

beg to present the First Report (Hindi and English versions) of the Committee on the Welfare of Scheduled Castes and Scheduled Tribes on Action Taken by Government on the recommendations contained in the Fourth Report (Ninth Lok Sabha) on the Ministry of Railways (Railway Board) - Reservations for and employment of Scheduled Castes and Scheduled Tribes in Indian Railway Construction Company Limited.

BUSINESS ADVISORY COMMITTEE

Tenth Report

[English]

DR. LAXMINARAYAN PANDEYA (Mandsaur): I beg to move:

"That this House do agree with the Tenth Report of the Business Advisory Committee presented to the House on the 16th December, 1991."

MR DEPUTY SPEAKER: The question is:

"That this House do agree with the Tenth Report of the Business Advisory Committee presented to the House on the 16th December, 1991."

The motion was adopted

MR. DEPUTY SPEAKER: We break for lunch and meet once again at 2.15 p.m.

13.11 hrs.

The Lok Sabha then adjourned for Lunch till Fifteen minutes past Fourteen of the Clock.

14.22 hrs.

The Lok Sabha re-assembled after Lunch

at twenty two minutes past Fourteen of the Clock

[MR. DEPUTY SPEAKER in the Chair]

[Translation]

MATTERS UNDER RULE 377

- (i) **Need to release adequate quantities of rice, Pulses etc to Tamil Nadu**

*SHRI R. JEEVARATHINAM (Arakonam): Sir, in Tamil Nadu, due to recent heavy rains, North Arcot Ambedkar District, Thiruvannamalai and Samburvarayar Districts have been badly affected resulting in damage to the standing crops there. As a result of this, the prices of rice, pulses, etc., have gone up which had affected the poor, labour and middle classes.

Arrangements should be made to make available to Government of Tamil Nadu huge quantities of rice. These commodities should be released through fair price shops. The price of rice and pulses should be fixed and made available through private shops as this will give the much-needed relief and, at the same time, provide relief to the poor, labour class and middle class people from getting them at the fixed price.

- (ii) **Need for early conversion of Jabalpur-Chandrapur metre-gauge line into broad gauge**

[Translation]

SHRI VISHWESHWAR BHAGAT (Balaghat): Mr. Deputy Speaker, Jabalpur Chandrapur metre gauge railway line connects Chandrapura, Bhandara, Mandla, Balaghat, Seoni, Chhindwada and Jabalpur districts. Present railway line is more than one hundred years old and its structure has totally worn out. It will be dangerous to continue this

[Sh. Vishweshwar Bhagat]

railway line without its modernisation. Rather, instead of merely modernising it, the metre-gauge line should be converted into broad-gauge so that the aforesaid districts may develop. Forest property, copper and minerals like manganese, dolomite etc. are found in abundance here. Due to the absence of broad-gauge railway line these minerals are not being utilised properly.

Therefore, my submission is that Chandrapur-Jabalpur metre-gauge line should be converted into broad-gauge, it would connect North India with southern parts of India and reduce the load on Nagpur-Itarsi railway line.

- (iii) **Need to set up a new food/fruit canning unit at Rajampet in Andhra Pradesh or enhance the capacity of the existing unit there**

[English]

SHRI A. PRATAP SAI (Rajampet): Sir, every year Rs. 400 to Rs. 450 crores worth of fruits are being grown in Rajampet in Andhra Pradesh and are sent out of the State of various other places like Madras, Bombay, Bangalore, Ahmedabad, etc. for processing and sale resulting in meagre return to the farmers. Only a small food canning unit of the Government of Andhra Pradesh is functioning at Kodur with very small capacity. Since there is vast scope of development and employment potential, I urge upon the Government to encourage either private sector to set up a canning unit here or enhance the capacity of the existing unit and ensure that the farmers in this area are benefited.

- (iv) **Need to provide a halt of Koval Express at Morappur in Dharmapuri district, Tamil Nadu**

SHRI K.V THANGKABALU (Dhar-

mapuri): Sir, Dharmapuri district being the most backward district of Tamil Nadu has no proper rail facility. There are four major railway stations in Dharmapuri, out of which Morappur, Buddiraddypatti and Kadathur are among the most important stations. Fast express trains do not stop at Morappur. The Kovai Express from Madras to Coimbatore on its way possibly touches all district headquarters, namely, Vellore, Salem, etc. but the train which runs through Dharmapuri during the day does not stop at Morappur. Consequent upon the electrification of the Jolarpetai-Salem section, the engineers say that the movement of trains on this section has increased by 110 per cent and there is no time constraint whatsoever on the trains. Five minutes can be very easily spread for Kovai Express to stop at Morappur. I, therefore, urge upon the Government of India and the Union Minister of Railways to take immediate steps to provide a halt for Kovai Express at Morappur in Dharmapuri district of Tamil Nadu.

- (v) **Need to open a new Railway division at Ahmedabad, Gujarat**

SHRI HARIN PATHAK (Ahmedabad): Sir, the Government of Gujarat have put up a proposal to Minister of Railways for the opening of new Railway Division at Ahmedabad. The Minister has agreed in principle. However, new divisions have been created at Bhopal and Ambala but the request of Ahmedabad has not been entertained so far. The proposal may be re-considered in view of the following facts:-

1. That the present arrangement of posting some high officers of Railways at Ahmedabad is not enough to meet the present day requirements.
2. The passenger as well as goods traffic is very heavy.
3. At present, Ahmedabad area falls within jurisdic-