

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.

[Shri Rasa Behari Behra]

The preservation of these sculptures of Orissa is very essential. The absence of a museum in Ratnagiri would lead to the ruin of these sculptures. It is therefore, necessary that the C.P.W.D. should be directed to start the construction of the museum without any further delay.

(iv) INCLUSION OF JAIPUR TOWN OF ORISSA UNDER SMALL AND MEDIUM TOWNS DEVELOPMENT AND BEAUTIFICATION PROGRAMME.

SHRI A. C. DAS (Jaipur): I would like to make the following statement under Rule 377. —Jaipur, which is popularly known as Navigaya and Birajakshetra has got both the historical and religious significance. It is one of the medium town of the State of Orissa. Thousands of tourists and pilgrims from all over the country come to visit Navigaya and Birajakshetra of this town everyday. It is a matter of regret that this town has not been developed to the desired level.

Improvement of roads, provision of modern sanitary facilities, better water supply system, construction of resettlement colonies for the slum dwellers and the development of parks of this ancient town involves large amount of funds. Orissa is a poor State and the cost required for the overall development of this historical town cannot be borne entirely by the State Government. On the other hand, the delay in taking effective steps for the development of this town may cause great discontentment among the people.

The Government of India has undertaken programme for the development and beautification of small and medium towns of the country during the Sixth plan period. Two hundred thirty one towns all over the country have been identified so far, for bringing under this Small and Medium Town Development and Beautification Programme.

In this connection, I demand therefore that Jaipur town of Orissa may please be included in the said programme forthwith.

(v) ABSORPTION OF EMPLOYEES OF THE CENTRAL FISHERIES CORPORATION.

SHRI SUDHIR GIRI (Contai): Sir, the Ministry of Agriculture had taken a decision to wind up the Central Fisheries Corporation. Consequent on the decision, the hon. Minister of Agriculture had a meeting on 25-1-1982 with the heads of different Undertakings under the Ministry of Agriculture for the absorption of the employees of the Central Fisheries Corporation as early as possible. But out of 197 regular staff, only 8 have so far been absorbed (6 in the National Seeds Corporations and 2 in the Haldia Port). It is, therefore, a pity that instead of implementing the decision, the management of all the Undertakings have adopted dilatory tactics so that the deadline of the closing of Central Fisheries Corporation is over. Furthermore, to avoid the absorption of those employees in service, almost all the Undertakings such as the National Seeds Corporation, F.C.I., Indian Dairy Corporation, Modern Bakeries have called for graduate employees. Out of 197 employees there are only 44 graduates in Central Fisheries Corporation. To make the situation worse confounded, the Central Fisheries Corporation management is also not forwarding the names of 31 casual staff who are in continuous service without a break for the last ten to fourteen years.

Two months have passed after the decision was taken for absorbing all the 197 regular and 31 casual staff. But now it transpires that notices are going to be served on 30-3-1982 for the closure of the Central Fisheries Corporation. This would create a grave situation throwing a number of employees, 189 employees, out of employment who have put in their valuable service for a long time in this organisation. To alleviate such critical position of the Central Fisheries Corporation, the Government should take positive steps without a moment's delay.

I, therefore, urge upon the Government to take immediate steps for absorption of these unfortunate employees of Central Fisheries Corporation and extend the date for the closure of this Corporation till