

[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