

[Shri Bheekhabhai]

- (7) DTC buses must stop within the specified space for which necessary markings on the bus stands must be undertaken immediately.
- (8) Traffic rule breakers must be dealt with more stringently.
- (9) More mini buses, matadors may be encouraged in place of big sized buses.
- (10) Adequate number of trained traffic control personnel on regular timings may have to be ensured.

I am sure if the above suggestions taken care of immediately, traffic problem in Delhi would ease a lot.

(iii) MEASURES FOR INCREASED GROWTH OF ORCHIDS IN FORESTS OF NORTH-EAST INDIA

SHRIMATI GURBINDER KAUR BRAR (Faridkot) : Under Rule 377, I am making the following statement :

I would like to bring to the attention of the House that rare specimens of orchids in the forest of the North-East, their exclusive habitat, continue to find their way out of the country in violation of the International Convention to which India is a signatory. The Convention handbook signed by 43 major countries of the world which participated in the Convention on the International Trade in endangered species of wild Fauna and Flora (Cities 1973) specifically includes the entire family of orchids as a variety of plants which cannot be exported from one country to another. In spite of this, a large variety of rare orchids normally growing in the Khasi Hills and the Himalayan Hills around Darjeeling and Kalimpong, are being systematically exported out of the country.

The problem is compounded by the fact that the orchids multiply rather slowly (mainly through vege-

tative means) and the pace of plunder is much quicker than that of natural replenishment. According to the Botanical survey of India 28 varieties of orchids are included in the list of 134 most threatened plant species in Indian Vanda Coerulea (Blue Vanda) no longer exist in its traditional habitat in the Khasi Hills. To make things worse, the local inhabitants in these areas are being exploited economically, as they are paid a pittance for the rare plants which eventually fetch exorbitant prices in the International market.

It is understood that a long term project has been initiated by the North Eastern Council for preservation of orchids. As part of this project the team proposes to perfect techniques of growing orchids with seeds and if this can be done in large numbers, then the trade in orchids can be legalised to earn foreign Exchange for the country. This project needs to be encouraged by extending all possible help in the form of finance and expert botanists who can make success of the proposed project.

(iv) INTRODUCTION OF A NEW SUPER-FAST TRAIN BETWEEN HOWRAH AND BHUVANESHWAR.

SHRIMATI JAYANTI PATNAIK (Cuttack) : Sir, Railways have planned for introduction of a super-fast express train between Bhuvaneshwar and Howrah in their corporate plan. The passenger traffic has been steadily increasing in this area due to the commencement of new industrial growth centres in large number. The Government of India have taken decision to set up a steel plant at DAITARI and a fertiliser plant at Paradeep of Orissa.

A Charge Chrome plant has been set up at Bhadrak and two other such plants have been approved by the Government for setting up near Anandpur and DAITARI. Apart from this, a synthetic Polyester Plant at Bhuvaneshwar, an industrial

complex at Chandaka and another at Jagatpur have been approved by the Government and construction of these units would commence within months. All these would require development of rail transport in infrastructure substantially.

Calcutta being the principal commercial centre in the Eastern India, people should be able to go from Bhuvaneshwar in early morning and after finishing their work at Calcutta they should come back late in the evening. This could be only possible if a super-fast express train is introduced between Bhuvaneshwar and Howrah. This new train will leave Bhuvaneshwar at 5.00 a.m. and reach Howrah at 11.00 a. m. Again it should leave Howrah at 5.00 p. m. and reach Bhuvaneshwar at 11.00 p. m.

In view of this, I demand that the Government of India should introduce a new super-fast express train between Howrah and Bhuvaneshwar forthwith.

(v) CONVERSION OF NEELACHAL EXPRESS INTO A DAILY EXPRESS TRAIN.

*SHRI RASABEHARI BEHERA (Kalahandi) : Sir, I would like to raise the following matter under Rule 377 :

The 175/176 Neelachal Express runs only thrice a week. This train comes from Puri, the abode of Lord Jagannath and connects Bhuvaneshwar, the city of temple, steel city Jamshedpur, world famous Buddhist Pilgrim center Gaya, two great religious centres of the country Banaras and Allahabad and above all New Delhi, the capital city of India. It has, thus contributed to an immense increase in the transit traffic particularly from Bihar, Uttar Pradesh, Delhi, Haryana and Punjab.

Almost every day, the accommodation in this train remains full and many passengers do not get reservation on either side. Keeping in view the increasing demand for accommodation in this train, the Government of Orissa has made several requests to the Ministry of Railways for converting this train into a daily express train. Unfortunately, the Ministry of Railways has not examined the proposal thoroughly and kept the matter pending on one pretext or the other for long. This is a question of giving comfort to the thousands of passengers and pilgrims from all over India and from abroad. Conversion of Neelachal Express into a daily express train on this route will, moreover, add to our foreign exchange earnings to the tune of thousands of rupees every day.

As such, I demand that the Government of India should convert this train into a daily express train.

(vi) PADAYATRA BY PEOPLE OF DARJEELING ON 1ST MAY, 1982 IN SUPPORT OF THEIR DEMANDS.

SHRI ANANDA PATHAK (Darjeeling) : Sir, with a view to ventilate their genuine grievances and express their urge and aspirations for participating in the task of national reconstruction and strengthening the cause of national integration, the people of Darjeeling are undertaking Padayatras from different nooks and corners of the district, walking through steep up and down of the hill. The Padayatras from different points would converge in a mass rally at the heart of the town of the district headquarters at Darjeeling Sadar on the 1st May, 1982. Thousands of workers, peasants, white collared employees, youths, students, teachers, intellectuals, women and the people of all walks of life are voluntarily and enthusiastically participating in the Padayatras.