

[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

products, coconut and coconut products, tapioca, chips, tiles, coir yarn, fibre rope, frozen cargo, handicrafts and handloom clothes, industrial goods, rayon pulp, pepper, tea, coffee, etc. If Beypore Port is made an all weather port, it can expect to generate a traffic of about five lakh tonnes per annum. During 1988-89 about 1,03,000 M.T. of rice and wheat were imported through this port.

There was proposal to develop Beypore sub-port of Calicut as an all weather port in two stages. The first stage is a project costing Rs. 15 crores and the second stage is around Rs. 50 crores, totalling Rs. 72.50 crores. The State Government have moved with Central Government to approve the first stage. I urge upon the Government to take up the matter.

(vii) **Need for early completion of portions of link channel of Ganga Canal passing through Punjab**

(Translation)

SHRI BIRBAL (Ganganagar): Mr. Deputy Speaker Sir, the Gang Canal of Sriganganagar district is very important which has been providing irrigational facilities for the last 65 years. This canal with a capacity of 2750 cusec water has been completely damaged in Punjab. As a result thereof, it is not able to take its quota of water. In order to ensure that the canal carries its full quota of water, the Government of Rajasthan has undertaken a scheme to construct a link channel at R. D. No. 491 near Lohgarh by flowing its share of water in Indira Gandhi Canal and connect it with first head of Gang Canal at Sadhuwali. The Government of Rajasthan has almost completed its portion of work. Some portions of this link channel fall under Haryana. This portion of work has also almost been completed. Now the remaining work has to be done by the Punjab Government. The Centre should direct the Punjab Government to close the Sarhind Pir Cannal for 15 days so that work on this link channel can be completed immediately and the farmers depending on the Gang Cannel

could get full quota of water. The damaged portions of this link channel in Punjab should be repaired again so that it can get its full quota of water.

(viii) **Need to lay a railway line between Migrendisa and Diktokcherra in Badarpur Lunding Hill Section in North Eastern Region**

(English)

SHRI KABINDRA PURKAYASTHA (Silchar): Sir, I would like to raise the following matter under Rule 377.

The railway line from Lunding to Badarpur serves the Southern parts of Assam, Tripura, Manipur and Mizoram. It also provides an outlet to Meghalaya. This line serves the transport needs of 50,000 sq. km. area of the North Eastern part of the country involving five States in this Region.

The existing passenger train services on Badarpur-Lunding Hill Section are quite inadequate to meet the requirement of growing needs of this region. So introduction of more trains are absolutely necessary. But the bottleneck is due to inadequate capacity of the Hill section. As per survey report, for removal of this bottleneck an additional line should be laid between Migrendisa and Diktokcherra which will involve considerable expenditure.

Railway Board also feels that this additional line is fully justified but as it is difficult for Railways alone to fund it, they suggested that NEC should consider funding 75 per cent of the Project.

I appeal that the Railway Ministry and NEC should take up the Project jointly for removal of bottleneck in the interest of the five States of the North-East.

SHRI G. MADE GOWDA (Mandya): Mr. Deputy Speaker, Sir, I would like to raise this matter.