrah-Amta-Champadanga BG line, (iii) Nadikude-Bibinagar, (iv) Sakri-Hassanpur; and (v) Ramnagar-Kathagodam, final location surveys are either in progress or have been completed. The Committee desire that construction work on all these five lines as also on the other ten lines inaugurated during the last five years and even earlier and not completed so far should be completed very expeditiously. Once a project has been inaugurated or started, it should be ensured that the work on the project is not held up for want of funds and as far as possible the work should be completed according to schedule. On several works, the construction work and final location surveys are carried on concurrently. The Railway Board should consider that the construction work on these five lines be carried on concurrently with the final location surveys by issue of urgency certificates, where surveys for new Railway lines, especially 150 K.Ms. and below, connecting big areas, hitherto, unconnected, have started. These should be completed and the work should be taken in hand at the earliest."

The Committee said that these lines should be given priority because they are

very essential for the economic development of the country. Unfortunately, however, the Janata Government reversed the whole process. Sir, I have gone through the Plan Document which is called 'Draft five year Plan, 1978-83' which had been prepared by the Planning Commission under the guidance of the then Janata Government. Please read Page 208 of this particular document.

The outlay for new railway lines proposed for 1978-83 has been given here as Rs. 120 crores. As against this, the four Metropolitan Transport Projects have been given an amount of Rs. 125 crores. You will be shocked to learn about this, Sir. The earlier process undertaken for the development of backward areas has been reversed by the Janata Party Government. For the entire net work of the new Railway lines, spread over the whole country, only an outlay of Rs. 120 crores was earmarked. Against this, please see what has been earmarked for the four Metropolitan cities. For this Rs. 125 crores has been earmarked in the Draft Plan. That is to say, this Rs. 5 crores more than what has been earmarked for the entire country. So, I would like to request the hon. Minister for Railways to reverse this process of pumping in more money into the cities at the cost of the rural areas and the backward areas of the country. Sir, Mahatma Gandhi has always been stressing about the importance of the development of the rural areas of the country and we should take all steps in this direction in order to bring the railway line nearest to their villages. It is my respectful submission that whatever lines are under construction or under survey, should be completed at the earliest possible time, on a priority basis keeping always a national outlook in view.

As you know, there are some States which have not been given any new Railway lines during the last 33 years since our independence. You have got States like Himachal Pradesh and Tamil Nadu, from which you come. Mr. Deputy Speaker, which have remained neglected in this respect. I request that the Railway Board should give a true picture to this House as to how many K.M. of railway lines have been added to each one of the States in the country since our independence. Priority should accordingly be fixed for the States which have been neglected.

From the Sixth Five year plan Document I find that an amount of Rs. 380 crores has been provided for in respect of New lines as against the track renewals allotment of Rs. 500 crores, traffic facilities allotment of Rs. 489 crores and Rolling stock allotment of Rs. 2100 crores. This is out of a total outlay of Rs. 5,100 crores. It is my submission.

1981-82—Gen. Dis.

[Prof. Narain Chand Parashar]

that there should be a greater allocation for the construction of new lines.

Sir, I find from a report that there are more than 30 new Railway lines which are under construction as at present, adding up to a total kilometreage of 2082.88. More than 15 lines are there for conversion from metre gauge to broad gauge and they add up to over 3800 kilometres. All these things would require a huge investment. I would request the hon. Railway Minister to give his immediate attention to this problem. Keeping in view the fact that there are some States which are contributing significant amounts, as their share from the States Exchequer, in respect of construction of New Lines I do feel that priority should be fixed for the construction of new railway lines in their areas. The State Government concerned could also make some contribution for construction and completion of these new lines. It is not as if the Central Government alone should spend all the money and the contribution of the States is not taken into account.

Sir, the Government owes very much to the poorer sections of the people of this country. For the development of the area, the provision of railway line between Nangal Dam and Talwara is most important. For the construction of this line, the inauguration was made by the then Railway Minister, Shri L. N. Misra with the good wishes of the Prime Minister and later Shri Kamalapati Tripathi referred to this line and a commitment was made in this House that this line would be constructed. Then there are other lines also. These are small lines which should be taken on a priority basis. Railway lines are to be constructed between Kalka and Parvanu, a small distance of 5 Km. Then the construction of broad gauge line is to be undertaken between Jagadari and Paontasa lib. The Chief Minister of Himachal Pradesh has also promised to contribute for Kalka Parwanu extension of B.G. from the State Exchequer.

My other point is that the Railway Minister has created a new psychology. He was made a new approach by way of new orientation to the economy of the Railways, that is, the freight oriented psychology and this psychology has to be carried out because we have some very great difficulty. For sometime now, we have been very much after super-fast trains. I have calculated that one super-fast train displaces as many as six goods trains. So, this new scheme is likely to clash with this new concept. While considering for the introduction of super fast trains, we should also keep in mind a balanced approach in the running of goods trains and the passenger trains. We are not against the passenger trains. We also want speedier movement of goods trains. I compliment the Minister because he has thought of the fast movement of the goods train also so that there will

be more revenues for the Railways. I may submit that of the various steps that the Railways have taken to improve the movement of goods the most rewarding would probably be the segregation of the modern wagon fleet fitted with roller bearings and centre buffer couplers and its operation as the 'express stream' of freight traffic movements. Special jumbo wagons for crucial bulk traffic like foodgrains have also been introduced. These innovations would bear fruit if the bottlenecks are removed.

There are many other problems and they are of very complicated nature. For the electrification of the tracks, Rs. 450 crores have been set apart in the 6th plan. But I would submit that electricity is available in a large quantity in States like Himachal Pradesh and the programme will be successful if the Railways take up construction of railway lines in Himachal Pradesh from where electricity can be supplied to the adjoining states like Punjab, Rajasthan and Haryana. The national approach must be kept in view and the map of the whole country must be kept in view while considering the development of railways. For the new lines, gauge conversion, etc. The Railway Minister has proposed for setting up of an Expert Committee to look into the reorganisation of the administrative set up. It was Mr. Gopalaswamy Iyengar who introduced the existing 9 Zonal systems. We find that the Northern Railway is not able to do justice to the vast areas covered by it, especially our state. I demand that the Northern Railway may be reorganised so as to carve out a new zone called North Western zone covering our State and other adjoining regions of other States.

MR. DEPUTY SPEAKER : Mr. Parashar, you may continue your speech tomorrow. .

COMMITTEE ON PRIVATE MEMBERS BILLS AND RESOLUTIONS

FIFTEENTH REPORT

SHRI T.R. SHAMANNA (Bangalore South) : Mr Deputy Speaker, Sir, I beg to move :

"That this House do agree with the Fifteenth Report of the Committee on Private Members Bills and Resolutions presented to the House on the 25th February, 1981."

MR. DEPUTY SPEAKER : The question is.....

"That this House do agree with the Fifteenth Report of the Committee