

**SHRI KHURSHEED ALAM KHAN:**

(An hon. Member: Why can't the Minister be suspended?) We always adhere to the specifications laid down by the Manufacturers in all respects regarding safety and otherwise...

**SHRI KAMAL NATH:** Regarding seat-belt certain restrictions are there.

**SHRI KHURSHEED ALAM KHAN:** They are not used for three persons and all that. And, on this particular day, fortunately we had 40 Japanese small people who came there and they were all accommodated; it was possible for us to accommodate them.

**MATTERS UNDER RULE 377****(i) DISCONTENTMENT AMONGST TRIBALS IN HILLY TRACKS OF MAYURBHANJ DISTRICT OF ORISSA.**

**SHRI MANMOHAN TUDU** (Mayurbhanj): Mr. Deputy Speaker, Sir, I invite the attention of the Hon. Minister of Agriculture towards the growing discontentment arising among the thousands of tribals inhabited in the hilly tracks of Mayurbhanj District of Orissa. The removal of dead tree-trunks and branches from the Similipal Hill Forests of Mayurbhanj District by the Similipal Forest Development Corporation has reduced the availability of wild mushrooms eaten extensively by the Tribals.

The simple Tribals living in remote hamlets situated in the foothills of Similipal have, other the years, acquired the habit of consuming "wild mushrooms" growing on dead tree-trunks and branches. They collect these mushrooms from the Hill Forests, they crush them into powder and preserve them for their future use. These poor Adivasis thereby get the most nourishing Protein Food from such mushrooms growing in the forest. They eat the mushrooms along with rice,—especially during the rains,—when no other vegetable is available.

In the Similipal Hill Forests, some important strains of wild mushrooms grow

abundantly. 'Marchella' is one of them and it is known for its fine taste and flavour. The dry 'Marchella' has got a big demand in the international market and it is sold for as much as Rs. 500/- a K.G. India exports this variety of mushrooms, worth about Rs. 28 lakhs a year. They play an important role in the forest eco-system and act as a medium in the conversion of fresh leaf and litter, into palatable and nutritive mushrooms locally known as 'Nada-Chhatu' or 'Parab Chhatu'.

With the removal of all dead, decaying and fallen tree-trunks and branches by the Similipal Forest Development Corporation, the Forests will be deprived of the natural fungus beds which help in the growth of many rare and priceless wild mushrooms. The dead and decaying tree-trunks and branches do not endanger the forest in any way. On the other hand, they serve as the base material for the natural growth of the Protein and Vitamin-rich food for the local Tribals.

The removal of these base materials from the forest will also affect the genetic pool, on which so much research is being carried out. Apart from affecting the forest eco-system, the utilisation of the base material, as firewood, will also eliminate some rare species of wild mushrooms, which have immense medical proportions. In view of this, I demand that that immediate steps should be taken to stop the removal of dead tree-trunk and branches from the Similipal Hill forest of Orissa by the Similipal Forest Development Corporation.

**(ii) CONSTRUCTION OF RAILWAY LINE FROM MANKHURD TO BELAPUR AND ADDITIONAL SUBURBAN LINES BETWEEN BANDRA AND ANDHERI.**

**SHRIMATI USHA PRAKASH CHOUDHARI** (Amravati): The metropolis of Bombay with an expanding population is faced with a serious mass transportation problem. To alleviate the situation, proposals were made to the Minister of Railways, as a beginning, to construct an additional pair of suburban railway lines between Bandra and Andheri and the

Mankhurd-Belapur section of the proposed East-West Corridor along the alignment Bandra-Kurla-Mankhurd-Belapur - Panvel. The Minister for Railways and the Minister for Planning were requested in April 1981 to consider these proposals. In his reply on the 14th May 1981 the Minister of Planning stated that due to severe constraints of resources, the Government of India had been able to include very few metropolitan to transport projects in the Sixth Five Year Plan and if additional funds were found feasible, the question of including additional rail transport facilities in Bombay city would be examined in consultation with the Ministry of Railways.

Discussions were held on the subject between the Railway Minister and the State Government twice during last year. The Railway Minister informed the Chief Minister of Maharashtra in July last year that the Minister for Planning had already written to the Minister of Finance regarding additional allocation of Rs. 70 crores to the Railway sector for taking up these schemes. The Ministry of Railways had recommended the scheme of Bandra-Andheri pair of lines to the Planning Commission and that it was under consideration and as regards the Mankhurd-Panvel railway line, the relevant project report was still under consideration. The Railway Minister was again requested on 22-7-81 to give his full support to the projects in question.

To enable the Railway authorities to commence the work, particularly on the East-West Corridor, *i.e.*, Mankhurd-Belapur link, it is most necessary to provide them funds in the Sixth Plan itself. This project includes an item of 2 Km. long rail-cum-road bridge across the Thana Creek costing Rs. 35 crores which would take 5 to 6 years to complete and the work needs to be started immediately. Once the work starts, the outlay required for the subsequent stages of the project could be provided according to the progress of the work. It would be possible for the State Government to recover the cost of road bridge by levy of tolls.

The Scheme for an additional pair of lines between Bandra-Andheri is most

essential owing to the tremendous increase in traffic on this line. The main land link is quite essential in view of the State Government's decision to shift the Mantralaya and certain wholesale markets to New Bombay so as to help decongestion in Bombay. The city and Industrial Development Corporation of Maharashtra has gone much ahead in developing the New Bombay. Owing to the setting up of the O.N.G.C. and Thal Vaishet Projects and the proposed Nhava Sheva Port project in New Bombay, the main land rail link has now achieved the importance of a national scheme and required early implementation. On 12-11-81 it was indicated by the Planning Commission that funds of Rs. 23 crores were approved for the Bandra-Andheri additional railway lines but no provision is made for the other Project. It will be absolutely necessary to provide some funds, at least Rs. 5 crores for the bridge by re-adjusting rail expenditure heads in the Sixth Plan so that it can be considered as an ongoing project for the Seventh Five Year Plan.

(iii) CONSTRUCTION OF MUSEUM IN RATNAGIRI, ORISSA TO PRESERVE ANCIENT SCULPTURES.

SHRI RASA BEHARI BEHRA (Kalahandi): I would like to invite attention of the Minister of Education about the deterioration of the ancient sculptures of Orissa, which are lying in the open, exposed to sun and showers in Orissa. The Government of India have sanctioned establishment of a museum in Ratnagiri as early as 1977. But it is regrettable that the construction work of the museum has not been started so far. With the consequences of early decimation of the cultural heritage of the past, everyday thousands of tourists, both National and international, are keen to study these sculptures to understand ancient India's contribution to civilization. Ratnagiri itself has a hoary past. Considering the importance of Ratnagiri, the State Government has already sanctioned an approach road and a link bridge costing over Rs. 1.5 crores.