

[श्री मनीराम बागड]

लिए स्टैन्डर्स स्टॉल के सब ग्राइंटमों का प्लार प्राइस फिक्स किया जाना चाहिए ।

14 hrs.

(iv) PROBLEMS OF STUDENTS OF SCHOOLS AFFILIATED TO CENTRAL BOARD OF SECONDARY EDUCATION IN TAMIL NADU.

**SHRI D.S.A. SIVAPRAKASAM (Tirunelveli): In Tamil Nadu, there are many schools affiliated to Central Board of Secondary Education. The students studying in these schools are facing certain problems. When these students, after completing their higher secondary course, seek admission for B.A., B.Sc., M.B.B.S, courses, they are subjected to certain hardships. The students reading in schools covered by Tamil Nadu Board of Secondary Education are obtaining high marks. But the students appearing for Central Board of Secondary Education Examinations get less marks. When we try to analyse the reasons for this, the method of valuation seems to be the cause. The method of valuation in C.B.S.F. schools is different from other schools. The papers of students of C.B.S.E. schools are being valued strictly. Since the C.B.S.E. students are not able to score high marks, after completing their 11th Class, they go away to other schools for the 12th class. Naturally, the strength in C.B.S.E. schools declines. In the Arts colleges and other professional colleges, only those who score 85 per cent to 90 per cent marks get admission. In order to secure such high percentage of marks the C.B.S.E. students join other schools. Generally speaking, the standard of C.B.S.E. students is superior. But when you see the marks obtained in the public examination the C.B.S.E. students are ranked lower with the consequence of not being able to get admission for B.A., B.Sc., M.B.B.S. etc. Recently, the parents of students of C.B.S.E. schools have appealed to the Chairman of the Board that the valuation should be liberal;

otherwise, some seats in institutions of higher education should be reserved for C.B.S.E. students, Or, the Central Government should run exclusive colleges for C.B.S.E. students, I join in this genuine appeal of the parent who are worried about the future of their wards. (ends)

(v) REHABILITATION OF PERSONS DISPLACED AS A RESULT OF LANDS ACQUIRED FOR NEYVEL LIGNITE CORPORATION.

SHRI ERA ANBARASU (Changalpattu): The Neyveli Lignite Corporation was formed in the year 1956.

It is one of the biggest projects in Asia, thermal power and coal play a pivotal role in meeting the energy requirement of industries in Tamil Nadu. Besides, it provides employment to 18,000 persons and meeting the demand for fertiliser.

To set up this gigantic project, 13 villages were acquired. At the time of acquisition of lands, the displaced persons were assured of employment in the project and proper compensation for the loss of cultivable land and houses. But the NLC did not fulfil the assurance given to the displaced persons. There are still about 2,500 displaced persons who are not given any employment even after a lapse of 25 years. In providing employment opportunity to the displaced persons, I understand that the Government of Tamil Nadu has for classifications in providing employment opportunity to the displaced persons. The persons whose houses were acquired are placed in the first category. Those whose houses and lands were acquired are placed in the second category. Those whose lands were acquired are placed in the third category and those whose lands have been partially taken away are placed in the fourth category. This classification in providing employment giving preferential treatment is erroneous and illogical since those who have given both their lands and houses should be placed in the first category

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since they have their main source of income. Those who have completely given away their entire land should be placed in the second category. The persons whose lands are partially acquired should be placed in the third category and those who have surrendered their houses only should be placed in the fourth category.

Because of the wrong classification, proper justice is not meted out to the affected and displaced persons. The compensation paid to the land owners while acquiring the lands is very meagre. To cite an example, 4 acres belonging to a person had been acquired for only a paltry sum of Rs. 641.80 paise. This compensation paid is most unreasonable and inadequate.

In view of the above, I urge that the hon. Minister for Energy:

(i) to re-categorise the classification already done by the State Government so as to provide employment;

(ii) to provide reasonable compensation taking into account the market value of the land to the displaced persons; and

I further urge upon the hon. Minister for Energy to take appropriate steps to bring about a Central legislation to provide proper protection to the displaced persons in paying compensation and providing employment opportunities and to implement the rehabilitation scheme effectively.

At least the hon. Minister may consider issuing a direction to provide employment to one person in each displaced family.

(vi) CLOSURE OF THE DIESEL P.O.H. SHOP AT SILIGURI JUNCTION IN WEST BENGAL

SHRI ANANDA PATHAK (Darjeeling): Under rule 377, I would like to make the following statement:—

The attention of the Government has been drawn by the unions, organisations, prominent citizens, including Members of Legislative Assembly and

Members of Parliament and particularly the Chief Minister of West Bengal against the closure of the Diesel P.O.H. shop at Siliguri Jn. in West Bengal

While I am aware of the programme of modernisation of workshop which has been undertaken under the loan and guidance of World Bank, it was never revealed that the programme would include abolition of various workshops also. This would prove to be harmful for development of Indian Railways itself, as the capital outlay for building up this shed will amount to wasteful expenditure.

The P.O.H. in Ajmer is operationally feasible but the involvement of lead from Tinsukia to Ajmer and back will break the back of railway economy. As far as I know, no locomotive is permitted to work a train on way to P.O.H. as a dead loco; its performance worthiness is certified at the running sheds and this is considered to be a must before a loco is permitted to haul a train.

In the Budget speech, as the Railway Minister categorically has spoken against gauge conversion, one may expect that the metre gauge in N.E. and N.F. Rly. is going to remain operative for some years to come. The decision to open a new diesel shed in N.E. Rly. where they have no experience proves this. I do not understand why the Diesel P.O.H. shop situated at Siliguri almost in the middle of N.E. and N.F. Rly. could not cater to the P.O.H. of the diesel locomotives of these two railways.

Under these circumstances, I urge upon the Government that on all accounts the decision of closure of the Diesel P.O.H. shop at Siliguri Jn. is unfair to the staff and will create further difficulties in both operation and economy of the Indian Railway and the order be cancelled.

I demand that the Minister concerned make a statement in the House in this regard.