

[Shri K. Suryanarayana]

I would like to bring to the notice of the Government, and of the House the wide resentment created among the farmers of the coastal districts of Andhra Pradesh by the reported move of the National Seeds Corporation to shift its regional office with godowns from Vijayawada to Hyderabad. A representation has already been sent in this matter to the Minister of Agriculture and Irrigation, Government of India by the MLAs of the area belonging to different political parties.

By shifting the NSC's regional office from Vijayawada, the production of seeds in the State will be seriously affected, and severe losses will be caused to the farmers who have been helping in the productions of quality seeds (paddy) during the last 15 years.

The regional office with godowns was set up in 1963 by the Government of India, keeping in view all the basic needs for the production of seeds and the enterprising farmers of the coastal districts, using latest agricultural techniques, have been supplying quality seeds to many regions of the country all these years

Located at Adigoppula and Venktramannagudem in the rice-growing areas are the seed production centres developed with financial aid from the World Bank. They are producing foundation seeds and their work can be supervised more conveniently by the NSC's regional office at Vijayawada than the Agricultural University area situated at Hyderabad.

The argument of the management of NSC that because the headquarters of the South Central Railway is located at Secunderabad, wagons will be easily available for the export of seeds if the regional office is located at Hyderabad, is untenable. Such exports were being carried on from Vijayawada for the last 15 years without any serious problems. Seeds were being exported from Vijayawada when the entire area was earlier under the Southern Railway, whose

Head Office is situated at Madras.

As per production schedules for 1979-80, seeds are to be produced in 1900 acres in the coastal districts, while only 13 acres set apart for the purpose in the Telengana area. Therefore, there is all the more necessity for the regional office of NSC to function at Vijayawada.

It is learnt that some interested officers have proposed the idea of shifting the regional office of NSC to Hyderabad to facilitate their stay near to the city of Hyderabad, which is against our national policy, viz. that industries, particularly agro-based industries, should be in the rural areas, and not near metropolitan cities.

The Minister of Agriculture and Irrigation is requested to look into this matter and see that the move to shift the NSC's regional office from Vijayawada is dropped, so that the programmes of production of quality seeds and their exports to other regions go on unhampered

(v) REPORTED UNSATISFACTORY SERVICE CONDITION IN INDIAN COOPERATION MISSION HIGHWAY PROJECT (NEPAL).

SHRI DINEN BHATTACHARYA (Serampore): Sir, under rule 377, I wish to raise the following matter:

The unsatisfactory service conditions in the Indian Cooperation Mission Highway Project (Nepal) and the heavy victimization and repression being resorted to by the Nepal Government to crush the present agitation of the employees for their legitimate basic demands, were raised in this House on April 30, 1979 through a Starred Question No. 932. Now it has further come to notice that 7 Indian workers have been arrested by the Nepal Police without any reason, solely to create a reign of terror amongst the Indian employees fighting for their just cause in a democratic manner. The arrested 7 employees have been terminated

from service, and the agitating employees are being forced to resume duty by the Administration, with the help of Armed Police at the point of bayonet. It may be stated as to what steps have been taken by the Government for the release of 7 Indian workers who are still in jail. They should also intervene with the Nepal Government about their resorting to ruthless repression aimed at terrorizing the Indian workers who are serving there for a long time. These workers were assured of alternative employment in 1973. Hence the question of their absorption should be finalized as well as the release of the arrested workers should be ensured.

(vi) AMENDMENT TO PASSENGERS TRAVELLING BY TINSUKIA MAIL.

SIRI ISMAIL HOSSAIN KHAN (Barpeeta): Sir, under rule 377, I make the following statement on a matter of urgent public importance.

From 1st November, 1978 Assam and other North Eastern States are linked with New Delhi, the capital of India, by a superfast train, Tinsukia Mail. By introducing this train, the Railway Minister promised some better amenities to the second class passengers on its broad gauge portion from New Delhi to New Bongaigaon and overall saving in running time of about 10 hours than the old time table. It was welcomed by all the passengers as it ran punctually for a few days.

Trouble began with the change of time table with effect from 1st April, 1979. The superfast Tinsukia Mail Train runs every day late by 2 to 7 hours. Better amenities provided for the passengers, e.g. dining car, vestibuled and cushioned berths are regularly irregular. II Class AC Sleeper Coach is provided thrice a week and that too is without bed rolls and proper maintenance. The train superintendent does not attend the train regularly. There is nobody to hear the public complaint in his

absence. On several occasions, the train runs without light and fan. Even there is no provision of drinking water in these hot days. It is seen that on 7-5-79 the train ran without water even in bath room from Mugal-sarai to Allahabad. When it was reported to the Guard, he took no step and asked the passengers to pull the chain.

There was nobody to check the unauthorised passengers on 28-4-79; when it entered Bihar State, one of our MPs was threatened to be thrown out of the train when he objected to the entrance of a man into his compartment.

Even in the AC sleeper in which we were travelling, about 12 boys entered into our compartment at Danapur and threatened us that if they are not allowed to travel, then the train would be detained for indefinite time. There was no security. We were completely helpless.

On that day there was no dining car as a result of which passengers were without breakfast, food, etc. This is not an isolated incident. Travelling by Tinsukia Mail from Mugal-sarai to Sahebganj is a terror. In this portion of journey, there is no administration and no supervision. Passengers at their own will travel without any valid ticket. There is frequent chain pulling in this portion. The dining car was looted at Patna in 1st April, 1979 and passengers were terrorised. No security arrangement is there for the safety of the passengers.

I draw the attention of the hon. Minister find out the reasons why by the old time table the train ran on time peacefully whereas with the new time table with effect from 1st April, 1979 all the irregularities began.

I also appeal to the hon. Railway Minister to keep his promise for better amenities to the passengers and