

you wanted to raise in the zero hour could not be taken up. Normally, zero hour shall have to be stopped at 1 O'Clock. Some agitation is also going on during zero hour. Zero hour should not be enlarged for more than one hour. Some of our precious time is also lost because of talk across the table. If you just restrain yourself, I think more hon. Members also would have the chance to speak.

Now we shall break for lunch to meet at 14.15 hrs.

13.12 hrs.

The Lok Sabha then adjourned for Lunch till fifteen minutes past Fourteen of the clock.

The Lok Sabha re-assembled after dunch at twenty minutes past Fourteen of the Clock.

(MR. DEPUTY-SPEAKER *in the Chair*)

MATTERS UNDER RULE 377

(I) **Need for early sanction of Bhopal-Ramganj Mandi railway line**

[*Translation*]

SHRI DIGVIJAY SINGH (Rajgarh): Mr. Deputy Speaker, Sir necessary provision to conduct survey work on Bhopal Ramganj mandi railway line via Beawara had been made in the 1989-90 Bud get. But the survey work has not yet been completed. I would, therefore, like to make a demand from the hon. Minister of Railways that early sanction may please be accorded to the Bhopal-Ramganj Mandi railway line.

(II) **Need to conduct Cental survey of drought affected areas in Maharashtra and provide c ompensation to the affected people**

SHRI TEJSINGHRAO BHONSLE

(Ramtek): Mr. Deputy Speaker Sir, in view of the drought situation in Maharashtra the Chief Minister of the State has declared 29553 villages as drought affected. My constituency is also affected. Most of the vil-lages are still reeling under acute drought. Due to non-availability of drinking water easily, several people and cattle have died. Standing crops have also dried up due to non-availability of water for irrigation. The farmers are forced to sow the next crops. General public are experiencing acute drought. The situation will become more critical if immediate relief is not provided by the center to these drought hit areas. The Maharashtra Government has sought a relief assistance of Rs.460 crores to tackle the situation. They should be porovide neces-sary assistance immediately. At the same time committee should be constituted to take stock of the situation. It should be sent to the drought affected areas so that correct infor-mation about the situation could be gathered and the affected people could be paid due compensation in time.

(III) **Need to provide more financial assistance to Uttar Pradesh for drought relief measures**

SHRI ASTBHUJA PRASAD DHUKLA (Khalilabad): Mr. Deputy Speaker, Sir districts of Gorakhpur, Basti, Maharajganj, Siddharthanagar and Deoria in eastern Uttar Pradesh are facing severe drought. This year the monsoon was late. Since the rainfall was inade quate, the farmers had to face a lot of difficulties in sowing and watering the Kharif crops. The crops were completely affected. Due to inadequate rains, there is no moisture in the land. Consequently, the soiwing of Rabi crops cannot be done pro-poerly. Rabi crops are also fully affected by drought.

Therefore, the above districts of eastern Uttar Pradesh should be declared as drought hit areas and the Centre should provide more financial assistance to the State Gov-

[Sh. Astbhuja Prasad Dhukla]

ernment for taking up drought relief measures on a large scale.

(iv) Need for early completion of Varanasi-Chhapra and Mau Ballia Shahganj rail line projects

SHRI RAM BADAN (Lalganj): Mr. Deputy Speaker, Sir, I would like to draw the attention of the hon. Minister towards the rail projects in eastern Uttar Pradesh and western Bihar. The Ashoka Mehta Committee was constituted in 1984 to find out the reasons of backwardness of eastern Uttar Pradesh. The Committee had pointed out that the narrow gauge rail line was largely responsible for the backwardness of the area. Just like an island, this area has no free contact with other parts of the country. Varanasi-Chhapra and Mau-Ballia-Shahganj rail line projects have not yet been implemented.

I would, therefore, like to request the Central Government to get the above said rail projects completed immediately so that there could be proper development in eastern Uttar Pradesh and western Bihar.

(v) Need for expansion and modernisation of Terail railway station on

[English]

PROF. UMMAREDDY VENKATESWARULU (Tenali): Tenali Railway Station is situated in Vijayawada Division (S.C. R.) on the Grand Trunk Road of New Delhi - Madras. Several trains originating from New Delhi, Howrah, Hyderabad, Kakinada etc. bound for Tamilnadu, Kerala and Karnataka States pass through this important junction in Guntur district. Thus, Tenali junction has become almost an entry point of all the trains bound for Southern States. This heavy traffic of passenger trains, superfast trains, goods trains etc. is causing heavy congestion at Tenali Railway Station. Often, it is resulting

in placing the local trains bound for Repalle, Guntur, Vijayawada and also trains passing through Grand Trunk Road are made to wait for hours together in outer station area.

Presently there are hardly three platforms and four lines to clear the entire overloaded traffic. In view of the present congested situation and the resultant inconvenience to the public there is urgent need for expansion of number of platforms and number of railway lines at Tenali Railway Station. Further, the booking office is in a low-lying area. Any amount of rainfall is causing inundation and the public are unable to approach booking counters.

Tenali Station needs a separate loading platform for transshipment of line, vegetable, fruits and fish, which is not presently available.

There is thus an immediate need for expansion and modernisation of Tenali Railway Station which may please be taken up during 1992-93 Railway Budget.

(vi) Need to accord early approval to develop Baypore sub port of Calicut into an all weather port

SHRI E. AHAMED (Manjeri): Baypore port is a sub-port of Calicut situated 10 kms. south of Calicut and is midway between two major ports, Kochi and Mangalore. Baypore is an estuarine port and mainly caters to the needs of coastal sailing vessels and vessels plying between mainland and Lakshadweep Islands. A vast hinterland and traditionally established trade connections are the important factors favouring the development of this port. The hinterland of the port of Calicut comprises Kozhicode, Wayanad, Malappuram, Palakkad and Thrissur districts of Kerala State and Coimbatore and Nilgiri Districts of Tamilnadu. The main items of import considered were food-grains, furnace oil, fertilizers, salt, timber, kerosene and machinery and exportable items were timber